

# Southend-on-Sea Borough Council

Report of Corporate Director of Enterprise, Tourism and  
the Environment

to

**Traffic and Parking Working Party and Cabinet  
Committee**

on

**29<sup>th</sup> April 2009**

Agenda  
Item No.

Report prepared by: John Muir

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## **Bournemouth Park Road Route Accident Reduction Scheme Proposals**

### ***A Part 1 Public Agenda Item***

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#### **1. Purpose of Report**

- 1.1 For Traffic and Parking Working Party and Cabinet Committee to consider objections to advertised traffic orders and notices on the Bournemouth Park Road Route Accident Reduction Proposals and make an appropriate decision

#### **2. Recommendations**

1. **Officers have carefully considered all points raised in the objections summarised in this report. It is requested however that the Traffic and Parking Working Party consider the objections make the Orders as advertised and authorise the confirmation of the Orders**

**AND**

2. **Officers considered the minor alteration as to the location of the bus stop (which was not included in the Statutory consultation and Traffic Regulation Order) following comments from a resident. Members are requested not to agree to this alteration for a period of 6 months**

**OR**

3. **That Members consider the objections and recommend that the Orders and objections are further considered and referred back to this Committee at a later date.**

**OR**

4. **No further action is taken**

### **3. Background**

3.1 The Improvement Scheme was reported to the Traffic & Parking Working Party and Cabinet Committee on the 17<sup>th</sup> December 2008 where the following was resolved :-

- (i) That the amended scheme be approved, including a further extension of the proposed double yellow lines on Royston Avenue (from 15metres to 37 metres).
- (ii) That Statutory consultation is carried out on Traffic Regulation Orders and Notices required to implement the scheme.
- (iii) Should there be no objections to the required Traffic Regulation Orders and Notices, to implement the scheme subject to changes recommended by the road safety auditor.

### **4. Financial Implications**

The revised cost of the route accident reduction scheme is £116,537.89, which would be funded from Local Transport Plan Two and would not have a financial burden on any maintenance budget.

The additional safety improvement measures around Bournemouth Park Primary School would cost £41,107.91, which again would be funded from Local Transport Plan Two and would not have a financial burden on any maintenance budget.

The remaining measures to improve cyclist safety along this recommended cycle route would cost £134,199.34, and would be funded by Cycling England. By employing an alternative detail when constructing the verge and footway parking, this cost can be reduced to £107,139.22.

The revised cost of the overall scheme would be £299,992.46 (including £8,147.33 to cover health and safety at work co-ordination duties), which would reduce to £272,932.34 if the alternative detail referred to above is adopted.

The revenue implications of this report are limited to the ongoing revenue costs for maintenance.

This is a Council Capital project to be implemented during the financial year 2009/10.

### **5. Consultation**

Statutory Consultation was carried out between 26<sup>th</sup> February and 19<sup>th</sup> March, 2009. This comprised the following:-

- Consultation letters (with attached extracts from the statutory consultation Drg.Nos. CA99/03/ /D, CA99/04/ /D and CA99/07/ /D) were delivered to all residents affected by waiting restrictions and a bus stop relocation, which are now proposed in addition to the measures consulted upon during the informal

consultation. The waiting restrictions are proposed across all driveway entrance ways, while the bus stop relocation is proposed from Nos. 251,253 & 255 to Nos. 281,283 & 285 Bournemouth Park Road.

- Street Notices detailing the proposals were erected on lamp columns at the location of the proposed restrictions, road humps and zebra pedestrian crossing, and were maintained for the duration of the consultation period.
- An advertisement was placed in the Southend Echo on the 26<sup>th</sup> February, 2009
- Plans were placed on deposit in the Contact Centre at the Civic Centre, for the public to inspect as required.

Eight letters of objection were received and are summarised below:-

Objection No.	No. of times raised	Comments	Response
1	2	This stretch of road will be subject to no waiting from 8am to 6pm.	The proposed waiting restrictions only apply across entranceways to vehicle crossovers.
2	2	It is possible for buildings to have two or more associated cars.	There will be no loss of parking provision over night when parking demand is greater.
3	2	I do not see any proposal to provide any parking areas.	Parking for 18 vehicles will be provided between Wentworth Rd and Eastern Ave.
4	2	We are not legally allowed to park on the grass verges.	Parking attendants will be able to issue tickets to people who park on verges.
5	2	Parked cars cause no hazard to the passing traffic on this wide road.	Parked cars were damaged as a result of accidents.
6	2	No reason to change parking, which has been allowed for many years.	The reasons are to accommodate wider traffic lanes and cyclists more safely.
7	2	Full parking bays installed within the verges could solve the problem.	There is insufficient space to for parking bays and turning facilities.
8	2	Congested parking will result on Wentworth Road, creating a hazard.	There will be sufficient safe space on Wentworth Road for displaced parking.
9	1	No driver has ever blocked my entrance by parking their car across the entrance.	It would be best to protect your entrance now, as parking is generally on the increase.
10	1	My visitors will be charged fees for parking on the approach to my drive.	There is a risk visitors will be fined for parking on verge crossovers to private driveways.
11	1	Spaces will be used by residents from the other side of the road.	Possibly, but most residents on the other side of Bournemouth Park Road have driveways.
12	1	No vehicle parks on the access to my drive presenting any obstruction.	It would be best to protect your crossover now, as parking is generally on the increase.
13	1	The bus stop at No. 359 should be moved to the end of the pavement.	The clearway marking has been located to maximise parking provision at the bus stop.
14	1	The intention of the yellow line across my property access needs clarification.	The yellow lines are required to facilitate parking enforcement.
15	1	Can I cross the single yellow line to park on the crossover throughout the day?	If you park on the verge cross over to your driveway, there is a risk you will be fined.
16	1	People would pave over their gardens if not allowed to park on their crossovers.	There is a risk people will be fined for parking on crossovers which are part of the highway.
17	1	From 6pm to 8am, my access will be obstructed by parked vehicles.	The police have powers to prosecute drivers who obstruct other peoples' driveways.
18	1	Speed cushions at Royston Ave have been located too close to my driveway.	The cushions were relocated in the interests of cyclist and motorcyclist safety.
19	1	Minority ignore the humps in Norwich Avenue, which inconvenience majority.	At a height of 75mm round top humps can achieve speeds between humps of 20mph.
20	1	Few people say they need these humps; as the majority don't come forward.	Both informal and statutory consultations were carried out on the current proposals.
21	1	Drivers will go through traffic lights and	Once speed tables are installed, the speed

		collide with slow vehicles on cushions.	related accidents problem will be resolved.
22	1	No point in a crossing at the school, as there's already a patrol at North Ave.	A crossing is desired outside the school, as using the patrol involves a 250m detour.
23	1	Parked cars will still impair visibility, and people will cross outside crossing areas.	Guardrail and bollards will deter footway and verge parking respectively near the crossing.
24	1	Residents are concerned about parking causing verge damage and accidents.	If the parking bays are installed, attendants will prosecute drivers who park on the verge.
25	1	A house-to-house survey may reveal a different view on the subject.	Account was taken of consultees' responses to leaflet delivered to affected households.
26	1	The informal consultation should have included the bus stop relocation.	There is only a legal obligation to notify frontages concerning bus stop relocations.
27	1	As a result of past accidents, traffic bollards and islands have been installed at Royston Ave and Wentworth Road; together with a Zebra at the latter.	The current proposals have been designed to treat continuing accidents at Royston Ave., but the considerably lower level of accidents at Wentworth Road are not being treated.
28	1	At least one serious accident occurred on the zebra crossing, involving a young school girl and a northbound car.	This was the only accident recorded on the zebra during the five year period considered.
29	1	The proposed bus stop relocation to within metres of a traffic bollard (50m from the zebra) will restrict the road width, make it difficult for northbound drivers to negotiate a bollard and obscure the zebra; inviting an accident.	The proposed position of the relocated bus stop will allow a northbound bus to pass a stationary bus, then negotiate the existing bollard to the south of the Wentworth Road junction and have no adverse effect on safety at either Wentworth Road or on the zebra.
30	2	The existing bus stop functions well, is located opposite a permanent bus stop (complete with shelter) and is removed from the zebra, where it does not restrict road width or free traffic flow.	A speed cushion is proposed between the existing stop and adjacent island, and will be difficult for large overtaking northbound vehicles to straddle safely and comfortably. The road width would be similarly restricted.
31	1	The proposed bus stop relocation will impair motorists' visibility when exiting from Royston Ave. or Wentworth Rd.	The infrequent use of this relocated short duration stop, will have no great adverse effect on junction visibility.
32	1	Stopped buses and limited carriageway width will restrict traffic flow.	It will be possible to overtake stationary buses, subject to slight delays.
33	1	Buses will impair access visibility at the proposed stop, creating safety hazards.	Access visibility will be good after buses move off, following fairly short duration stops.
34	1	Noise, disturbance and loss of privacy and residential amenity will result from people gathering at the bus stop.	There are no proposals in the vicinity of your premises, which would result in gatherings of people at the proposed relocated bus stop.

At the date of drafting this report no objections have been received by the statutory consultees listed below:-

Divisional Commander  
Essex Police HQ

Town Clerk  
Leigh Town Council

Divisional Commander  
Essex County Fire & Rescue

Divisional Commander  
East of England Ambulance NHS Trust

Chief Superintendent  
Essex Police - South East Division

The Secretary  
Freight Transport Association Ltd

Managing Director  
Road Haulage Association Ltd

The Manager  
Arriva Southern Counties (AS)

Managing Director  
Stephenson's of Essex

Managing Director  
First Essex Buses Ltd

Emergency Planning Officer  
Southend on Sea Borough Council

Highways Information Team Manager  
Southend on Sea Borough Council

Station Commander  
Essex County Fire & Rescue Service  
Leigh

Chief Fire Officer  
Essex County Fire & Rescue Service

Station Commander  
Essex County Fire & Rescue Service  
Shoebury

Regal Busways Ltd.  
Essex

Essex Police  
Casualty Reduction Unit

Manager  
Arriva Buses Southend

## **Risk Assessment**

The principal risks to the council from the outcome of this report are a negative impact on customer satisfaction from either failure to implement the project in the face of apparent public support or from specific local opposition to aspects of the proposals. These risks have been mitigated by consulting on the proposals in the first instance, and subsequently being able to respond to customer concerns. Following a comprehensive consultation, local residents have an expectation that a scheme will be implemented this financial year, 2009/10.

## **8. Background Papers**

8.1 All background information is held within file no. TH/P/5000 including the Statutory Consultation Drawings which will also be on display at the meeting.

## **9. Appendices**

9.1 None