

Southend-on-Sea Borough Council

Agenda
Item No.

Report of Corporate Director of Enterprise Tourism & the
Environment

To

Traffic & Parking Working Party & Cabinet
Committee

On

5th January 2011

Report prepared by:
Andrew Meddle (Head of Planning & Transport)

**Trial Period for Delegated Authority to Advertise New and
Amended Traffic Regulation Orders
Economic & Environment Scrutiny Committee
Executive Councillor: Councillor Cox
A Part 1 Public Agenda Item**

1. Purpose of Report

- 1.1 To grant delegated authority to advertise new and amended Traffic Regulation Orders (TROs), without the delay caused by taking such minor business through the Traffic and Parking working Party and Cabinet Committee for the period until 1st January 2013, subject to the caveats and rationale outlined in section 4 of this report.

2. Recommendation

- 2.1 That the Traffic & Parking Working Party and Cabinet Committee:
- a. Delegate authority to the Head of Planning & Transport to advertise new and amended Traffic Regulation Orders, subject to the criteria specified in section 4 of this report for the period until 1st January 2013.
 - b. To review the performance of the trial at the last Traffic & Parking Working Party and Cabinet Committee in 2012 and set out recommendations at this stage for further action.
 - c. That any new or amended TROs advertised under delegated authority are reported to the Traffic and Parking Working Party and Cabinet Committee on a quarterly basis.

3. Background

- 3.1 The Council has been receiving a large number of petitions and other requests for minor changes to TROs. The process for taking these forward is quite time consuming and requires a report to the Traffic and Parking Working Party and Cabinet Committee to grant authority for the Council to advertise the new or changed TRO.
- 3.2 The consent to advertise is only the first step. Formal advertisements are then placed in the newspaper and site notices are displayed. Where one or more

valid objections to the proposed TRO are made, then the matter is referred back to the Traffic and Parking Working Party and Cabinet Committee for a decision.

3.4 The proposed policy around this delegation is designed to ensure that matters can still be discussed by the Traffic and Parking Working Party and Cabinet Committee and this is achieved by any of the consultees requesting the matter be discussed at an open meeting.

3.3 The process outlined in section 4 is proposed to reduce the delay that residents experience and to reduce the cost of advertisements, etc. by combining work without losing local control by Councillors.

4. Proposed Process for Delegations

4.1 Where it is proposed as a result of a petition, request from a resident, business, Councillor (Member's Request) or because of professional judgement exercised by an officer, then the relevant officer should prepare a simple proposal, including a plan, detailing the changes proposed.

4.2 The authority would allow delegated authority to consultation and issue and public notices in respect of proposals for making, modifications or revocations of TROs of all kinds, including experimental orders, under the provisions of the Road Traffic Regulation Act 1984, as amended, and all other existing powers. This delegation does not apply to the TROs which deal with one-way streets, weight restrictions and restricted movements, which will all continue to be progressed via the Traffic and Parking Working Party and Cabinet Committee. Changes to waiting and loading restrictions will only be advertised where they meet the criteria agreed by the Traffic & Parking Working party and Cabinet Committee at its meeting on 18th July 2011, as shown in Appendix 1.

4.3 The policy is suggested as follows:

"If the proposal:

- ***Affects 30 metres or less of an existing restriction (unloading / loading, double yellow or single yellow line, etc.) in total; or***
- ***Promotes 30 metres or less of a new restriction in total; and***
- ***Has the agreement of all affected Ward Councillors; and***
- ***Has the agreement of the Executive Councillor responsible for Transport***

then authority to carry out all necessary works to deliver the statutory advertisements is given to the Head of Planning and Transport.

This process excludes work proposals agreed by the Traffic & Parking Working Party and Cabinet Committee, which are dealt with via specific authorisations"

4.4 Where the agreement of the three ward councillors and Executive Councillor is not forthcoming then the matter will go before the Traffic and Parking Working Party and Cabinet Committee.

5. Other Options

- 5.1 Do nothing. This would allow the current comparatively cumbersome and not particularly cost effective process to continue, reducing the ability of the authority to react to petitions and requests for changes in a timely manner.

6. Reasons for Recommendations

- 6.1 The process outlined in section 4 is proposed to reduce the delay that residents experience and to reduce the cost of advertisements, etc. by combining work without losing local control by Councillors.

7. Corporate Implications

7.1 Contribution to Council's Vision & Corporate Priorities

- 7.1.1 The recommendations are consistent with the Council's Vision and Corporate Priorities.

7.2 Financial Implications

- 7.2.1 This approach will reduce administration, advertisement and staff costs by combining TRO work. It will also reduce committee time.

7.3 Legal Implications

- 7.3.1 None

7.4 People Implications

- 7.4.1 Neutral

7.5 Property Implications

- 7.5.1 Neutral

7.6 Consultation

- 7.6.1 None

7.7 Equalities and Diversity Implications

- 7.7.1 None

7.8 Risk Assessment

- 7.8.1 None

7.9 Value for Money

- 7.9.1 The recommendation will deliver increased value for money.

7.10 Community Safety Implications

- 7.10.1 Neutral

7.11 Environmental Impact

- 7.11.1 Neutral

7. Background Papers

- 7.1 Nil

8. Appendices

Appendix 1 – Agreed Policy on Waiting & Loading Restriction Changes

APPENDIX 1 – AGREED POLICY ON WAITING & LOADING RESTRICTION CHANGES

This policy was agreed by the Traffic & Parking Working Party and Cabinet Committee at its meeting on 28th July 2011.

The policy states:

- (a) Such restrictions may only be considered along roads with road classification including and above local distributor routes, as defined in Appendix 2 of the report (as taken from the Local Transport Plan);*
- (b) There is demonstrable evidence through accident analysis that there have been at least 3 personal injury accidents during the last three years resulting from adverse and/or indiscriminate parking in the vicinity.*
- (c) Waiting and loading restrictions may not be introduced in isolated residential streets unless there are pedestrian and traffic safety issues demonstrated through the accident statistics (as in (b) above).*
- (d) Where high traffic volume and flow is affected by parked vehicles.*