

# Public Document Pack

## Southend-on-Sea Borough Council

### Legal & Democratic Services

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22 July 2020

Dear Councillor

### **CABINET COMMITTEE - MONDAY, 27TH JULY, 2020**

Please find enclosed, for consideration at the next meeting of the Cabinet Committee taking place on Monday, 27th July, 2020, the following report(s) that were unavailable when the agenda was printed.

#### **Agenda No    Item**

6.     **Traffic Regulation Orders - Objections (Pages 1 - 6)**  
Report of Executive Director (Neighbourhoods & Environment) to follow
7.     **Traffic Regulation Order (Waiting Restrictions) - Thames Close (Pages 7 - 10)**  
Report of Executive Director (Neighbourhoods & Environment) to follow

Yours faithfully

Tim Row  
Principal Democratic Services Officer

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# Southend-on-Sea Borough Council

Agenda  
Item No.

6

Report of Executive Director  
(Neighbourhoods & Environment)

to

**Traffic Regulation Working Party  
and Cabinet Committee**

on

**27<sup>th</sup> July 2020**

Report prepared by Sharon Harrington,  
Head of Traffic Management & Highways Network

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## **Traffic Regulation Orders - Objections**

**Cabinet Member: Councillor Woodley  
Part 1 Public Agenda Item**

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

- 1.1 For the Traffic Regulation Working Party and the Cabinet Committee to consider details of objections and support for Traffic Regulation Orders in respect of various proposals across the Borough.

### **2. Recommendation**

- 2.1 **That the Traffic Regulation Working Party consider the comments received to the Orders during the public consultations and recommend to the Cabinet Committee to:**

**(a) Agree with officer recommendations and implement the Traffic Orders as drawn and consulted upon**

**(b) Reject officer recommendations and take no further action**

- 2.2 **That the Cabinet Committee consider the views of the Traffic Regulation Working Party, following consideration of the representations received and agree the appropriate course of action.**

### **3. Background**

- 3.1 The Cabinet Committee periodically agrees to advertise proposals to implement waiting restrictions in various areas as a result of requests from Councillors and members of the public based upon an assessment against the Council's current policy. The proposals shown on the attached **Appendix 1** were advertised through the local press and notices were displayed at appropriate locations informing residents and businesses of the proposals and inviting them to make representations in respect of the proposed restrictions. This process has resulted in the comments detailed in **Appendix 1** of this report. Officers have considered these comments and where

possible tried to resolve them. Officer observations are provided to assist Members in their considerations and in making an informed decision.

#### **4. Reasons for Recommendations**

- 4.1 The proposals aim to improve the operation of the existing parking controls to contribute to highway safety and to reduce congestion.

#### **5. Corporate Implications**

##### **5.1 Contribution to the Southend 2050 Road Map.**

- 5.1.1 Ensuring parking and traffic is managed while maintaining adequate access for emergency vehicles and general traffic flow. This is consistent with the Council's Vision and Corporate Priorities of Safe, Prosperous and Healthy.

##### **5.2 Financial Implications**

- 5.2.1 Costs for confirmation of the Order and any amendments, in **Appendix 1**, if approved, can be met from existing budgets. Costs for traffic calming measures are funded by the accident remedial budget with the Local Transport Plan funding.

##### **5.3 Legal Implications**

- 5.3.1 The formal statutory consultative process has been completed in accordance with the requirements of the legislation.

##### **5.4 People Implications**

- 5.4.1 Works required to implement the agreed schemes will be undertaken by existing staff resources.

##### **5.5 Property Implications**

- 5.5.1 None

##### **5.6 Consultation**

- 5.6.1 This report provides details of the outcome of the statutory consultation process.

##### **5.7 Equalities and Diversity Implications**

- 5.7.1 Any implications have been taken into account in designing the schemes.

##### **5.8 Risk Assessment**

- 5.8.1 The proposals are designed to improve the operation of the parking scheme while maintaining highway safety and traffic flow and as such, are likely to have a positive impact.

## **5.9 Value for Money**

- 5.9.1 Works associated with the schemes listed in **Appendix 1** will be undertaken by the Council's term contractors, selected through a competitive tendering process to ensure value for money.

## **5.10 Community Safety Implications**

- 5.10.1 The proposals in **Appendix 1** if implemented will lead to improved community safety.

## **5.11 Environmental Impact**

- 5.11.1 There is no significant environmental impact as a result of introducing the Traffic Regulation Orders.

## **6. Background Papers**

- 6.1 None

## **7. Appendices**

- 7.1 **Appendix 1** - Details of representations received and Officer Observations.

## Details of representations received and Officer Observations relating to the Report on Traffic Regulation Orders

<b>Item</b>	<b>1</b>
<b>Location</b>	Snakes Lane Eastwood
<b>Proposed by</b>	Councillor Flewitt
<b>What is this request for</b>	Safety - To improve visibility for vehicles travelling in both directions due to parked cars and the bend in the road
<b>Proposal</b>	To introduce No Waiting at Any Time on both sides of the road
<b>Current Restrictions (if any)</b>	None
<b>Consultation dates</b>	18 <sup>th</sup> March – 8 <sup>th</sup> April 2020
<b>Number of properties consulted</b>	14 properties consulted
<b>Stakeholder feedback</b>	None
<b>Consultation feedback</b>	<p>2 Letters of objection received main comments include:</p> <ul style="list-style-type: none"> <li>• Against the order being put in place</li> <li>• The proposals will have a negative effect and inconvenience on this section of the road</li> <li>• Some of the houses along Snakes Lane do not have driveways which therefore means that these residents who have vehicles will have nowhere to park their vehicles</li> <li>• Would push the parked traffic further up the road increasing the number of cars parked surrounding the proposed restricted area</li> <li>• Some residents have multiple vehicles including work vans, the proposals would prevent easy access and safe parking of the resident's work vehicles</li> <li>• Provide driveways and expand existing driveways to take the parked vehicles that are causing the problems</li> <li>• against the proposal as parking down this road is bad enough without restrictions</li> </ul>
<b>Response rate</b>	14%
<b>% for / against</b>	100% Against
<b>Officer Comments</b>	<p>The parking of vehicles on the road and also on the edge of the hardstanding's to the properties in this section of Snakes Lane makes it difficult for cars to see other vehicles coming towards them especially with the bend in the road. This results in cars either having to pull over to let other vehicles through or stop as the road is not wide enough because of the parked cars and being forced onto the wrong side of the road for safe passing of vehicles. Snakes Lane is a busy road which is used by traffic cutting through to the A127 at Kent Elms. It also has a school at one end which results in a lot of parents using the road to drop off/pick up their children. This section of road is near to the David Lloyd sports centre which is busy with people visiting each day. There is also the entrance to the car park for local park in Snakes Lane.</p>
<b>Officer Recommendations</b>	Implementation of the proposals as advertised.
<b>Any other information</b>	<p>There is a risk that there might be an element of displaced parking to surrounding roads. However there will be on going school campaigns to educate parents to minimise the use of vehicles to drop off and pick up children from school. The impact of the scheme will be monitored and measures considered to reduce any problems that may have arisen.</p>

<b>Item</b>	<b>2</b>
<b>Location</b>	Cannonsleigh Crescent Leigh-on-Sea
<b>Proposed by</b>	Councillor Mulroney
<b>What is this request for</b>	Restrictions to deter parking on narrow road near to the rear entrance of Leigh North Street School
<b>Proposal</b>	Introduction of No Waiting at Any Time for 12m on the east/west leg and north/south leg of Cannonsleigh Crescent on both sides of the road
<b>Current Restrictions (if any)</b>	School Keep Clear Markings in front of rear entrance to school
<b>Consultation dates</b>	18 <sup>th</sup> March – 8 <sup>th</sup> April 2020
<b>Number of properties consulted</b>	14 properties consulted
<b>Stakeholder feedback</b>	None
<b>Consultation feedback</b>	<p>1 letter of objection received on behalf of residents of the road main points raised include:</p> <ul style="list-style-type: none"> <li>• appreciate the reason for the proposed parking restrictions being considered, do not think it will resolve the issues experienced by residents</li> <li>• residents of Canonsleigh Crescent experience ongoing difficulties in relation to availability of street side parking and vehicle access to the road</li> <li>• school staff, workers and people accessing Leigh Broadway, and visitors to the pre and post school clubs, all park in the street</li> <li>• creates considerable congestion</li> <li>• understand that part of the reason for the proposed restrictions relates to the safety, however I feel that there are other measures that could be put in place to resolve this issue</li> <li>• residents of Canonsleigh Crescent object to the proposed changes and would like consideration to be given to implementing a resident permit parking scheme in the road and making the road into a one way system, would also help to ease the congestion which is seen at certain times</li> </ul>
<b>Response rate</b>	7%
<b>% for / against</b>	100% against
<b>Cost of Scheme</b>	Approx.£500
<b>Officer Comments</b>	Canonsleigh Crescent is a narrow residential road which runs between Pall Mall and Leigh Hall Road. The road changes direction from north/south to east/west at the rear entrance to Leigh North Street School which is used by both pupils and cars entering the school. This leads to congestion on the road at school times with parents, teachers parking and shoppers for Leigh Broadway, parking in the road. Parking also occurs at weekends and following after school activities. Officer surveys have observed cars are parking on the bends on both sides of the road making it difficult to get round the corner. Reports have also been received that emergency services have at times not been able to access this road due to parked vehicles
<b>Officer Recommendations</b>	Recommend Implement proposals as advertised; as there is a significant safety issue which includes access for emergency services.
<b>Any other information</b>	None

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# Southend-on-Sea Borough Council

Report of Executive Director  
(Neighbourhoods & Environment)

to  
**Traffic Regulations Working Party  
and Cabinet Committee**  
on

**27<sup>th</sup> July 2020**

Report prepared by: Sharon Harrington,  
Head of Traffic Management & Highways Network

Agenda  
Item No.

**7**

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## **Traffic Regulation Order (Waiting Restriction)**

**Cabinet Member: Councillor Woodley**  
**Part 1 Public Agenda Item**

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

- 1.1 For the Traffic Regulations Working Party and the Cabinet Committee to agree to the commencement of consultation and implementation of a Traffic Regulation Order in Thames Close in accordance with Statutory processes.

### **2. Recommendation**

- 2.1. **That the Traffic Regulations Working Party approve the commencement of the consultation and implementation of the no waiting restriction referred to in Appendix 1 in Thames Close and recommend the Cabinet Committee to :**

**(a) Agree to the commencement of the statutory consultation process to implement the waiting restriction referred to in Appendix 1, and subject to any objections received, they are dealt with by the service area and not referred back to this committee.**

**(b) take no further action.**

### **3. Background**

- 3.1 The Cabinet Committee periodically agrees to advertise proposals to implement waiting restrictions in various areas as a result of requests from Councillors and members of the public based upon an assessment against the Council's current policies.

- 3.2 All requests are assessed and investigated against the policy criterion agreed criteria by the Cabinet Committee in November 2018.

#### **4. Reasons for Recommendations**

- 4.1 The proposal aims to reduce traffic flow and increase parking availability for residents by reducing commuter parking.

#### **5. Corporate Implications**

##### **5.1 Contribution to the Southend 2050 Road Map**

- 5.1.1 Ensure the highway network is effectively managed while maintaining safety and reduction of traffic flow. This is consistent with the Council's Vision and Corporate Priorities of Safe, Prosperous and Healthy.

##### **5.2 Financial Implications**

- 5.2.1 Where recommended, the source of funding will be from allocated budgets, where funding is provided from alternative budgets, this is highlighted as appropriate.

##### **5.3 Legal Implications**

- 5.3.1 The formal statutory consultative process for Traffic Regulation Orders will be followed.

##### **5.4 People Implications**

- 5.4.1 Works required to implement the agreed scheme will be undertaken by existing staff resources.

##### **5.5 Property Implications**

- 5.5.1 None

##### **5.6 Consultation**

- 5.6.1 Formal consultation will be undertaken including advertisement of the proposal in the local press and on street as appropriate.

##### **5.7 Equalities and Diversity Implications**

- 5.7.1 Any implications have been taken into account in designing the scheme.

##### **5.8 Risk Assessment**

- 5.8.1 The proposals are designed to improve highway safety and traffic flow and as such, is likely to have a positive impact.

## **5.9 Value for Money**

5.9.1 All works resulting from the scheme design are to be undertaken by term contractors appointed through a competitive tendering process.

## **5.10 Community Safety Implications**

5.10.1 The proposals in **Appendix 1**, if implemented, is likely to lead to improved community safety.

## **5.11 Environmental Impact**

5.11.1 There is no significant environmental impact as a result of introducing this Traffic Regulation Order.

## **6. Background papers**

None

## **7. Appendices**

**Appendix 1** – Details of the request and comments.

## APPENDIX 1 – WAITING RESTRICTIONS REQUEST

Item	1
<b>Location</b>	Thames Close
<b>Proposed by</b>	Councillor Hooper; local residents.
<b>What is this request for</b>	Measures to prevent all day commuter parking in the Close which causes access difficulties, limited parking and increased traffic and safety problems.
<b>Proposal</b>	To introduce parking restrictions prohibiting parking between 2pm and 3pm Monday to Friday
<b>Current Restrictions (if any)</b>	10 metres of junction protection both sides at its junction with Thames Drive with an additional 10 metres extension recently advertised which received support from a number of residents
<b>Reason for request</b>	Access, safety and availability of parking.
<b>Has this request been made previously (if so when)</b>	Yes in September 2018
<b>If this request was made previously what was the outcome</b>	Minute 250(4) of 13/9/18 Committee resolved That in respect of Request Reference No. 17/46 (Introduction of one hour waiting restrictions in Thames Close to deter commuter parking), the Deputy Chief Executive (Place) be authorised to commence the survey of residents in the wider area on appropriate parking controls to deter commuter parking.
<b>Who will be consulted</b>	All Councillors, Statutory Consultees and affected Residents.
<b>When will consultation take place</b>	If agreed it will be added to the programme of traffic regulation order requests.
<b>Officer Comments</b>	<p>Thames Close is approximately 65 metres long with a carriageway width of around 3.8 metres leading to a square shaped turning head. It is within walking distance of Leigh railway station.</p> <p>A 1 Hour Parking Restriction for Thames Close was considered on 13<sup>th</sup> September 2018 when officers in their report recommended no further action as it did not meet criteria. However after discussion by Councillors they agreed that the Deputy Chief Executive (Place) be authorised to commence the survey of residents in the wider area on appropriate parking controls to deter commuter parking.</p> <p>Although this is still outstanding, we have been approached by residents and a Ward Councillor regarding the close and the parking problems being experienced by the residents due to commuter parking. Following recent site investigations, it is evident that since the original report, the level of commuter parking has increased in the close which has led to concerns regarding access difficulties for both pedestrians and vehicles and general safety.</p> <p>Many roads to the east of Thames Drive already have a one hour restriction in operation to deter all day commuter parking and it is likely that a similar order would be successful. An extension to the junction protection has recently been through statutory advertisement and received several letters of support but these residents have also requested that the remainder of the close is restricted to ensure access to all vehicles including emergency vehicles.</p>
<b>Officer Recommendations</b>	Recommend to proceed to statutory advertisement and implementation subject to no objections being received.
<b>Any other information</b>	None