

# Southend-on-Sea Borough Council

Department of the Chief Executive

John Williams - Director of Democratic & Legal Services

Our ref:

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Your ref:

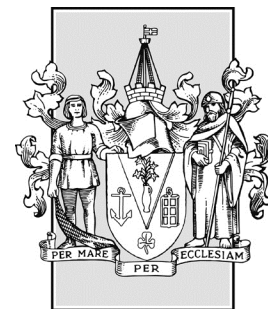
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Date: 6 March 2017

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Contact Name: Tim Row

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Dear Councillor

## TRAFFIC & PARKING WORKING PARTY – THURSDAY, 9TH MARCH, 2017

Please find enclosed, for consideration at the next meeting of the Traffic and Parking Working Party, taking place on Thursday, 9th March, 2017, the following report(s) that were unavailable when the agenda was printed.

### Agenda No Item

4. **Objections to Traffic Regulation Orders - Various Locations (Pages 1 - 6)**  
Report of Deputy Chief Executive (Place)
5. **Members' Request List (Pages 7 - 10)**  
Report of Deputy Chief Executive (Place)
6. **Requests for Waiting Restrictions (Pages 11 - 16)**  
Report of Deputy Chief Executive (Place)
7. **Darlinghurst Grove, Leigh-on-Sea (Pages 17 - 20)**  
Report of Deputy Chief Executive (Place)
8. **Station Road Pedestrian Crossing (Pages 21 - 26)**  
Report of Deputy Chief Executive (Place)

Yours faithfully

Tim Row

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# Southend-on-Sea Borough Council

Agenda  
Item No.

4

Report of Deputy Chief Executive (Place)  
to  
**Traffic and Parking Working Party and  
Cabinet Committee**  
on  
**9<sup>th</sup> March 2017**

Report prepared by: Peter Geraghty  
Director for Planning and Transport

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## **Objections to Traffic Regulation Orders – Various Locations**

**Executive Councillor: Cllr Tony Cox**

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

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

- 1.1 For the Traffic and Parking Working Party and the Cabinet Committee to consider details of the objections to advertised Traffic Regulation Orders in respect of various proposals across the borough.

### **2. Recommendation**

- 2.1 **That the Traffic and Parking Working Party consider the objections to the proposed Orders and recommend to the Cabinet Committee to:**

- (a) Implement the proposals without amendment; or,  
(b) Implement the proposals with amendment; or,  
(c) Take no further action

- 2.2 **That the Cabinet Committee consider the views of the Traffic and Parking 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 policies.
- 3.2 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 proposals. This process has resulted in the objections detailed in **Appendix 1** of this report. Officers have considered these objections and where possible tried to resolve them. 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 Council's Vision & Corporate Priorities.**

- 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 amendments, in **Appendix 1**, if approved, can be met from existing budgets.

### **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 will be 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.

## Appendix 1 Details of representations received and Officer Observations relating to the Report on Traffic Regulation Orders

Road	Proposed By	Proposal	Comments	Officer Comment
High Street Shoeburyness Residents Permit Parking Scheme	Members	Introduce Residents Permit Parking to roads around Shoebury Station	<p>25 Letters/emails of objection received</p> <p>13 Letters/emails received from residents at the northern end of the scheme who say that the problem does not occur during the day and is caused by too many resident's vehicles and not commuters.</p> <p>2 Letters/emails mentioned that this scheme will affect the elderly and vulnerable as their ability to receive casual help will be made more difficult.</p> <p>2 Letters/emails were received from residents who are unwilling to pay to park outside their own property.</p> <p>2 Letters/emails are from commuters who travel to the area from Great Wakering and who state that off-street car parking is insufficient to cater for demand.</p> <p>1 letter is from a shift worker who believes that he is discriminated against because he has to park in the area during the restricted hours.</p> <p>4 letters/emails are received from local retailers who think that customers will not be able to park in the area and their businesses will suffer.</p> <p>1 Letter from Longmans in Rampart Street (67 Retirement / Sheltered Housing Units ). Concerns have been raised regarding additional parking fees for visitors to the complex and problems of recruiting care staff.</p>	<p>The proposal was subject to an initial informal consultation undertaken by ward Members and the required level of support was evidenced.</p> <p>The level of objections do appear fairly high in comparison to the support received.</p> <p>There is a concern that by implementing the controls in the southern section of the area will displace the parking into the northern section which will worsen the current situation for those residents.</p> <p>The points regarding payment have been considered however the comments relating to this are small in comparison to the number of affected properties.</p> <p>Casual parking can be purchased at a cost of 50p per day utilising the visitors parking system and has not affected residents detrimentally in similar schemes within the borough.</p> <p>Business are well catered for with the current limited waiting areas. There are no proposals to amend these.</p>

High Street Shoeburyness Residents Permit Parking Scheme Cont:/	Members	Introduce Residents Permit Parking to roads around Shoebury Station	<p>13 letters/emails of support received.</p> <p>General support for the type of scheme proposed but think that the hours of operation should be extended to include weekends because there are other influences that cause non-residential parking during the weekend such as the beach and local church.</p>	<p>The hours of operation are proposed as 10am to 2pm Monday to Friday which is sufficient to deter all day parking from commuters. Introducing weekend restrictions is not recommended in this area where the prime attractor is the railway station.</p> <p><b>It is recommended that Members consider the options;</b></p> <ol style="list-style-type: none"> <li><b>1. Introduce the proposal as advertised,</b></li> <li><b>or</b></li> <li><b>2. Take no further action</b></li> </ol> <p><b>While the area could be divided to only implement controls in the southern section, this will displace parking and likely to result in requests for the scheme to be extended. Under the current agreed policy, this would not be possible within two years of the date of the decision.</b></p>
Belle Vue Road		<p>Introduce No Waiting at Anytime</p> <p>East Side junction with Southchurch Road to o/s No. 4 Belle Vue Road</p>	<p>1 letter of objection received: <b>Impose on Business –</b> customers who visit business are often elderly and have health problems new parking arrangements would impact on their ability to procure their requirements; nature of business requires constant loading and unloading from suppliers and in-house deliveries and customers loading their own vehicles</p> <p><b>Would suggest proposal to include loading bay or for parking to be restricted to the same as Southchurch Road</b></p>	<p>The area was subject to a waiting restriction prohibiting parking at all times. This was removed in an attempt to create additional parking and the result is considerable congestion at the junction due to parked vehicles, some of which are parked throughout the day. The area is subject to considerable levels of traffic accessing a number of streets.</p>

				<p>If the at any time waiting prohibition is reinstated, loading will still be permitted for as long as may be necessary.</p> <p><b>Recommend to proceed with advertised proposal.</b></p>
<b>The Maze</b>		<p><b>Introduce No Waiting at Anytime</b></p> <p><b>North and South Sides east end of The Maze</b></p>	<p>2 letters of Support and 1 letter of Objection Received</p> <p>Letters of support - main points were generally happy with proposals; positive benefit to the majority of residents of The Maze</p> <p>Letter of Objection - main concerns are with the boundary of property</p>	<p>The proposal covers the area which is not privately owned.</p> <p><b>Recommend to proceed with proposal</b></p>
<b>Rayleigh Road</b>	<b>Member</b>	<p><b>Introduce Limited Waiting Mon-Sat 9am to 5.00pm 2 hours no return in 4 hours</b></p> <p><b>West Side - Between Nos 81 &amp; 87 Rayleigh Road</b></p>	<p><b>2 letters of objection and a petition including 47 signatures received</b></p> <p><b>Letters objections were it is difficult enough to park outside their homes or further down road as it is currently; if scheme went ahead the cars from the shops and customers would park outside the houses; teachers from local school park along this stretch of Rayleigh Road; customers from shops park in Rayleigh Road and Brooklands Avenue making it difficult for residents to park request a permit scheme for houses 89-101</b></p> <p><b>Petition – main points raised are shops and customers park in Rayleigh Road making it difficult for residents; a lot of the residents along this stretch of road are elderly and need to park near to their homes; teachers from the school and BMW business on the A127 park along the road making it difficult for residents</b></p>	<p>While providing parking for local shops is supportive of businesses, the level of objections are considerable and the areas is obviously subject to competition for the available parking.</p> <p><b>Recommend no further action</b></p> <p><b>With regard to permit parking controls, ward Members would be required to consult the wider area and if required, officers can suggest a suitable area and assist with the form layout.</b></p>

# Southend-on-Sea Borough Council

Agenda  
Item No.

5

Report of Deputy Chief Executive (Place)  
to  
**Traffic & Parking Working Party and  
Cabinet Committee**  
on  
**9<sup>th</sup> March 2017**

Report prepared by: Zulfiqar Ali, Group Manager, Highways  
and Traffic Group

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**Members' Requests List**  
**Portfolio Holder – Councillor Tony Cox**  
***A Part 1 Public Agenda Item***

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**1. Purpose of Report**

- 1.1 For the Traffic and Parking Working Party & Cabinet Committee to receive, note and consider new "Members' Requests" and Officers' recommendations as detailed in Appendix 1 of this report.

**2. Recommendation**

- 2.1 That the Traffic and Parking and the Cabinet Committee consider the views of the Working Party and Officer recommendations on each of the proposals as detailed in Appendix 1 to this report, and agree:
- a) **To proceed with Officers' recommendations; or,**
  - b) **To proceed with Officers' recommendations with any changes or,**
  - c) **To take no further action.**
  - d) **That all agreed actions will be added to the existing work programme unless members have indicated higher priority.**

**3. Background**

- 3.1 Members may formally request highway and traffic improvement works to be considered. These requests vary from minor traffic, road safety and parking initiatives and may include new pedestrian crossing facilities, traffic speed, road safety and residents parking schemes.
- 3.2 Officers receive and add all such requests to the "Members list" and report these back to the Traffic & Parking Working Party and the Cabinet Committee. Any recommendations agreed will then become part of the work programme. Officers' initial recommendations are based on limited findings of the investigation and/or the outcome of surveys/consultations where possible. If the Working Party/Cabinet Committee agree for items to be further investigated, updates will be presented to future Traffic and Parking Working Party & Cabinet Committee meetings for consideration and decision, as and when they become available.

- 3.3 The committee is aware of the increasing workload resulting from “Members Requests”. This is a small team with limited financial and staffing resources to address all requests which require extensive investigations in most cases. As such there is a need to prioritise these on the basis of impact on safety, accessibility and traffic flows and programmed against the limited budget and staffing available to undertake necessary investigations to deliver these in the most efficient way.
- 3.4 It needs to be noted that once a formal conclusion has been reached on the individual items, to the agreement of the Traffic and Parking Working Group & the Cabinet Committee, these will be removed from the list and where appropriate, added to the work programme. In such cases, the Working Party and the Cabinet Committee is asked to agree future prioritisation of each of the items on the basis of impact on safety and accessibility.
- 3.5 Officers will update Members of the progress of their individual requests and will inform them of the findings, investigations, the recommendations and reasons thereof, as well as the decisions made by this Committee.

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

- 4.1 To provide a rationalised and consistent management and decision-making process for all formal requests for highways and traffic management improvements by Ward Councillors via the Traffic and Parking Working Party & Cabinet Committee.

#### **6. Corporate Implications**

##### **6.1 Contribution to Council’s Vision & Corporate Priorities**

The Members Requests List is a mechanism for Ward Councillors to request issues within their wards which they believe may be a safety hazard and improving traffic flow contributes to a Safe and Prosperous Southend.

##### **6.2 Financial Implications**

Requests which are recommended for any action will be funded via existing budgetary resources. However, the resources are limited and the Working Party and the Cabinet Committee has an ongoing agreed priority programme based on its earlier decisions. Unless the Committee agrees to allocate a priority for the new requests, these will be added to the bottom of the list and undertaken subject to availability of financial and staffing resources.

##### **6.3 Legal Implications**

Where requests involve any requirement for a Traffic Regulation Order, the relevant statutory procedures will be followed including the requirement for formal consultation with affected frontagers’ and advertisement in the local press.

#### **6.4 People Implications**

There are limitations in staff time and an increase in Members' requests can place additional strain on limited resources which may lead to delays in investigations and reporting back to the Working Party and the Cabinet Sub Committee.

#### **6.5 Property Implications**

None

#### **6.6 Consultation**

Formal and informal consultation will be carried out, as required, and directed by this Committee. In addition all ward councillors are to be informed of the consultation process prior to its commencement.

### **7. Background Papers**

None

## **8 Appendices**

### **8.1 Appendix 1 (to be circulated at the meeting).**

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# Southend-on-Sea Borough Council

**Report of Deputy Chief Executive (Place)  
to  
Traffic & Parking Working Party and  
Cabinet Committee  
on  
9<sup>th</sup> March 2017**

**Agenda**  
Item No.

**6**

Report prepared by: Peter Geraghty  
Director for Planning and Transport

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**Requests for Waiting Restrictions  
Portfolio Holder – Councillor Tony Cox  
*A Part 1 Public Agenda Item***

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**1. Purpose of Report**

- 1.1 For the Traffic and Parking Working Party and the Cabinet Committee to authorise the advertisement of the amendments and/or new restrictions/traffic Regulation Orders in accordance with the statutory processes.

**2. Recommendation**

**2.1. That the Traffic and Parking Working Party and the Cabinet Committee:-**

- a) Consider the requests to advertise the requisite Traffic Regulation Orders as shown in appendix 1;
- b) If approved, further agree that in the event of there being no objections to the proposals, the proposal will be added to the existing work programme and the Traffic Regulation Order be confirmed;
- c) Note that all unresolved objections will be referred to the Traffic and Parking Working Party for consideration.

**3. Background**

- 3.1 Requests for new or amendments to existing waiting restrictions are regularly received from residents and the businesses.
- 3.2 All requests are assessed and investigated against the policy criterion agreed criteria by the Cabinet Committee in January 2016.

**4. Other Options**

- 4.1 Each request needs to be considered on its individual merits and their impact on public safety, traffic flows or parking and wider impact on the surrounding network. Members may consider taking no further action if they feel it is appropriate.

## **5. Reasons for Recommendations**

- 5.1 Where recommended the objective is to mitigate for likelihood of traffic flows being impeded, to improve safety or increase parking availability.

## **6. Corporate Implications**

### *6.1 Contribution to Council's Vision & Corporate Priorities*

- 6.1.1 Ensure the highway network is effectively managed contributing to a Safe and Prosperous Southend.

### *6.2 Financial Implications*

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

### *6.3 Legal Implications*

- 6.3.1 The formal statutory consultative process will be completed in accordance with the requirements of the legislation where applicable.

### *6.4 People Implications*

- 6.4.1 Staff time will be prioritised as needed to investigate, organise the advertisement procedures and monitor the progress of the proposals based on the committee priorities.

### *6.5 Property Implications*

- 6.5.1 None

### *6.6 Consultation*

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

### *6.7 Equalities and Diversity Implications*

- 6.7.1 The objectives of improving safety takes account of all users of the public highway including those with disabilities.

### *6.8 Risk Assessment*

- 6.8.1 Neutral.

### *6.9 Value for Money*

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

## 6.10 *Community Safety Implications*

6.10.1 All proposals are designed to maximise community safety through design, implementation and monitoring.

## 6.11 *Environmental Impact*

6.11.1 All proposals are designed and implemented to ensure relevant environmental benefits are attained through the use of appropriate materials and electrical equipment to save energy and contribute towards the Carbon Reduction targets where appropriate.

## 7. **Background papers**

None

## 8. **Appendices**

Appendix 1 – List of requests and comments

## APPENDIX 1 – TRO CHANGES/WAITING RESTRICTIONS REQUESTS

Location	Request Details	Requested By	Relevant Criteria Points	Officer comments
Lucy Road	<p>Amend Taxi Rank to shared Taxi Rank and Parking Bays.</p> <p>Amend existing waiting restrictions to provide Parking Bays and loading area.</p>	Public	NA	<p>A request was received from the seafront traders to increase parking provision in the seafront area.</p> <p>Officers have assessed this location and found that the existing Taxi rank is rarely used in the daytime and mainly used late at night when picking up from the nearby clubs.</p> <p>The new regulations governing Traffic Regulation Orders allow for the sharing of road space with relaxation of the signage requirements therefore it is possible to allow pay and display parking during the hours of 9am to 6pm in line with the rest of the area and the bays reverting to a taxi tank during the period when it is required.</p> <p>Adjacent to the taxi rank is an area of waiting restrictions which prohibit parking at any time. While the area could be used for servicing the nearby businesses, this type of use is likely to be limited and can be accommodated within the designated loading bay near to the junction with Herbert Grove. Alternatively, the existing loading area can be amended to parking with a new loading bay being provided opposite the businesses.</p>
Marine Parade	Amend limited waiting parking bays on the north side to coach drop off and loading bays and amend disabled drop off point on the south side to shared disabled drop off and coach drop off point	Public	NA	<p>The amendment would create an estimated additional 20 parking bays.</p> <p>When the area was designed, a number of areas were provided to facilitate loading for the businesses, the bays were available between 7am and 11am Daily. In 2015, the bays were amended to provide limited waiting facilities with vehicles permitted to wait for up to 15 minutes.</p> <p>The facility is mostly required in the winter period only and it is suggested that the parking bays be amended with a seasonal restriction operational from April through October to provide loading facilities and coach drop off points operational from 7am until 11am daily. The area would then revert to no parking or loading for the rest of each day. The shared disabled/coach drop off will be operational at all times.</p>

Location	Request Details	Requested By	Relevant Criteria Points	Officer comments
Southchurch Avenue	Provide coach drop off point south of Woodgrange Drive roundabout	Officers	NA	<p>The area is currently subject o a waiting prohibition at any time however the width of the carriageway is adequate to accommodate a coach drop off area while maintaining traffic flow.</p> <p><b>Recommend to advertise all proposals.</b></p>
Heygate Avenue, Herbert Grove, Chancellor Road.	Propose permit parking controls	Residents/ Members	Support being evident from 40% of those affected and surveyed.	<p>Surveys were undertaken and demonstrated that 40.5% of residents were supportive of controls being introduced.</p> <p>Adjacent streets (Portland Avenue, Quebec Avenue and Baltic Avenue) have also expressed interest and while we have sent questionnaires, the response at the date of compiling this report is 33%. Further responses may be forthcoming and will be reported at the meeting.</p> <p>It would be appropriate to include these streets as the current informal arrangements provided will need to be revised to accommodate virtual permits and the potential development of Seaway car Park, including the resolution of this issue at this stage will be an efficient use of the resources available and preferential to addressing this separately in the near future.</p> <p>In addition, the area of York Road from Baltic Avenue to Queensway is currently subject to a waiting restriction at all times, officers believe at least one side of the road can be made available for parking without compromising traffic flow and this area could be included in the above schemes.</p> <p><b>Recommend to;</b>  <b>Note officers comments above and agree the proposal for permit parking controls in the roads where support is evident and express views on the inclusion of other surrounding streets.</b></p>

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# Southend-on-Sea Borough Council

Report of Deputy Chief Executive (Place)  
To  
**Traffic & Parking Working Party & Cabinet  
Committee**  
On  
**9<sup>th</sup> March 2017**

Agenda  
Item No.

**7**

Report prepared by:  
Peter Geraghty

Director for Planning and Transport

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**Petition Regarding Provision of a School Crossing Patrol and Pedestrian Crossing -  
Darlinghurst Grove**  
**Executive Councillor: Councillor Terry**  
***A Part 1 Public Agenda Item***

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## **1. Purpose of Report**

- 1.1 To advise Members of a petition received with 277 signatories which requests the provision of a School Crossing Patrol Officer and parking enforcement activity in the area of Darlinghurst School.

## **2. Recommendation**

**That the Traffic & Parking Working Party and Cabinet Committee:**

- (i) Note the petition ; and,**
- (ii) Note officers comments in para 3.5 and agree to take no further action with regard to the provision of a School Crossing Patrol Officer as this site does not meet the national criterion set by Road Safety GB for provision of such facilities ; and**
- (iii) Note the officers comments in para 3.6 and agree to take no further action with regard to the provision of a pedestrian crossing facility; and,**
- (iv) Agree to advertise a proposal for the installation of loading restrictions on Darlinghurst Grove adjacent to the raised crossing point ; and,**
- (v) Agree that in the event no objections to the proposal are received, to confirm the proposal.**

## **3. Background**

- 3.1 A petition was received requesting a School Crossing Patrol Officer and a pedestrian crossing facility to be provided in Darlinghurst Grove.
- 3.3 Darlinghurst School is adjacent to Prittlebrook Path with a raised crossing point provided in Darlinghurst Grove. The route appears to be well used by pupils. The road is subject to a speed limit of 20mph. Accident data has been investigated and no accidents resulting in personal injury have been recorded.

- 3.4 Southend Borough Council utilise guidelines provided by Road Safety GB, a road safety organisation which provides guidance, good practice information and knowledge sharing, to assess sites for School Crossing Patrols. Officers have assessed the site using these guidelines and the results fall below the recommended thresholds for the provision of a School Crossing Patrol Officer.
- 3.5 Assessments are undertaken at the peak morning and afternoon school drop off and pick up periods. The assessment involves the logging of the numbers of vehicles and the number of pedestrians which are then multiplied. This is further analysed by weighting the result considering the pedestrians average age and whether they are accompanied together with any particular geographical features (the outcomes measured in vehicle/pedestrian units). To justify the provision of a School Crossing Patrol, the final calculation should achieve 4 million vehicle/pedestrian units. The assessment result after all calculations is 2.39 million units, which falls well short of the guidance type, therefore a School Crossing Patrol is not justified for this site.
- 3.6 Pedestrian crossing assessments are undertaken in a similar manner however the assessment is generally undertaken over a 12 hour period. Where the requested location is near to a school and likely to be primarily in use during school peak hours, the assessment is focussed on these periods. The final calculation should achieve a figure of 1.0 derived from the four highest hours recorded. The result following the assessment show a final calculation for the peak periods (the two highest hours) of 0.299. The rationale for this criteria was agreed by this Committee on 12<sup>th</sup> March 2012.
- 3.7 The raised crossing area is subject to a waiting restriction prohibiting parking at any time, drivers commonly park in contravention of such restrictions for very short periods on these areas believing this to be acceptable and disabled badge holders may park for up to 3 hours. To prevent visibility being obstructed by these vehicles, it is suggested that a prohibition on loading be proposed for this location to prevent all parking.

#### **4. Other Options**

- 4.1 Other options that may be considered are to agree to the petitioners' request. However, as this report sets out, the site does not meet the accepted assessment criteria.

#### **5. Reasons for Recommendations**

- 5.1 To reflect the outcome of the investigations and ensuring best use of limited resources.

#### **6. Corporate Implications**

##### **6.1 Contribution to Council's Vision & Corporate Priorities**

- 6.1.1 Local Transport and Implementation Plan, Safe and Prosperous.

## 6.2 *Financial Implications*

- 6.2.1 If approved, any works to propose loading restrictions will be met through existing budgets and added to the existing workload unless an agreed priority is allocated at the time of its approval.

## 6.3 *Legal Implications*

- 6.3.1 Any changes to waiting and loading restrictions are progressed in accordance with statutory requirements.

## 6.4 *People Implications*

- 6.4.1 All necessary works will be undertaken by existing staff.

## 6.5 *Property Implications*

- 6.5.1 None.

## 6.6 *Consultation*

- 6.6.1 Statutory consultations are undertaken when proposing waiting or loading restrictions.

## 6.7 *Equalities and Diversity Implications*

- 6.7.1 The objectives of improving safety takes account of all users of the public highway including those with disabilities.

## 6.8 *Risk Assessment*

- 6.8.1 None.

## 6.9 *Value for Money*

- 6.9.1 The recommendation is considered to give the best value for money considering the Council's limited resources.

## 6.10 *Community Safety Implications*

- 6.10.1 The prioritisation of the Councils' Working Party's programme is on the basis of reducing accidents or improving traffic flows and takes into account the implications for community safety.

## 6.11 *Environmental Impact*

- 6.11.1 All schemes are designed to improve quality of local environment

## 7. **Background Papers**

- 7.1 Road Safety GB assessment of crossing facility  
Requests for Pedestrian Crossing Facilities, March 2012

## 8. **Appendices**

- 8.1 None.

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# Southend-on-Sea Borough Council

Agenda  
Item No.

8

Report of Deputy Chief Executive (Place)  
to  
**Traffic and Parking Working Party and  
Cabinet Committee**  
on  
**9<sup>th</sup> March 2017**

Report prepared by: Peter Geraghty  
Director for Planning and Transport

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**Request for Pedestrian Crossing, Station Road Thorpe Bay**

**Executive Councillor: Cllr Tony Cox**

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

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**1. Purpose of Report**

- 1.1 To advise Members of the results of an investigation to assess requests for pedestrian crossing facility in Station Road, Thorpe Bay.

**2. Recommendation**

**That the Traffic & Parking Working Party and Cabinet Committee:**

- (i) **Note the results of the investigations; and**
- (ii) **Agree to take no further action**

**3. Background**

- 3.1 Pedestrians often feel at risk when attempting to cross the road however, it is not possible to provide crossings at every location where a pedestrian may want to cross and the Council provides strategically placed crossings at the locations demonstrating the most need either as a consequence of conflict between pedestrians and traffic or due to the vulnerability of the pedestrians.
- 3.2 Not all locations are suitable for a pedestrian crossing to be provided, regard must be had primarily for safety matters taking account of visibility impediments such as bends and that there is an appropriate carriageway width for whichever feature is determined appropriate.
- 3.3 If the location is deemed appropriate, the levels of pedestrian crossing at and within 50 metres of the requested location is monitored along with traffic flows. These are generally recorded for a 12 hour period or at the times when usage is likely to be high for example school times, shop opening hours, etc. and the final measure consists of an average figure from the busiest four hours of the survey.
- 3.4 The pedestrian figures are multiplied by the traffic flow figures and any location with an average figure of 1 is appropriate for a crossing facility.
- 3.8 Members should also note that the installation of a crossing facility will result in an increase in accident statistics. On average, in the Borough of Southend-on-Sea, formal crossings are expected to generate between 0.8 and 0.9 accidents per year. This due to many factors such as drivers not reacting in

good time resulting in sharp stops and subsequent rear shunts, pedestrians being less aware of the road activity due to the presence of a crossing and also due to an increase in pedestrian activity in a concentrated area.

- 3.9 Providing crossings at infrequently used locations could increase the level of anticipated accidents further, due to drivers regularly using the route and becoming accustomed to driving straight through due to low pedestrian activity.
- 3.10 The location on Station Road was assessed on 14<sup>th</sup> December 2016 from 7am to 7pm. The weather was mild to cold but dry. The final calculation showed a figure of 0.28 which falls well below the required level of activity for a facility to be justified. It is recommended therefore that the installation of a crossing is not with (see appendix 1)

#### **4. Other Options**

- 4.1 Agree to install a crossing facility. This would be contrary to the agreed policy to provide a facility at a location with low levels of activity. A pedestrian refuge has also been considered to allow pedestrians to cross the road in two stages; however the width of the road prevents this option from being pursued.

#### **5. Reasons for Recommendations**

- 5.1 The recommendation is in accordance with the agreed policy on the assessment of pedestrian facilities.

#### **6. Corporate Implications**

##### *6.1 Contribution to Council's Vision & Corporate Priorities*

- 6.1.1 Assessing requests in a fair and consistent manner ensures the limited resources available are directed towards locations with high levels of pedestrian activity contributing to the Council's Vision and the delivery of Corporate Priorities.

##### *6.2 Financial Implications*

- 6.2.1 There are no financial implications if the recommendation is approved but if a crossing is to be provided, the cost will have to be met from the department's budget.

##### *6.3 Legal Implications*

- 6.3.1 None.

##### *6.4 People Implications*

- 6.4.1 Neutral

##### *6.5 Property Implications*

- 6.5.1 Neutral

## 6.6 *Consultation*

6.6.1 None.

## 6.7 *Equalities and Diversity Implications*

6.7.1 None

## 6.8 *Risk Assessment*

6.8.1 None

## 6.9 *Value for Money*

6.9.1 See para 6.1 above. If a crossing was installed that did not have sufficient usage, it would not represent value for money.

## 6.10 *Community Safety Implications*

6.10.1 Neutral

## 6.11 *Environmental Impact*

6.11.1 Neutral

## 7. **Background Papers**

7.1 None

## 7. **Appendices**

7.1 Appendix 1-Assessment data

## APPENDIX 1

<b>Location</b>	<b>Station Rd Thorpe Bay</b>				<b>Date</b>	<b>141216</b>	
<b>Weather</b>	<b>Mild/Cold becoming overcast.</b>						
Time Beginning	Pedestrians per Period	Pedestrian per Hour	Vehicles per Period	Vehicles per Hour	Vehicles 2	PV2 per hour	PV2 Hourly 100M
07:00	2		52.833				
07:10	3		85				
07:20	3		77				
07:30	5		91.333				
07:40	10		106.833				
07:50	4	27	107.667	520.666	271093.1	7319513	0.073
08:00	15	40	122	589.833	347903	13916119	0.139
08:10	7	44	133	637.833	406830.9	17900561	0.179
08:20	5	46	119	679.833	462172.9	21259954	0.213
08:30	5	46	135	723.5	523452.3	24078804	0.241
08:40	0	36	112.5	729.167	531684.5	19140643	0.191
08:50	2	34	141.5	763	582169	19793746	0.198
09:00	1	20	138	779	606841	12136820	0.121
09:10	9	22	92.33	738.33	545131.2	11992886	0.120
09:20	13	30	83	702.33	493267.4	14798023	0.148
09:30	0	25	90.5	657.83	432740.3	10818508	0.108
09:40	15	40	117.833	663.163	439785.2	17591407	0.176
09:50	0	38	78.333	599.996	359995.2	13679818	0.137
10:00	7	44	99.667	561.663	315465.3	13880474	0.139
10:10	1	36	69	538.333	289802.4	10432887	0.104
10:20	2	25	99.167	554.5	307470.3	7686756	0.077
10:30	2	27	111.5	575.5	331200.3	8942407	0.089
10:40	11	23	104.167	561.834	315657.4	7260121	0.073
10:50	0	23	142	625.501	391251.5	8998785	0.090
11:00	5	21	91	616.834	380484.2	7990168	0.080
11:10	3	23	78.333	626.167	392085.1	9017958	0.090
11:20	3	24	100	627	393129	9435096	0.094
11:30	2	24	107.33	622.83	387917.2	9310013	0.093
11:40	2	15	88.67	607.333	368853.4	5532801	0.055
11:50	2	17	111.333	576.666	332543.7	5653242	0.057
12:00	7	19	116.833	602.499	363005	6897096	0.069
12:10	2	18	119.5	643.666	414305.9	7457507	0.075
12:20	4	19	86.667	630.333	397319.7	7549074	0.075
12:30	0	17	114	637.003	405772.8	6898138	0.069
12:40	5	20	116.833	665.166	442445.8	8848916	0.088
12:50	4	22	110.5	664.333	441338.3	9709443	0.097
13:00	1	16	104	651.5	424452.3	6791236	0.068
13:10	1	15	124.667	656.667	431211.5	6468173	0.065

APPENDIX 1

Time Beginning	Pedestrians per Period	Pedestrian per Hour	Vehicles per Period	Vehicles per Hour	Vehicles 2	PV2 per hour	PV2 Hourly 100M
13:20	1	12	101.5	671.5	450912.3	5410947	0.054
13:30	2	14	85	642.5	412806.3	5779288	0.058
13:40	8	17	106	631.667	399003.2	6783054	0.068
13:50	7	20	119.5	640.667	410454.2	8209084	0.082
14:00	3	22	92.5	629.167	395851.1	8708725	0.087
14:10	1	22	93.333	597.833	357404.3	7862895	0.079
14:20	2	23	100.5	596.833	356209.6	8192821	0.082
14:30	2	23	97.333	609.166	371083.2	8534914	0.085
14:40	6	21	111.5	614.666	377814.3	7934100	0.079
14:50	4	18	90.333	585.499	342809.1	6170563	0.062
15:00	6	21	98.167	591.166	349477.2	7339022	0.073
15:10	5	25	119.5	617.333	381100	9527501	0.095
15:20	13	36	149	665.833	443333.6	15960009	0.160
15:30	11	45	143.33	711.83	506701.9	22801588	0.228
15:40	10	49	120.333	720.663	519355.2	25448403	0.254
15:50	12	57	127.5	757.83	574306.3	32735460	0.327
16:00	5	56	120.333	779.996	608393.8	34070051	0.341
16:10	0	51	111.333	771.829	595720	30381720	0.304
16:20	0	38	125	747.829	559248.2	21251432	0.213
16:30	1	28	128.667	733.166	537532.4	15050907	0.151
16:40	1	19	95	707.833	501027.6	9519524	0.095
16:50	2	9	107.667	688	473344	4260096	0.043
17:00	0	4	93.667	661.334	437362.7	1749451	0.017
17:10	1	5	100.167	650.168	422718.4	2113592	0.021
17:20	2	2	100	625.168	390835	781670.1	0.008
17:30	2	8	113.833	610.334	372507.6	2980061	0.030
17:40	1	8	88.333	603.667	364413.8	2915311	0.029
17:50	2	8	113.667	609.667	371693.9	2973551	0.030
18:00	2	10	128	644	414736	4147360	0.041
18:10	4	13	99	642.833	413234.3	5372045	0.054
18:20	3	14	87.667	630.5	397530.3	5565424	0.056
18:30	1	13	132	648.667	420768.9	5469995	0.055
18:40	8	20	128.33	688.664	474258.1	9485162	0.095
18:50	0	18	106.5	681.497	464438.2	8359887	0.084
19:00		16		553.497	306358.9	4901743	0.049

4 x Best Averages

1- 15:10-16:09:59

0.341

0.228

0.151

Tot  
0.241 0.961

Av =  
0.281

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