

**Public Document Pack
SOUTHEND-ON-SEA BOROUGH COUNCIL**

Traffic and Parking Working Party

Date: Monday, 19th September, 2016

Time: 6.00 pm

Place: Committee Room 1 - Civic Suite

Contact: Tim Row - Principal Committee Officer

Email: committeesection@southend.gov.uk

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Report of Corporate Director for Place

TO: Chirman & Members of the Traffic & Parking Working Party:

Councillor T Cox (Chairman),

Councillors T Byford (Vice-Chair), M Borton, T Callaghan, M Flewitt, J Garston, M Terry,
and J Ware-Lane

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SOUTHEND-ON-SEA BOROUGH COUNCIL

Meeting of Traffic and Parking Working Party

Date: Thursday, 16th June, 2016
Place: Committee Room 1 - Civic Suite

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Present: Councillor T Cox (Chair)
Councillors T Byford (Vice-Chair), M Borton, T Callaghan,
M Flewitt, J Garston, J Ware-Lane and R Woodley*
*Substitute in accordance with Council Procedure Rule 31.

In Attendance: Councillors B Arscott, M Assenheim, S Aylen, M Butler, D Garston,
L Salter and M Stafford
P Geraghty, C Hindle-Terry and T Row

Start/End Time: 6.30 - 8.25 pm

1 Jo Cox MP

The Working Party stood in silent tribute for one minute as a mark of respect for the late Jo Cox MP who had been killed whilst campaigning in the EU Referendum.

2 Apologies for Absence

Apologies for absence were received from Councillor Terry (Substitute: Councillor Woodley).

3 Declarations of Interest

(a) Councillor D Garston – Agenda Item 5 (West Leigh Area – Report on Ward Councillor Consultation for Parking Controls) – Non-pecuniary interest: Son lives in Salisbury Road;

(b) Councillor J Garston – Agenda Item 5 (West Leigh Area – Report on Ward Councillor Consultation for Parking Controls) – Non-pecuniary interest: Brother lives in Salisbury Road;

(c) Councillor Aylen – Urgent Additional Item – The Fairway, A127 and Bellhouse Lane – Temporary Traffic Management – Non-pecuniary interest: Lives in the area affected; and

(d) Councillor Butler – Urgent Additional Item – The Fairway, A127 and Bellhouse Lane – Temporary Traffic Management – Non-pecuniary interest: Lives in the area affected.

4 Minutes of the Meeting held on Thursday, 10th March, 2016

Resolved:-

That the Minutes of the Meeting held on Thursday, 10th March 2016, be received and confirmed as a correct record.

5 Objections to Traffic Regulation Orders – Various Locations

The Working Party received a report of the Corporate Director for Place that appraised Members of the representations that had been received in response to the statutory consultation for proposed Traffic Regulation Orders in respect of various proposals within the Borough.

The report also sought an appropriate recommendation to the Cabinet Committee on the way forward, after having considered of all the representations that had been received in writing and at the meeting.

Resolved:

That Cabinet Committee be recommended:

1. That no further action be taken, and that the Traffic Regulation Orders not be confirmed, in respect of the following:

- The introduction of no waiting junction protection 11.00 a.m. to 12.00 noon Mondays to Fridays in Marcus Avenue;
- The introduction of no waiting junction protection at any time for 10m from Johnstone Road southwards; and
- The introduction of no waiting at any time in Burgess Terrace from March to October from 9.00 a.m. to 6.00 p.m. on the west side between Burgess Terrace and Thorpe Esplanade.

2. That the Corporate Director for Place be authorised to confirm the traffic regulation order as advertised for the introduction of no waiting in St James Avenue from 11.00 a.m. to 12.00 noon Monday's to Fridays and to arrange for the proposals to be implemented.

6 West Leigh Area – Report on Ward Councillor Consultation for Parking Controls

The Working Party received a report of the Corporate Director for Place which appraised Members of the results of the consultation that had been undertaken in respect of parking controls in the West Leigh area by the Ward Councillor. The report also sought Members' approval on the appropriate way forward.

The Working Party noted the outcome of the consultation had showed that the level of response fell below the agreed policy thresholds.

Resolved:

That Cabinet Committee be recommended:

1. That the Ward Councillors be thanked for their efforts in compiling and distributing the questionnaires in relation to the consultation.
2. That no further action be taken in respect of this request on the basis that the outcome of the consultation does not meet minimum policy thresholds for formal public consultation.

7 Greenways – Residents’ Permit Parking Scheme Update

Further to Minute 703 of the meeting of the Cabinet Committee held on 10th March 2016, the Working Party received a report of the Corporate Director for Place concerning the Members’ request for a resident’s parking scheme in The Greenways. The report outlined the further consultation work that had been undertaken by the Ward Councillors and sought Members’ approval to recommend to the Cabinet Committee to proceed with the implementation of the proposed scheme.

Resolved:

That Cabinet Committee be recommended:

1. That Officers comments as set out in paragraph 4.1 be noted and, recognising the safety of children and parents in the vicinity of the school, the Corporate Director for Place be authorised to advertise the necessary traffic regulation orders and notices for the introduction of a Residents’ Parking Scheme (RPS) in The Greenways, covering 8am to 5pm, Mondays to Fridays.
2. That, subject to there being no objections received following statutory advertisement, the Corporate Director for Place be authorised to arrange for the orders to be sealed and the proposals implemented.
3. That all unresolved objections be referred to the Traffic & Parking Working Party and Cabinet Committee for consideration.

8 Temporary Traffic Management Measures - The Fairway, A127 and Bellhouse Lane

The Chairman agreed that, in view of the exceptional circumstances, this item be considered at this meeting as an urgent additional item to enable Members to consider the temporary traffic management measures for the forthcoming gas main replacement works in The Fairway that were due to commence on 23rd July 2016. These works involved the closure of sections of The Fairway on a phased basis.

The Working Party received an oral report of the Corporate Director for Place that informed Members of the proposed measures that had been agreed to be implemented; the procedures, mechanisms and constraints for introducing temporary traffic measures; and the other measures that could be considered to mitigate the anticipated disruption and delays likely to be experienced.

Resolved:

That Cabinet Committee be recommended to request officers to investigate as a matter of extreme urgency, the phasing of the traffic control signals (traffic lights at the junctions of The Fairway and Bellhouse Lane with the A127, the possibility of introducing a traffic regulation to prohibit U turns at these junctions and any other appropriate measures to minimise the impact of the works on traffic congestion and disruption.

Chairman: _____

Southend-on-Sea Borough Council

Agenda
Item No.

4

Report of Corporate Director for Place
to
**Traffic and Parking Working Party and
Cabinet Committee**
on
19th September 2016

Report prepared by: Cheryl Hindle-Terry
Team Leader Parking, Traffic Management and Road Safety

Objections to Traffic Regulation Orders – Various Locations

Executive Councillor: Cllr Tony Cox

A Part 1 Public Agenda Item

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
Leighville Grove & Southsea Avenue	Ward Members	To Introduce One-way traffic flow in Leighville Grove Southbound and Southsea Avenue Northbound	<p>7 Letters received plus comments from Leigh Town Council and Essex Police</p> <p>3 letters of support received – safer making both roads one way as advertised; will be an improvement; supports proposals but believes only goes a short way to resolve the problem which in the main is parking; would like a residents parking scheme in both roads as parking is bad due to commuters</p> <p>4 letters of objection received – feels that Southsea Avenue should be North to South in direction if scheme goes ahead; would like speed humps to slow traffic; objects to Southsea being made one-way – will increase speeds/accidents; would have an health and safety effect on loading/unloading at the business as vans will have to use rear doors putting drivers at risk as side door will be on wrong side; could cause problems for large lorries turning left at junction of Southsea and Rectory Grove especially as there is a pedestrian crossing which lorries trying to turn would be over; increase in speed; more through traffic in Southsea Avenue going to A13 also will be used as cut through for the station; what is there at present is a success and an improvement; would not do anything to improve the parking in Leighville Grove; both roads want one-way in the same direction therefore one road would be unhappy with the outcome if the scheme is progressed; suggest Ward Cllrs carry out informal consultation on possible residents parking scheme for 1 hour in the morning to deter commuter parking;</p>	<p>The breakdown of responses from residents directly affected by the proposals indicate the following</p> <p>Leighville Grove</p> <p>1 support 1 object</p> <p>Southsea Avenue</p> <p>2 object 1 support</p> <p>Responses were also received from Leigh Town Council relating to both streets :</p> <p>Supports local residents views</p> <p>Essex Police :</p> <p>Broadly supports the proposals but requests that physical measures and signage are utilised as success cannot be dependent on enforcement by the Police.</p> <p>Given the lack of majority support for any proposal, suggest no further action.</p> <p>With regard to parking issues and the request for a one hour parking prohibition, Permit Parking Areas are a more robust restriction and provide on street parking for those residents without any other parking provision.</p> <p>Suggest ward Members undertake consultations in accordance with the Parking Scheme Policy.</p>

Southend-on-Sea Borough Council

Agenda
Item No.

5

Report of Corporate Director for Place
to
**Traffic and Parking Working Party and
Cabinet Committee**
on
19th September 2016

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

Members Requests List

Portfolio Holder – Councillor Tony Cox
A Part 1 Public Agenda Item

1. Purpose of Report

- 1.1 For the Traffic and Parking Working Party & Cabinet Committee to receive, note and consider new “Member’s 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; 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.**
 - e) **The use of the attached” Members Request” form for all future requests.**

3. Background

- 3.1 The cabinet Committee at its meeting in January 2016 agreed policy criterion for traffic and parking investigations. All request of this nature from Members are considered against the new policy requirements. As we are now working to these policy requirements, Officers have agreed a standard Proforma that all Members will be asked to complete and return for all future Members requests a copy is attached as appendix 2. A copy of this will be made available on line for Members use.
- 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

Appendix 1 - List of Members requests

Appendix 2 – Proposed Proforma for Members Requests.

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MEMBERS REQUESTS LIST FOR HIGHWAYS, TRAFFIC MANAGEMENT AND PARKING SCHEMES

Note: Cabinet Committee in January 2016 agreed the following criterion for dealing with requests of waiting restrictions:-

Waiting Restrictions

These will only be considered if one of the following criteria is met;

- 1) Where a road safety problem has been identified by collision studies (3 Personal injury accidents in 3 years) and it is clear that an actual reduction in collisions may follow the introduction of such an Order.
- 2) Where evidence of the obstruction of the highway or visibility at junctions occurs on a frequent and severe basis, causing particular difficulties for emergency service vehicles and/or public transport.
- 3) Where commerce and industry are seriously affected by presence of parked vehicles.
- ⇒ 4) Where the installation of TROs is essential to provide maximum benefit from capital investment.
- 5) On strategic routes and major distributors appropriate waiting and loading restrictions can be used to ensure that adequate road space is available for moving traffic waiting restrictions will not be provided for individual private accesses in isolation.
- 6) Cost of schemes and likely savings through accident reduction need to be part of priority consideration.

Reference Number	Date 1 st Reported (Month/Year)	Ward Member	Subject of Request	Update
14/15	March 14	Cllr Assenheim	Widen pedestrian refuge, Ness Road	<p>Widening the refuge on the northern side would involve significant alterations to existing kerblines in order to maintain existing carriageway width. It is estimated that this will cost approximately £45,000. Costs would be significant as area would have to be excavated and formed into carriageway standard surface, requiring suitable drains and relocation of the existing utility equipment. There is no accident history at this location.</p> <p>Concerns have been raised that buses over run the kerb however no issues identified on several site visits. In terms of the cost and benefit, the level of investment requirement does not support the principle of value for money.</p> <p>Recommend no further action and remove from list.</p>
15/01	March 15	Cllrs Ayling and VanLooy	Amend priority North, South and Central Avenues	Investigation on-going. Outcome to be reported in due course.
15/07	June 15	Cllr Salter	Consider pedestrian crossing Elmsleigh Drive near Rayleigh Drive.	<p>To be investigated when resources allow during financial year 2016/17.</p> <p>Member concern at suggested location due to loss of parking, Ward Members to identify alternative location.</p>

Reference Number	Date 1 st Reported (Month/Year)	Ward Member	Subject of Request	Update
15/08	July15	Cllr Holland	Consider hardening of verge, eastern end of Riviera Drive	<p>Majority of properties have no off street parking and frontages not adequate to allow for off street parking to be provided. Members will be considering a report requesting a proposal for permit parking controls be advertised in this area which will reduce parking pressure and it may be advisable to defer this request pending the outcome.</p> <p>Defer request</p>
15/18 15	August 15	Cllr Jarvis	<p>Saxon Gardens, Delaware Crescent, Blyth Avenue and Bunters Avenue. Residents are parking on green areas and have requested that this is formalised by additional parking being created. There are also areas of waiting restrictions which require investigation for removal or reduction.</p>	<p>When resources allow, a review will be undertaken to determine any locations where waiting restrictions can be amended to provide additional parking. There is a recommendation elsewhere on the committee's agenda in this regard. Report will be submitted to this committee detailing results.</p> <p>Recommend this request investigated during 2016/17, as part of the wider review of the historic waiting restrictions.</p> <p>The three streets are subject to parking pressure however property frontages are of adequate size to facilitate off street parking and residents should pursue the option to provide this. Where the properties are flats, discussion should be held with South Essex Homes as to potential remedies.</p> <p>Recommend no further action as off street parking areas can be provided and remove from list.</p>

Reference Number	Date 1 st Reported (Month/Year)	Ward Member	Subject of Request	Update
15/19	August 15	Cllr Jarvis	One Way system in Saxon Gardens. This is associated with the above request and has been motivated by the success of the Delaware Crescent scheme.	One-way traffic flow may be beneficial; geometry of road is likely to prevent any potential speed increase which can be a general feature of one-way traffic flows. Recommend ward Members undertake survey of residents to assess preferred direction of flow, Committee is requested to authorise the advertisement of resulting proposals.
16/01 16	Feb 16	Cllr Buckley	Rochford Road Service Road. Propose restrictions to deter parking.	Parking is believed to be related to the airport and preventing parking in an isolated area will merely displace these vehicles. Recommend no further action at this time and suggest ward Councillors consider whether an area wide parking scheme would be appropriate in accordance with the policy requirements.

Reference Number	Date 1 st Reported (Month/Year)	Ward Member	Subject of Request	Update
16/02	Feb 16	Cllr Buckley	Feeches Road junction with Rochford Road. Extend existing junction protection.	Junction currently protected with 15 metres of restrictions which is in excess of Highway Code guidance Recommend no further action.
16/03	April 16	Cllr Walker	Implement limited waiting restrictions – shops between school and Jones Corner	Area currently has no restrictions resulting in long term parking. Recommend limited waiting restrictions proposed to encourage parking turnover for local shop customers.
16/04	May 16	Cllr Courtney	Harden verges Silversea Drive	Very narrow verges along length of street are generally subject to parking due to the width of the road being unable to accommodate two-side parking without encroachment onto these areas. Recommend ward Members undertake consultation with residents in accordance with verge hardening policy. In the event that at least 40% of residents respond and that of these responses, 70% are supportive of the proposal, recommend to progress the request with the design incorporating “soft areas” at positions along the street for natural drainage including the consideration of tree planting.

Reference Number	Date 1 st Reported (Month/Year)	Ward Member	Subject of Request	Update
16/05	May 16	Cllr Assenheim	Extend restrictions Frobisher Way towards ASDA exit end.	Does not meet criteria. Parking has been displaced following the introductions of restrictions further along the street. While the street is a bus route, the displaced parking has not encouraged any complaints from the bus operators. Recommend no further action.
1/06 18	May 16	Cllr D Garston	Southchurch Boulevard. Propose restrictions by Centenary Place	Does not meet criteria. The request is to provide restrictions adjacent to the vehicular access of a new development. At the planning permission stage, developments are assessed for both impact on the highway networks and access/exit arrangements. Concerns over visibility were not raised by colleagues considering the application. There have been no change in circumstances since then. Recommend no further action
16/07	May 16	Cllr Hadley	Campfield Road. Propose waiting restrictions on bend by Cumberland Packaging	Does not meet criteria. Vehicles waiting on the highway to access the factory, the driver is with the vehicle at all times therefore waiting restrictions would not prevent this practice. Recommend no further action.

Reference Number	Date 1 st Reported (Month/Year)	Ward Member	Subject of Request	Update
16/08	August 16	Cllr Kenyon	Thorpe Hall Close – propose restrictions to protect driveway.	Does not meet criteria. The powers delegated to the traffic authority in relation to Traffic Regulation Orders do not include proposing waiting restrictions to protect a private access. Recommend no further action.
16/09 19	June 16	Chalkwell Councillors	Lansdowne Avenue. Propose one-way traffic flows southbound.	No accidents recorded and as a residential street, traffic flow is not considered a high priority however, the road is heavily parked resulting in few passing places being available for vehicles to give way to oncoming traffic resulting in anti-social behaviour. Amending the traffic flow would resolve this issue while maintaining the much needed on street parking provision. Members have consulted residents who are supportive of the suggestion. 36 residents support the suggestion to amend the traffic flow to one-way southbound 10 residents prefer northbound 2 residents not in favour of either option Recommend advertise proposals to amend traffic flow.

Reference Number	Date 1 st Reported (Month/Year)	Ward Member	Subject of Request	Update
16/10	August 16	Cllr Lamb	Salisbury Road, Western Road area. Propose 1 hour restriction to prevent commuter parking.	<p>The agreed policy criterion for such restrictions is that these will only be considered if one of the following criteria is met;</p> <ol style="list-style-type: none"> 1) Where a road safety problem has been identified by collision studies (3 Pia in 3 years) and it is clear that an actual reduction in collisions may follow the introduction of such an Order No evidence 2) Where evidence of the obstruction of the highway or visibility at junctions occurs on a frequent and severe basis, causing particular difficulties for emergency service vehicles and/or public transport whilst residents have expressed some concerns, there have not been any issues raised by the emergency services. 3) Where commerce and industry are seriously affected by presence of parked vehicles No evidence 4) Where the installation of TROs is essential to provide maximum benefit from capital investment not substantiated 5) On strategic routes and major distributors appropriate waiting and loading restrictions can be used to ensure that adequate road space is

21				<p>available for moving traffic Waiting restrictions will not be provided for individual private accesses in isolation. Not met</p> <p>6) Cost of schemes and likely savings through accident reduction need to be part of priority consideration. Not met</p> <p>Members are reminded that residents were recently consulted as to permit parking controls to manage parking but the level of responses was not adequate to progress the suggestions (considered June 2016).</p> <p>Whilst the policy requirements for waiting restrictions are unmet, the primary purpose still is to manage parking. However any restrictions will lead to displacement in the neighbouring roads.</p> <p>Members could consider either of the following options:-</p> <ul style="list-style-type: none"> a) To agree no action is needed. b) To consider representations from ward councillors in this regard and agree proposals c) Make an exception to reconsider permit parking option already discussed at June 2016 meeting, if ward councillors wish to undertake further consultation for a Residents Parking Scheme <p>Members are asked to note the outcome of the residents parking consultation in this area which was reported to the June committee. The policy requirements were unmet mainly due to lack of response from a large proportion of residents with drives. The Members may</p>
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				wish to consider this in their discussions and decision Members' views are sought.
Reference Number	Date 1 st Reported (Month/Year)	Ward Member	Subject of Request	Update
16/11	August 2016	Cllr Woodley	Colbert Avenue. Propose waiting restrictions on west of church.	Does not meet criteria. No accidents recorded at or near to the location. It is considered that parking at the location is probably acting as a speed reduction feature. However concerns have been expressed by ward Councillors, the church and residents to deal with parking at the bend which is perceived to be dangerous. If agreed to consult, it is proposed ward councillors consult local residents for a consensus approach as previous efforts in this regard have been inconclusive. Member's Views are sought

Southend-on-Sea Borough Council

Report of Corporate Director of Place
to

Traffic and Parking Working Party

On

19th September 2016

Report prepared by: Cheryl Hindle-Terry, Team Leader
(Parking, Traffic Management and Road Safety Team)

Agenda
Item No.

6

Parking Management Scheme Shoebury Area

Executive Councillor: Councillor Tony Cox
A Part 1 Public Agenda Item

1. Purpose of Report

For Members to consider the outcomes of a recent informal consultation undertaken by ward councillors and agree further action.

2. Recommendation

2.1 That Members of Traffic & Parking Working Party consider the outcome of the consultation which will be reported at the meeting and decide if:-

- a) to advertise the proposals in accordance with statutory requirements;
- b) Subject to recommendation (a), agree any minor design amendments are needed resulting from the formal consultation.
- c) Note that if agreed to advertise, in the event of there being no unresolved objections the Parking Management Scheme will be added to the list of schemes to be implemented in the order of approval.
- d) Note that any unresolved objections will be reported back to this committee for consideration.

2.2 The Cabinet Committee having considered the outcome of the consultation and views of the Traffic and Parking Working Party decide:

- a) If to advertise the proposals in accordance with statutory requirements;
- b) Subject to recommendation (a) agree any minor design amendments resulting from the formal consultation.
- c) Agree that in the event of no unresolved objections to this proposal, will be added to the list of schemes to be implemented in the order of approval.

- d) Note that any unresolved objections will be reported back to this committee for consideration.

3 Background

- 3.1 Parking is pressured in many areas of the town due to many factors such as the level of car ownership, the lack of off street parking potential, commuter parking and restrictions on parking due to traffic flow and access requirements.
- 3.2 Ward Councillors have been working with local residents to ascertain level of support for parking control measures and following a meeting earlier in August 2016, decided to undertake an informal consultation to gauge such support on an areawide basis. Plan agreed by ward Councillors along with a questionnaire have been delivered to each household in the chosen area. The consultation closes on 5th September 2016 and officers will assist ward Councillors in analysing the results. In view of the timescale it has not been possible to undertake the analysis prior to the writing of this report. As such officers will provide verbal update and circulate the outcome of the consultation at the meeting.

4. Other Options

- 4.1 No action. This option would not address the parking issues.

5. Reasons for Recommendations

- 5.1 To improve parking priority for residents while incorporating road safety, access and traffic flow requirements.

6. Corporate Implications

- 6.1 Contribution to Council's Vision & Corporate Priorities.

The proposal is based on a reduction of potential traffic hazards therefore resulting in safer roads.

Providing residents with priority parking availability is responsive to residents needs and leads to an excellent council

- 6.2 Financial Implications

If agreed costs to be met by existing budgets.

- 6.3 Legal Implications

The formal statutory consultative process will be completed in accordance with the requirements of the legislation and any resulting objections referred to the Traffic and Parking Working Party for their consideration as required by the Constitution of the Council.

6.4 People Implications

Staff time as required to organise and monitor the required works, will be met from existing resources.

6.5 Property Implications

None.

6.6 Consultation

As above.

7. Background Papers

Previous reports and notes of meetings

8. Appendices

None.

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Southend-on-Sea Borough Council

Agenda
Item No.

7

Report of Corporate of Place
To
**Traffic & Parking Working Party & Cabinet
Committee**
On
19th September 2016

Report prepared by:
Cheryl Hindle-Terry - Team Leader, Parking, Traffic
Management and Road Safety Team

**Petition Requesting Permit Parking Controls
Southend East**
Executive Councillor: Councillor Tony Cox
A Part 1 Public Agenda Item

1. Purpose of Report

- 1.1 To advise Members of a petition signed by 320 residents of the roads north of Southend East Railway Station requesting parking controls to deter all day parking by commuters.

2. Recommendation

That the Traffic & Parking Working Party and Cabinet Committee:

- a) Note the petition and thank the residents for taking the time to compile the petition; and agree to;**
- b) Advertise a proposal to introduce a Permit Parking Area in the streets detailed in Appendix 1.**
- d) Further agree that in the event that no objections are received to the proposal, the Traffic Regulation Order be confirmed. Any objections will of course be referred to this Committee for consideration.**

3. Background

- 3.1 The streets north of Southend East Railway Station feature a mixed design of properties. Several streets feature houses with adequate frontage to accommodate vehicles on the property whereas other streets front directly onto the street resulting in residents relying solely on parking provision on street.
- 3.2 Southend East Railway Station attracts large numbers of commuters, the level of parking by non-residents is increasing resulting in residents being prevented from parking near to their homes. A resident has organised a petition requesting parking controls be introduced to deter the all-day parking.

- 3.4 The petition has attracted a large response with 57% of residents signing the petition and the majority are supportive of parking controls.
- 3.3 A Permit Parking Area operational for part of the day will ensure parking availability for the residents.

4. Other Options

- 4.1 Take no further action. The Council is required to consider petitions related to parking controls and success from other permit parking style controls demonstrates that we can improve the parking situation for residents by introducing controls.

5. Reasons for Recommendations

- 5.1 To manage parking increase parking provision.

6. Corporate Implications

6.1 Contribution to Council's Vision & Corporate Priorities.

- 6.1.1 The road is not a major route and generally subject to local and residential traffic only. The proposals will likely reduce vehicle speeds as the road will be visually narrowed contributing to a safe Southend.

6.2 Financial Implications

- 6.2.1 Any costs are met through existing budgets.

6.3 Legal Implications

- 6.3.1 The statutory consultation will be undertaken prior to any further action.

6.4 People Implications

- 6.4.1 None.

6.5 Property Implications

- 6.5.1 None.

6.6 Consultation

- 6.6.1 Traffic Regulation Orders are subject to statutory consultation requirements.

6.7 Equalities and Diversity Implications

- 6.7.1 Waiting restrictions are amended to manage parking, reduce accidents and/or improve traffic flows. The objectives of managing parking and improving safety

takes account of all users of the public highway including those with disabilities and childcare responsibilities.

6.8 *Risk Assessment*

6.8.1 None.

6.9 *Value for Money*

6.9.1 N/A.

6.10 *Community Safety Implications*

6.10.1 None. However, the removal of the existing waiting restrictions are proposed to increase parking which in turn, reduces the likelihood of neighbourhood disputes.

6.11 *Environmental Impact*

6.11.1 None.

7. Background Papers

7.1 None.

8. Appendices

Appendix 1 Plan of area.

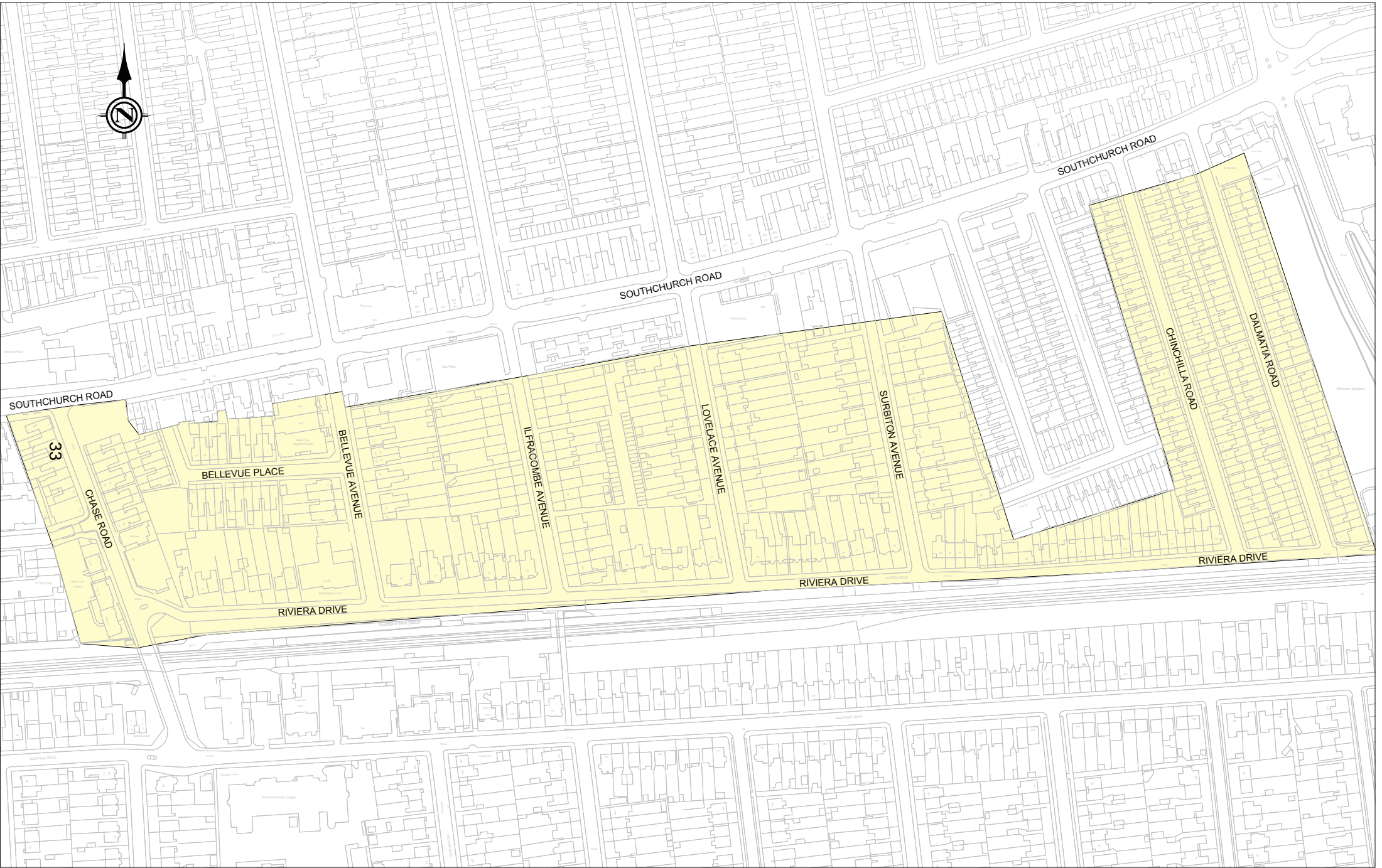
Appendix 2 Breakdown of results by street.

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Southend East – Appendix 1

Road	No. Properties	No. Responses	% Return	% Supportive
Belle Vue Place/Avenue	69	36	52	99
Ilfracombe Avenue	41	25	60	99
Lovelace Avenue	49	26	53	99
Surbiton Avenue	80*	30	37	94
Chinchilla Road	89	73	82	100
Dalmatia Road	96	68	71	99
Riviera Drive	125	62	49	100
Total	549	320	57%	99 %

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SOUTHEND EAST AREA

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Southend-on-Sea Borough Council

Agenda
Item No.

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Report of Corporate of Place
To
**Traffic & Parking Working Party & Cabinet
Committee**
On
19th September 2016

Report prepared by:
Cheryl Hindle-Terry - Team Leader, Parking, Traffic
Management and Road Safety Team

**Petition Requesting Amendment to Existing Parking Controls
Shaftesbury Avenue
Executive Councillor: Councillor Tony Cox
*A Part 1 Public Agenda Item***

1. Purpose of Report

- 1.1 To advise Members of a petition signed by 28 residents of Shaftesbury Avenue requesting amendments to the existing parking restrictions.

2. Recommendation

That the Traffic & Parking Working Party and Cabinet Committee:

- a) **Note the petition and thank the residents for taking the time to compile the petition; and agree to;**
- b) **Agree to advertise the proposal to remove the existing alternate month parking restriction which will increase parking availability;**
- d) **Further agree that in the event that no objections are received to the proposal, the Traffic Regulation Order be confirmed. Any objections will of course be referred to this Committee for consideration.**

3. Background

- 3.2 The section of Shaftesbury Avenue between Liftstan Way and Warwick Road is subject to a parking restriction which prohibits parking on alternate sides of the road depending on the calendar month.
- 3.2 The road is fairly narrow with widths varying between 7.0 metres and 7.3 metres however unrestricted roads in the area are of a similar width and no issues have been identified with access for larger vehicles.
- 3.3 The area is subject to high parking demands and the removal of the restrictions will increase parking availability.

4. Other Options

- 4.1 Take no further action. The Council is required to consider petitions related to parking controls and where additional on street parking can be created; it is prudent to advertise the proposals and assess any feedback.

5. Reasons for Recommendations

- 5.1 To increase parking provision.

6. Corporate Implications

6.1 Contribution to Council's Vision & Corporate Priorities.

- 6.1.1 The road is not a major route and generally subject to local and residential traffic only. The proposals will likely reduce vehicle speeds as the road will be visually narrowed contributing to a safe Southend.

6.2 Financial Implications

- 6.2.1 Any costs are met through existing budgets.

6.3 Legal Implications

- 6.3.1 The statutory consultation will be undertaken prior to any further action.

6.4 People Implications

- 6.4.1 None.

6.5 Property Implications

- 6.5.1 None.

6.6 Consultation

- 6.6.1 Traffic Regulation Orders are subject to statutory consultation requirements.

6.7 Equalities and Diversity Implications

- 6.7.1 Waiting restrictions are amended to manage parking, reduce accidents and/or improve traffic flows. The objectives of managing parking and improving safety takes account of all users of the public highway including those with disabilities and childcare responsibilities.

6.8 Risk Assessment

- 6.8.1 None.

6.9 Value for Money

6.9.1 N/A.

6.10 *Community Safety Implications*

6.10.1 None. However, the removal of the existing waiting restrictions are proposed to increase parking which in turn reduces the likelihood of neighbourhood disputes.

6.11 *Environmental Impact*

6.11.1 None.

7. Background Papers

7.1 None.

8. Appendices

There are no appendices.

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Southend-on-Sea Borough Council

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Report of Corporate of Place
To
**Traffic & Parking Working Party & Cabinet
Committee**
On
19th September 2016

Report prepared by:
Cheryl Hindle-Terry - Team Leader, Parking, Traffic
Management and Road Safety Team

**Petition Requesting Parking Controls
Eastwood Boulevard**

Executive Councillor: Councillor Tony Cox
A Part 1 Public Agenda Item

1. Purpose of Report

- 1.1 To advise Members of a petition received from 19 residents of Eastwood Boulevard for parking controls be considered on both sides of the street during the periods 8am to 10am and 3pm to 4pm Monday to Friday.

2. Recommendation

That the Traffic & Parking Working Party and Cabinet Committee:

- a) Note the petition and thank the residents for taking the time to compile the petition; and agree to;**
- b) Decline the request to propose waiting restrictions for the reasons set out below;**
- d) Suggest that ward Members consider whether area wide parking controls would be appropriate and undertake any necessary consultations in accordance with the Policy.**

3. Background

- 3.1 All requests for waiting restrictions are considered against the agreed policy criterion which require that at least one of the following criteria must be met;
- Where a road safety problem has been identified by collision studies (3 personal injury accidents 3 years) and it is clear that an actual reduction in collisions may follow the introduction of such an Order.
 - Where evidence of the obstruction of the highway or visibility at junctions occurs on a frequent and severe basis, causing particular difficulties for emergency service vehicles and/or public transport.

- Where commerce and industry are seriously affected by presence of parked vehicles.
- Where the installation of TROs is essential to provide maximum benefit from capital investment.
- On strategic routes and major distributors appropriate waiting and loading restrictions can be used to ensure that adequate road space is available for moving traffic waiting restrictions will not be provided for individual private accesses in isolation.
- Cost of schemes and likely savings through accident reduction need to be part of priority consideration.

3.2 Eastwood Boulevard runs from Cavendish Gardens to Kenilworth Gardens and features properties on one side of the street with Westcliff High School boundary to the other side of the street. The street is not designated as a distributor route but can be subject to fairly high traffic volumes during peak periods.

3.2 Its proximity to the schools, all with sixth form units attracting large numbers of older pupils along with high parking demand during the morning and afternoon pick up periods.

3.3 Residents have complained of parking associated with the schools and the petition requests the proposal for waiting restrictions to deter this.

3.4 The accident history for the street has been investigated and no personal injury accidents have been recorded in the three year period from March 2013 to March 2016.

3.5 The street is a bus route subject to a very regular service however; no issues have been identified by the bus operators as to parking causing delays to the service or other inconvenience caused by parked vehicles.

3.6 There are concerns that by proposing waiting restrictions in isolated streets, parking is merely displaced to adjacent roads and as such, it is generally recommended that where a local destination is the cause of parking issues, area wide controls in the form of permit parking schemes are more appropriate to prevent parking displacement.

4. Other Options

4.1 Agree to the petitioners' request. The Council is required to consider petitions related to parking controls and the location has been assessed using the agreed policy criterion related to waiting restrictions. The location does not meet the criteria and action in these circumstances could be considered as acting outside of powers delegated to the traffic authority under the Road Traffic Regulation Act.

5. Reasons for Recommendations

5.1 The requirements of the policy requirements agreed by the Cabinet Committee in January 2016 have not been met.

6. Corporate Implications

6.1 Contribution to Council's Vision & Corporate Priorities.

6.1.1 The criteria used to assess waiting restrictions meets the objectives of the Local Transport and Implementation Plan and the Council's aims of being a Safe and Prosperous Southend.

6.2 Financial Implications

6.2.1 Any costs are met through existing budgets.

6.3 Legal Implications

6.3.1 None.

6.4 People Implications

6.4.1 None.

6.5 Property Implications

6.5.1 None.

6.6 Consultation

6.6.1 None. However; if ward Members wish for the wider area to be considered for permit parking controls, consultation in accordance with the policy requirements will need to be undertaken.

6.7 Equalities and Diversity Implications

6.7.1 None. However; waiting restrictions are proposed to manage parking, reduce accidents and/or improve traffic flows. The objectives of managing parking and improving safety takes account of all users of the public highway including those with disabilities and childcare responsibilities.

6.8 Risk Assessment

6.8.1 None.

6.9 Value for Money

6.9.1 N/A

6.10 Community Safety Implications

6.10.1 None. However, waiting restrictions are proposed to reduce accidents or improve traffic flows. The objectives of improving safety takes account of implications for community safety.

6.11 *Environmental Impact*

6.11.1 None

7. Background Papers

7.1 None

8. Appendices

There are no appendices.

Southend-on-Sea Borough Council

**Report of Corporate Director for Place
to
Traffic & Parking Working Party and
Cabinet Committee
on
19th September 2016**

Report prepared by: Cheryl Hindle-Terry
Team Leader, Parking, Traffic Management and Road Safety

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**Requests for New or Amended Traffic Regulation Orders
Portfolio Holder – Councillor Tony Cox
*A Part 1 Public Agenda Item***

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 CHNAGES/ WAITING RESTRICTIONS REQUESTS

Location	Request Details	Requested By	Relevant Criteria Points	Officer comments
Tylers Avenue Car Park	Amend existing payment method from pay on foot to pay and display, pay by phone and online payments.	Officers	NA	<p>The existing pay on foot equipment is approaching an age where replacement needs to be considered. Since introducing this payment method, parking payment technology has significantly improved offering far more flexible payment methods including;</p> <p>Contactless payments Pay by phone Pay online/via app</p> <p>As part of the new parking contract, additional payment options are soon to be available resulting in flexible payment as well as opportunity to improve customer experience by introducing payment options available away from the car park (eg pay by phone or online) as well as improving efficiency in enforcement activity.</p> <p>For information, the contract also changes the operational methods of our activities and the car park office is now redundant. This is to be demolished allowing for a complete revision of the parking layout in York Road Car Park and offers the opportunity to remove the existing barriers and joining the two car parks. Works are to be undertaken to assess a new layout and access arrangements existing boundaries of the car parks.</p> <p>Recommend advertise amendment to payment options as a pilot to determine appropriate methods for future parking areas.</p>
Various locations	Introduce additional electric charging bays/car club electric charging bays. Amend existing areas to incorporate maximum waiting limit.	Officers	NA	<p>A small number of charging bays are in operation within car parks and also on street. These are currently unlimited resulting in some vehicles using the charging points for excessively long periods.</p> <p>In addition, a car club operator wishes to provide vehicles for use within a number of areas and requires charging and parking facilities for vehicles. Designated bays are required to ensure vehicles returned to correct areas and available for re-use.</p> <p>Recommend advertise proposals.</p>

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