

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

Traffic Regulations Working Party

Date: Thursday, 1st November, 2018

Time: 6.00 pm

Place: Committee Room 1 - Civic Suite

Contact: Tim Row - Principal Committee Officer

Email: committeesection@southend.gov.uk

AGENDA

- 1 Apologies for Absence**
- 2 Declarations of Interest**
- 3 Minutes of the Meeting of the Traffic & Parking Working Party held on Thursday, 13th September, 2018 (Pages 1 - 8)**
- 4 Objections to Traffic Regulation Orders (Pages 9 - 20)**
- 5 Earls Hall School Area - Speed Reducing Measures (Pages 21 - 28)**
- 6 Royston Avenue - Verge Hardening Consultation (Pages 29 - 44)**
- 7 Queensway Right Turns - Junction Improvement (Pages 45 - 52)**
- 8 Proposed Guidance for Traffic and Parking Related Issues (Pages 53 - 74)**

Members:

Cllr A Moring (Chair), Cllr T Cox (Vice-Chair), Cllr A Dear, Cllr M Flewitt, Cllr D Garne, Cllr H McDonald, Cllr P Van Looy and Cllr C Willis

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SOUTHEND-ON-SEA BOROUGH COUNCIL

Meeting of Traffic and Parking Working Party

Date: Thursday, 13th September, 2018

Place: Committee Room 1 - Civic Suite

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Present: Councillor A Moring (Chair)
Councillors T Cox (Vice-Chair), B Arscott*, M Flewitt, R Hadley*,
H McDonald, P Van Looy and C Willis
*Substitute in accordance with Council Procedure Rule 31.

In Attendance: Councillors S Aylen, A Bright, K Buck, S Buckley, F Evans,
J Garston, G Phillips and P Wexham
G Smith, C Hindle-Terry, Hunwicks and T Row

Start/End Time: 6.00 pm - 8.50 pm

1 Apologies for Absence

Apologies for absence were received from Councillors Dear (substitute: Cllr Arscott) and Garne (substitute: Cllr Hadley).

2 Declarations of Interest

The following interests were declared at the meeting:

(a) Councillor Arscott – Agenda Item No. 5 (Objections to Traffic Regulation Orders – Bailey Road Area Residents Parking Scheme) – Non-pecuniary interest: Patient of Highlands Surgery;

(b) Councillor Flewitt – Agenda Item No. 11 (Oakwood Avenue – Request for Speed Control and Other Suggested Amendments to the Road Layout) – Non-pecuniary interest: Worked on the closure of Brendon Way, which was mentioned in the debate;

(c) Councillor J Garston – Agenda Item No. 7 (Cliffs Pavilion Permit Parking Area) – Disqualifying non-pecuniary interest: Lives in one of the Roads affected by the proposals;

(d) Councillor Hadley – Agenda Item No. 6 (Members' Request List – Ref no. 17/35: Introduction of accident prevention measures in Maya Close and Ness Road) – Non-pecuniary interest: Freehold owner 23, 23a, 25 and 25a Ness Road;

(e) Councillor Moring – Agenda Item No. 6 (Members' Request List – Ref no. 18/08: Provide no waiting at any time restrictions in Thorpe Hall Avenue/Acacia Drive) – Non-pecuniary interest: Lives in the vicinity of the junction;

(f) Councillor Van Looy – Agenda Item No. 5 (Objections to Traffic Regulation Orders – Southchurch Boulevard) – Non-pecuniary interest: Patient of the Doctor's Surgery in Southchurch Boulevard; and

(g) Councillor Van Looy – Agenda Item No. 5 (Objections to Traffic Regulation Orders – St Lukes Road) – Non-pecuniary interest: Lives in the vicinity.

3 Minutes of the Meeting held on Thursday 21st June 2018

Resolved:-

That the Minutes of the Special Meeting held on Thursday 21st June 2018 be received and confirmed as a correct record.

4 Minutes of the Meeting held on Thursday, 5th July, 2018

Resolved:-

That the Minutes of the Special Meeting held on Thursday 5th July 2018 be received and confirmed as a correct record.

5 Objections to Traffic Regulation Orders

The Working Party received a report of the Deputy Chief Executive (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. These included:

- (i) the introduction of limited waiting restrictions (3 Hrs No Return in 4 Hrs) on the south kerblines of westbound carriageway in Southchurch Boulevard;
- (ii) the introduction of a prohibition of waiting at any time in St Lukes Road at its Junction with Ely Road;
- (iii) the introduction of a prohibition of waiting at any time in Eastwood Road North 15m and 12m either side of its junction with Kenholme;
- (iv) the introduction of a prohibition of waiting from 11.00 am to 12.00 noon on the south side of Riviera Drive, between no. 76 Riviera Drive and 8m west of its junction with Dalmatia Road;
- (v) the introduction of waiting restrictions and a parking places and permit parking zone in the area around Hartington Road/Pleasant Road;
- (vi) the introduction of limited waiting for 1 hour no return in 4 hours in Station Road, Westcliff on Sea; and
- (vii) the introduction of junction protection and permit parking controls in the roads around the Bailey Road area.

The report also sought an appropriate recommendation to the Cabinet Committee on the way forward in respect of all of these proposals, after having considered all of the representations that had been received in writing and at the meeting. Large scale plans of the proposals were displayed at the meeting.

Resolved:

That Cabinet Committee be recommended:

1. That the Deputy Chief Executive (Place) be authorised to confirm the Southend-on-Sea Borough Council (Various Roads) (Stopping, Waiting, Loading and Unloading Prohibitions and Restrictions, Parking Places and Permit Parking

Zones)(Consolidation) Order 2016 (Amendment No. 9) Order 2018 with the exclusion of the proposed restrictions of Southchurch Boulevard and to arrange for the traffic regulation order to be sealed and the proposals implemented accordingly.

2. That the Deputy Chief Executive (Place) be authorised to advertised an amended restriction to now provide limited waiting restrictions for 4 hours no return in 4 hours daily, together with a 7.5 tonne weight restriction in the same section of Southchurch Boulevard, and subject to there being no objections following statutory advertisement, to arrange for the order to be sealed and the proposals implemented:

3. That the Deputy Chief Executive (Place) be authorised to confirm the Southend-on-Sea Borough Council (Various Roads) (Stopping, Waiting, Loading and Unloading Prohibitions and Restrictions, Parking Places and Permit Parking Zones)(Consolidation) Order 2016 (Amendment No. 10) Order 2018 subject to the following amendments:

- (i) the reduction of the 'junction protection' waiting restrictions in Eastwood Road North at its junction with Kenholme to 10m;
- (ii) the reduction of the 'junction protection' waiting restrictions in Kenholme at its junction with Eastwood Road North to 5 metres; and
- (iii) the exclusion of the proposed waiting restrictions in Riviera Drive;

and to arrange for the traffic regulation order to be sealed and the proposals implemented accordingly.

3. That the Deputy Chief Executive (Place) be authorised to confirm the Southend-on-Sea Borough Council (The Hartington Road Area Parking Management Scheme) (Zone HR) (Waiting Restrictions, Parking Places & Permit Parking Zone) Order 2018 as advertised and to arrange for the traffic regulation order to be sealed and the proposals implemented accordingly.

4. That the Deputy Chief Executive (Place) be authorised to confirm the Southend-on-Sea Borough Council (Various Roads) (Stopping, Waiting, Loading and Unloading Prohibitions and Restrictions, Parking Places and Permit Parking Zones)(Consolidation) Order 2016 (Amendment No. 11) Order 2018 as advertised and to arrange for the traffic regulation order to be sealed and the proposals implemented accordingly.

5. That no further action be taken in respect of the Bailey Road Area Residents Parking Scheme and that the Deputy Chief Executive (Place) be authorised to confirm the Southend-on-Sea Borough Council (Bailey Road Area Residents Permit Scheme) (Zone BR) (Prohibition of Waiting & Permit Parking Places) Order 2018 with the no waiting at any time restrictions set out in Appendix 2 only and to arrange for the traffic regulation order to be sealed and the proposals implemented accordingly.

6 Members Requests List

The Working Party received a report of the Deputy Chief Executive (Place) that appraised Members of the requests received from Members of the Council together with officers' recommendations relating to those requests.

Resolved:

That Cabinet Committee be recommended:

1. That no further action be taken in respect of the following requests and that they be removed from the list:

(i) Request Reference No. 18/01 - Introduce waiting restrictions Colbert Avenue opposite junctions.

(ii) Request Reference No. 18/07 - Provide SLOW signs, The Broadway, Thorpe Bay.

2. That the Deputy Chief Executive (Place) be authorised to publish the statutory notices and undertake the necessary consultation for the relevant traffic regulation order(s) in respect of the following requests and, subject to there being no objections following statutory advertisement, to arrange for the order to be sealed and the proposals implemented:

(i) Request Reference No. 18/02 - Introduce waiting restriction in Crosby Road to reduce congestion;

(ii) Request Reference No. 18/03 - Amend waiting restrictions Victoria Road Leigh, reduce junction protection and alter one side restriction to opposite side;

(iii) Request Reference No. 18/05 - London Road, Boundary to Highlands Boulevard. Amend limited waiting time to 2 hours.

(iv) Request Reference No. 18/06 - Highlands Boulevard/Herschell Road junction with London Road. Provide peak hour restriction on the west side of the road to deter congestion at the junction.

(v) Request Reference No. 18/09 - Highlands Boulevard/Herschell Road junction with London Road. Provide peak hour restriction on one side of the road to deter congestion at the junction.

3. That in respect of Request Reference No. 17/35 (Introduction of accident prevention measures in Maya Close and Ness Road), the Deputy Chief Executive (Place) be authorised to implement the accident remedial measure asset out the recommendations in the technical note attached at Appendix 3 to the submitted report and undertake the necessary consultation for the provision of Provide 4 parking bays in Ness Road east of its junction with Maya Close with limited waiting for a maximum of 20 minutes, and subject to there being no objections following statutory advertisement, to arrange for the order to be sealed and the proposals implemented:

4. That in respect of Request Reference No. 17/46 (Introduction of one hour waiting restrictions in Thames Close to deter commuter parking), the Deputy Chief Executive (Place) be authorised to commence the survey of residents in the wider area on appropriate parking controls to deter commuter parking.

5. That in respect of Request Reference No. 18/04 (Box Junction Cokefield Avenue/Hamstel Road), the Deputy Chief Executive (Place) be requested to introduce "Keep Clear" signs on the highway were appropriate and to investigate the possibility of relocating the bus stops in Cokefield Road and other suitable measures to reduce congestion at this location.

6. That in respect of Request Reference No. 18/08 (Provide at any time waiting restrictions, Thorpe Hall Avenue, Acacia Drive), the location be monitored periodically and if congestion at the junction is witnessed, the Deputy Chief Executive (Place) be authorised to undertake the necessary consultation for the relevant traffic regulation order(s) to extend the existing waiting restriction prohibiting parking at any time for a further 10 metres northwards and, subject to there being no objections following statutory advertisement, to arrange for the order to be sealed and the proposals implemented:

7. That in respect of Request Reference No. 18/10, the Deputy Chief Executive (Place) be requested to undertake a full safety audit of at this location, the results of which and any appropriate measures be submitted to the meeting of the Traffic & Parking Working Party and Cabinet Committee on 1st November 2018.

7 Extension of Cliffs Pavilion Permit Parking Area

The Working Party received a report of the Deputy Chief Executive (Place) that sought approval to authorise the Deputy Chief Executive (Place) to amend the existing Permit Parking Area to include the roads east of the Cliffs Pavilion, as shown on the plan attached to the report.

Resolved:-

That the Cabinet Committee be recommended:

1. That the Deputy Chief Executive (Place) be authorised to publish the statutory notices and undertake the necessary consultation for the relevant traffic regulation order(s) to amend the existing Permit Parking Area to include the roads east of the Cliffs Pavilion, as shown on the plan attached to the report, including the provision of dual use “pay and display” and “permit parking bays” where possible and, subject to there being no objections following statutory advertisement, to arrange for the order to be sealed and the proposals implemented.

2. That, subject to the inclusion of an “up to one hour” charge in the sum of £1.10 the proposed charging/payment bands for the pay and display parking in this area, as set out in Appendix 2 of the report be approved.

8 Request for Waiting Restrictions - Earls Hall Avenue

The Working Party received a report of the Deputy Chief Executive (Place) concerning a petition that had been received from residents of Earls Hall Avenue and Mayfield Avenue requesting a waiting restriction prohibiting parking at any time on the south side of Earls Hall Avenue from the access gates to the school to the driveway of No. 46 Earls Hall Avenue.

Resolved:-

That Cabinet Committee be recommended that consideration of any appropriate measures be deferred pending further information following the re-opening of the Southend High School for Boys after the school holidays.

9 Hospital Area Controlled Parking Zone

The Working Party received a report of the Deputy Chief Executive (Place) that sought approval to authorise the Deputy Chief Executive (Place) to amend the existing Controlled Parking Zone around Southend Hospital to maximise the number of dual use “pay and display” and “permit parking bays” within the Zone.

Resolved:-

That Cabinet Committee be recommended:

1. That the Deputy Chief Executive (Place) be authorised to publish the relevant statutory notice and undertake the necessary consultation for a traffic regulation order(s) to amend the existing Hospital Controlled Parking Zone to maximise the number of dual use “pay and display” and “permit parking bays” where possible and, subject to there being no objections following statutory advertisement, to arrange for the order to be sealed and the proposals implemented.
2. That the charges for “pay and display” in dual use bays be set in line with the current levels namely “up to 2 hours - £2.10” and “up to 4 hours - £2.80”.

10 Holland Road Area - Permit Parking Proposal

The Working Party received a report of the Deputy Chief Executive (Place) that appraised Members of the results of a consultation led by residents in Holland Road and Palmeira Avenue. The report also sought the appropriate way forward in respect of this matter.

Resolved:-

That Cabinet Committee be recommended:

1. That the residents be thanked for taking the time to undertake the surveys.
2. That the proposal for a Permit Parking Area to be introduced into the streets illustrated on the plan attached to the report be included within an extension of the Cliffs Pavilion Permit Parking Area, and that the possibility of dual use “pay and display” and “permit parking bays” be maximised where appropriate.
3. That the Deputy Chief Executive (Place) be authorised to publish the relevant statutory notice and undertake the necessary consultation for a traffic regulation order(s) for the introduction of the proposals and that in the event of there being no unresolved objections, to confirm the Order as necessary and undertake the works.
4. That all of those who responded to the survey and the petition be informed that a response to the formal, statutory consultation is also recommended.

11 Oakwood Avenue - Request for Speed Control and Other Suggested Amendments to the Road Layout

The Working Party received a report of the Deputy Chief Executive (Place) concerning a petition from residents of Oakwood Avenue requesting measures to reduce the levels of traffic using the road and to reduce the current speed limit to 20mph.

Resolved:-

That Cabinet Committee be recommended that consideration of this matter be deferred until the completion of the Kent Elm Highway works.

12 Requests for Waiting Restrictions

The Working Party received a report of the Deputy Chief Executive (Place) at sought Members' approval to authorise the advertisement of the amendments and/or new waiting restrictions at the locations indicated in Appendix 1 to the report, in accordance with the statutory processes and, subject to there being no objections received following statutory advertisement, to arrange for the relevant orders to be sealed and implement the proposals.

Resolved:-

That Cabinet Committee be recommended that the Deputy Chief Executive (Place) be authorised to publish the relevant statutory notice and undertake the necessary consultation for a traffic regulation order(s) for the following requests and, subject to there being no objections following statutory advertisement, to arrange for the order to be sealed and the proposals implemented:

(i) Amend existing waiting restrictions and loading bays to create additional pay and display parking with the Town Centre Controlled Parking Zone.

(ii) introduce waiting restrictions in turning area of Old School Court, Shoeburyness

Chairman: _____

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Southend-on-Sea Borough Council

Agenda
Item No.

4

Report of Deputy Chief Executive (Place)

to

**Traffic Regulations Working Party
and Cabinet Committee**

on

1st November 2018

Report prepared by: Peter Geraghty,
Director for Planning and Transport

Objections to Traffic Regulation Orders

**Cabinet Member : Councillor Moring
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 with the amendment outlined in part 3.3 of this report 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 considered the results of a Member led consultation undertaken in the roads listed in Appendix 2 to this report.

- 3.2 The initial consultation indicated high levels of support in a number of roads with differing views expressed from residents of roads in the west of the consultation area.

- 3.3 The results of the consultation were considered by the Cabinet Committee in March 2018 and it was agreed that due to the levels of support in the majority of the streets and that parking controls were to be implemented in a number of South Essex Homes car parks within the area, the streets listed at Appendix 2 to this report be included in a formal consultation to implement permit parking controls.

- 3.4 The consultation has been completed and the resulting objections and comments to the proposals are shown at Appendix 1 to this report.
- 3.5 Members are requested to consider the comments received and the officer recommendations to remove the streets where support is not evident from the proposal and implement permit parking controls in the remaining streets.
- 3.6 While this will leave several streets at risk of displaced parking, the residents have expressed a clear view opposing controls being introduced in their roads.
- 3.7 Residents in the remaining streets are in favour of controls and welcome measures to increase the opportunity for them to park.

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 while reflecting the desires and views of residents which live in the streets.

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. Costs for any works are included in the current budget.

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 2 – List of streets and outcome of initial Member consultation
Appendix 3 – Plan of area

Road	Proposed By	Proposal	Comments	Officer Comment
Albion Road	Members	Implement Permit Parking Controls	<p>2 letters of objection received 1 letter included petition containing 32 signatures</p> <p>Main points raised include: Use nearby car park that could be made free for location residents; it is not needed and will inconvenience and cost tax payers money; not enough permits to go round; scheme has previously been proposed and residents did not want it then; scheme unnecessary would only mean high costs and inconvenience why should residents have to pay to park in their own road; money making objective by the Council and it is totally wrong and not in the peoples best interests</p>	<p>If residents are not in favour of parking control being implemented in their street, the road can be excluded from the scheme as it is sited on the boundary of the original proposal.</p> <p>There is a likelihood of displaced parking migrating into the road from elsewhere in the area but due to the level of support expressed during the original consultation, it is recommended that the proposals be implemented excluding this road.</p>
Rayleigh Avenue	Members	Implement Permit Parking Controls	<p>3 letters of objection received including 1 letter with a petition with 33 signatures</p> <p>Main points raised include – scheme offers nothing of benefit to working residents; times great for those who stay at home but not for those in full time employment; smacks of extra revenue for Council and not in residents interests; would make parking in area worse; a ridiculous plan; should have been a meeting to explain to residents and get their views; not wanted by residents; proposals do not address the real issue of parking in the area as there are too many vehicles and not enough spaces</p>	<p>If residents are not in favour of parking control being implemented in their street, the road can be excluded from the scheme as it is sited on the boundary of the original proposal.</p> <p>There is a likelihood of displaced parking migrating into the road from elsewhere in the area but due to the level of support expressed during the original consultation, it is recommended that the proposals be implemented excluding this road.</p>

Claremont Road	Members	Implement Permit Parking Controls	<p>3 letters of objection received main points raised include not a problem in the road cannot see reason for permit parking; injustice having to pay to park in their own road; with Doctors and Police Station being developed into flats will impact on parking in street and a lot of residents would not be able to park with less than 5 bays proposed in the street will not benefit residents;</p>	<p>If residents are not in favour of parking control being implemented in their street, the road can be excluded from the scheme as it is sited on the boundary of the original proposal.</p> <p>There is a likelihood of displaced parking migrating into the road from elsewhere in the area but due to the level of support expressed during the original consultation, it is recommended that the proposals be implemented excluding this road.</p>
Carisbrook e Road	Members	Implement Permit Parking Controls	<p>4 letters of objection received including 1 with a petition with 46 signatures main points raised include: will not alleviate any parking concerns; congestion is only in evening times; will serve little to no purpose other than to take payment from local residents; scheme does not address any issue; nothing more than a stealth on resident's; reconsider plan and consult local residents further; scheme not necessary; times of operation incorrect parking problems worse during evenings; Residents do not support</p>	<p>If residents are not in favour of parking controls being implemented in their street, the road can be excluded from the scheme as it is sited on the boundary of the original proposal.</p> <p>There is a likelihood of displaced parking migrating into the road from elsewhere in the area but due to the level of support expressed during the original consultation, it is recommended that the proposals be implemented excluding this road.</p>
Rochford Avenue	Members	Implement Permit Parking Controls	<p>2 letters of objection received 1 letter containing a petition with 32 signatures: main objections include little room for manoeuvre; 100 visitor permits would be insufficient for number of visitors required to care for resident as might not be eligible for carers permit; parking problems caused by residents returning home after work</p>	<p>If residents are not in favour of parking control being implemented, the road can be excluded from the scheme as it is sited on the boundary of the original proposal.</p> <p>There is a likelihood of displaced parking migrating into the road from elsewhere in the area but due to the level of support expressed during the original consultation, it is recommended that the proposals be implemented excluding this road.</p>

Salisbury Avenue	Members	Implement Permit Parking Controls	6 letters received – 2 support - but should be 7 days a week 24 hrs a day as there are problems from nearby private housing development and 4 letters of objection – main points include times of waiting restrictions for refuse collections; special cases that may not be covered by terms and conditions of the scheme – 1 parking of private ambulance not registered to the address which can vary each day, other is partner visiting but vehicle not registered at the address; 3 cars and lots of visitors - total amount of visitor permits would not be enough	The majority of these issues are possible to address excluding the number of visitor permits available. The maximum number of visitor permits for each residents is 100 per year. The limit was introduced to high levels of abuse in a number of areas and the difficulty of auditing paper based visitor permits. These permits will be available online early next year allowing for far better controls to be introduced and it may be possible to increase the maximum numbers of permits available. Due to the level of initial support and the small number of objections, recommend that the amended proposal be implemented.
Hamlet Court Road	Members	Implement Permit Parking Controls	4 letters of objection received main points raised include totally against the scheme not required by residents; poorer families may not be able to afford cost of parking; believes times are wrong parking problems more in evenings.	Evening parking is highly likely to be residents vehicles. The car park is free to use after 6pm. Due to the level of initial support and the small number of objections, recommend that the amended proposal be implemented.
Windsor Road	Members	Implement Permit Parking Controls	1 letter of objection to the revocation of the alternative monthly parking restriction	We have recently amended the traffic flows to one-way to maximise parking following a resident petition. As the proposal is supported by the majority of residents, it is recommended to proceed with the amended proposal.
Osborne Road	Members	Implement Permit Parking Controls	2 letters of support received – main reasons are that it would get rid of commuter parking.	Recommend to proceed with amended proposal.

<p>Various Roads (not in scheme area)</p>	<p>Members</p>	<p>Implement Permit Parking Controls</p>	<p>10 letters of objection received main comments include: live outside of scheme and believe problem will move into their roads where parking is already difficult</p>	<p>The majority of objections are from residents in Hainault Avenue. If the amended proposal is agreed, this will negate these objections as the roads near to Hainault Avenue will not be subject to controls.</p> <p>Recommend to proceed with amended proposal.</p>
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Southend on Sea Borough Council

Department for Place – Analysis of Members Request

Salisbury Avenue area – Permit Parking Controls

Background

The area is adjacent to the Colchester Road area, which is subject to parking controls to deter non-resident parking. Parking is pressured as the majority of properties have no off street parking provision and rely on being able to use the currently unrestricted parking on street.

Parking by non-residents is very common due to the proximity to;

- Hamlet Court Road, West Road and London Road shopping areas
- Schools in Salisbury Avenue and North Road
- Football stadium

Ward Members have consulted residents of the area as to their views on permit parking controls being introduced and the following responses were received representing a 35% response.

After analysing the results, over 70% of residents are supportive of permit parking controls however, the level of responses is less than the 40% agreed by this Committee as the response threshold. This figure appears to be heavily affected by the lack of responses from North Road.

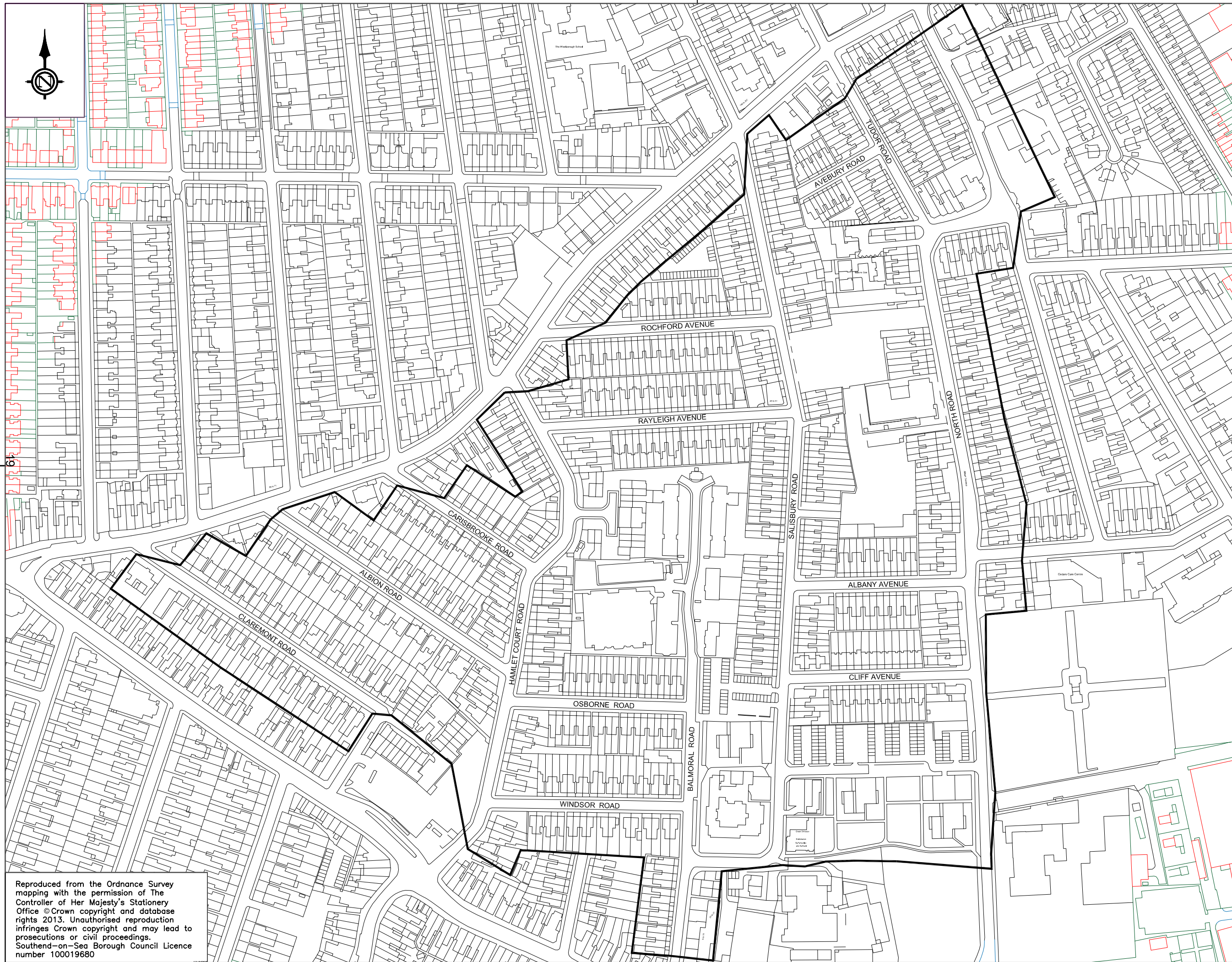
North Road is the street dividing the existing Colchester Road area and this proposed new area and proposed controls have been agreed for advertisement by this Committee to introduce permit parking only in the car parking areas managed by South Essex Homes in the area.

Table 1

Road Name	No. of Properties	No. of Returns	% Returned	In Favour	Against	% In Favour
Albany Avenue	28	12	43	10	2	83
Albion Road	60	10	17	2	8	20
Avebury Road	19	6	32	6	0	100
Balmoral Road	15	3	20	3	0	100
Carisbrooke Road	28	11	39	3	8	27
Claremont Road	74	15	20	7	8	47
Cliff Avenue	30	9	30	9	0	100
Hamlet Court Road	145	33	23	17	16	51
North Road	153	25	16	22	4	88
Osborne Road	45	14	31	9	5	64
Rayleigh Avenue	49	34	69	22	4	65
Richmond Avenue	16	6	38	6	0	100
Rochford Avenue	49	30	61	28	2	93
Salisbury Avenue	139	81	58	74	7	91
Tudor Road	42	20	48	17	2	85
Windsor Road	41	5	12	1	4	20
Total	933	314	35%	236	70	71%

Recommendation

While the level of responses falls below the agreed threshold, given the support from surrounding streets, the proposed controls in the South Essex Homes car parks and the likelihood North Road will be an isolated street between two permit parking areas as well as potential displaced parking from the car parks, it is recommend to proceed with a formal consultation encompassing all the streets listed in Table 1.



Revisions		
Rev	Details	Date

- Notes:
1. Only those existing TRC's relating to this proposal are shown on this drawing. For full details refer to ParkMap system.
 2. This drawing has been prepared from AutoCAD file: XXXX_XXX_XXX_DDMYY_ABC_vx
 3. This drawing has been issued as PDF or Electronic file name: XXX_XXX_XXX_DDMYY_ABC_vx

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Department for Place
PO Box 5560, Civic Centre
Victoria Avenue, Southend on Sea,
SS2 6ZQ

Quality Project No. :	12345
Project Title	RESIDENT CONSULTATION
Drawing Title	NORTH ROAD AREA
Designed by	Scales © A3
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Approved Date	Issued Date
Drawing Status	
Preliminary	Working
Tender	As Constructed
Drawing Number	CD9999

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Southend-on-Sea Borough Council

Agenda
Item No.

5

Report of Deputy Chief Executive (Place)

to

**Traffic Regulations Working Party
and Cabinet Committee**

on

1st November 2018

Report prepared by: Peter Geraghty,
Director for Planning and Transport

**Earls Hall School Area,
Speed Reducing Measures**

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

1. Purpose of Report

1.1 For the Traffic Regulations Working Party and the Cabinet Committee to consider amending the decision taken in March 2018 to propose a 20mph Zone within the roads immediately adjacent to the school.

2. Recommendation

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

- a) **Consider the ward Members views and agreed to propose a 20mph speed limit in the roads listed at Appendix 1 to this report.**
- 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 Regulation Working Party for consideration. Or**
- d) **Take no further action.**

3. Background

3.1 A Members request to propose a 20mph speed limit in the roads adjacent to Earls Hall School was submitted and considered at the meeting of the Traffic and Parking Working Party on 8th March 2018.

3.2 Following a debate on the matter, Members agreed to propose a 20mph Zone excluding the use of speed cushions.

- 3.3 For clarity, a 20mph Limit requires the lowering of the speed limit to 20mph and the speed limit requires enforcement by the Police. A 20mph Zone requires the provision of physical measures to reduce speed and is in effect, considered as self-enforcing.
- 3.4 Following a meeting with Members where an update on the status of this proposal was provided, all ward Members are of the opinion that any physical measures will be opposed by residents.
- 3.5 Ward Members are requesting that this decision not be implemented and that the original request for a 20mph limit be re-considered.
- 3.6 The original request submitted to the Traffic and Parking Working Party and Cabinet Committee (included at Appendix 1 to this report) sets out the measured speeds of vehicles using the roads and collision data which does not evidence that vehicles travel at excessive speeds in the area and that collision data does not evidence that excessive speeds have been a factor in any of the recorded collisions.
- 3.7 Members are asked to re-consider the request and the decision previously taken.

4. Other Options

- 4.1 Other options are to proceed with the original decision and propose a 20mph zone within the specified area or to take no further action on the request. 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 or agree to progress the original decision.

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 – request submitted by the ward Member requesting a 20mph speed limit

Appendix 2 – decision from the minutes of the Traffic and Parking Working Party and Cabinet Committee 8th March 2018.

Southend on Sea Borough Council

Department for Place – Analysis of Members Request

Earls Hall School Area

20mph speed limit request

Background

Speed monitoring equipment was installed in the streets below for a period of 7 to 10 days in each location. The equipment continuously monitors all traffic movements and the average speeds of vehicles is provided against each street.

Street	Average speeds
Colemans Avenue	22mph
Fairview Drive	14mph
Henley Crescent	16mph
Midhurst Avenue	21mph
Richmond Avenue	21mph
Rochester Drive	24mph

As shown, the average speeds in each street are fairly low.

There have been four collisions in the past three years resulting in slight injury casualties.

June 2016 16:12

Colemans Avenue outside the school – Two cars rear shunt, Vehicle 2 slowed to turn into school car park and failed to judge path/speed of other vehicle

Contributory factor: Careless/Reckless (Driver)

July 2016 15:30

Midhurst Avenue junction with Hobblythick Lane - Car/pedestrian, car turning at junction

Contributory Factor: Failed to look (Driver)

July 2015 13:00

Rochester Drive 100m south of A127 – Car/Cyclist, car reversing off drive

Contributory Factor: Failed to look (Driver)

July 2014 19:15

Richmond Drive junction with Fairview Drive – Moped only, skidded on mud possibly left by gas works, possible oil as well

Contributory Factor: Road Environment – oil/mud

Recommendation

In accordance with the decision taken by the Place Scrutiny Committee following an in-depth study into potential speed limit reductions in residential areas, no action is being on this issue until the Department for Transport have concluded their own review on nationally applied speed limits in residential areas. These results were expected in 2017, but have been delayed due to legislative works required for leaving the European Union.

Exceptions to this Policy include locations where three or more accidents have occurred and speed is considered to be a contributory factor to the cause of the accidents. As shown in the information provided, four accidents have occurred in the area within a three year period however, no accidents related to speed have been recorded and three of the four accidents have been attributed to driver error.

We are actively recruiting Community Speed Watch (CSW) volunteers to help run sessions throughout the borough to record and report speeding vehicles. The coordination of CSW volunteers is now managed by Essex County Fire and Rescue Service and more information about becoming a volunteer can be obtained by emailing community.speedwatch@essex-fire.gov.uk

Should residents have concerns, it may be helpful to pass this information to them to try and recruit volunteers willing to participate in this area.

Minute of the meeting held on 8th March 2018

4. That, in respect of Request Reference No. 17/31, the Deputy Chief Executive (Place) be authorised to undertake the necessary consultation for the introduction of a 20mph zone in the area around Earls Hall School comprising Colemans Avenue, Midhurst Avenue and Henleys Crescent, with the exclusion of the use of speed cushions.

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Southend-on-Sea Borough Council

Agenda
Item No.

6

Report of Deputy Chief Executive (Place)

to

**Traffic Regulations Working Party
& Cabinet Committee**

on

1st November 2018

Report prepared by: Peter Geraghty,
Director for Planning and Transport

**Royston Avenue
Verge Hardening Consultation**

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

1. Purpose of Report

- 1.1 For the Traffic Regulations Working Party and the Cabinet Committee to review the results of the resident consultation on the proposed verge hardening scheme on Royston Avenue.

2. Recommendations

2.1 That the Traffic Regulations Working Party and Cabinet Committee will:-

- a) **Note the outcome of the consultations as shown in para 6.2 & 8.2 of the report.**
- b) **Note Officers comments and agree implementation of a reduced version of the verge hardening scheme & amended parking restrictions measures (Option B) as detailed in para 7.1 of the report and shown in Appendix 12.5.**
- c) **If approved, further agree that in the event of there being no objections to the proposals, and the Traffic Regulation Order be confirmed; &**
- d) **Note that all unresolved objections will be referred to the Traffic Regulations Working Party for consideration.**

3. Background

- 3.1 While there has been an active programme of sign installation and enforcement action in many roads to prevent verge parking, there are some streets where

parking fully on the carriageway is impractical and adversely affects traffic flow. Royston Avenue is one such street where some larger vehicles, particularly buses, are significantly delayed by double parking.

3.2 Arriva has raised the issue of services being severely delayed and they have highlighted multiple instances of parked vehicles being struck by buses as they attempt to navigate this road.

3.3 The bus operator has assessed whether it would be possible to re-route but has deemed that this is not a viable option due to service demand and journey times.

4. Scheme Proposals

4.1 This scheme seeks to eliminate the issues highlighted in section 3.2 by hardening verges so vehicles can park half off the road thus increasing the width available to buses/refuse vehicles. Associated street furniture relocation works are required to maximise the scheme proposals. Additional drainage installations are proposed to ensure that the scheme does not adversely affect the carriageway during periods of inclement weather.

4.2 The scheme is constrained, at multiple locations, by the presence of trees. In accordance with SBC policy, these trees are not proposed to be removed. Where it is not possible to harden verges, it is proposed to install No Waiting At Any Time parking restrictions on one side of Royston Avenue which will allow full on carriageway parking on one side of the road, whilst maintaining an adequate carriageway width for the safe passage of larger vehicles.

5.0 Consultation

5.1 The consultation was completed in two stages over 4 week periods in October 2017 and July 2018. The consultation documents consisted of letters, plans showing the proposed schemes and questionnaires for residents to complete and return. The consultation packs were hand delivered to all residential and commercial properties on Royston Avenue. A secondary option, in the form of No Waiting At Any Time parking restriction along one side of Royston Avenue, was also offered to residents in the October 2017 consultation. In the July 2018 consultation residents were offered the choice between 2 differing reduced measures options.

6. October 2017 Consultation Outcome

6.1 The outcome of the consultation is summarised in the table below:-

Location	No of letters	No of letters returned	Nos supporting Verge Hardening	Nos against Verge Hardening	Comments/Recommendations
Royston Avenue	212	43	22	18	Not all respondents answered this question
% response		20%	51%	42%	Not enough responses

- 6.2 At the Traffic & Parking Working Party, Cabinet Committee meeting on 4th March 2014, it was agreed to use the same policy criterion as the Parking Management Scheme (PMS). This being at least 40% response to consultation and agreement of 70% of those who responded.

As the above threshold for respondents was not met the result of this consultation is inconclusive.

However, the issue of buses causing vehicular damage and the excessive delays they experience is a significant problem that needs to be addressed. Arriva has stated that if no action were taken then they would be forced to review whether they were to continue to provide a bus service along this route. Furthermore, they have indicated that removal of this service could have a negative impact on other services in Sutton Road and Cluny Square.

On examination of the feedback received from residents, it would seem that the main area of concern is based on the following:

- The loss of parking along Royston Avenue.
- The perception that increased carriageway width would increase already (perceived) high vehicle speeds.

An alternative option, included in the consultation, was to provide parking restrictions along one side of the carriageway, meaning that the double parking currently experienced wouldn't be possible and bus services would no longer be detrimentally affected. This option, which would significantly reduce on street parking, was not popular with consultees.

There is anecdotal evidence that Royston Avenue has an existing speed problem that has the potential to worsen should the proposals in their current form be implemented. Therefore, officers have undertaken a speed survey along Royston Avenue, the results of which did not support the claim that traffic was travelling at excessive speeds. The proposals were re-examined and assessed with this new information and in conjunction with the feedback received from the consultation. This has enabled a redesign of the scheme and 2 reduced options were included in the secondary consultation document sent to residents in July 2018.

7. Revised Scheme Options A & B

- 7.1 It is proposed that the scheme is revised to concentrate on the length of road where the vehicular damage has occurred and where buses are significantly delayed. Therefore, there is a change in scope of the scheme to focus only on the worst 'pinch points' on Royston Avenue.

Essentially these new proposals are reduced measures, to varying degrees, from the original consultation drawings we sent previously. The key features amended are shown below and in Appendices 12.4 & 12.5:

Option A

Eastern side of Bournemouth Park Road

- Only harden verges in close proximity to bus stops.
- Only provide parking restrictions at junctions.

Western side of Bournemouth Park Road

- A reduction to the width of the proposed verge hardening which will allow the passage of buses but reduce the overall increase in available carriageway width (except opposite bus stops).
- Change to proposed parking restrictions to single yellow lines restricted to bus service hours only.

Option B

Eastern side of Bournemouth Park Road

- Only harden verges immediately opposite bus stops.
- Only provide parking restrictions at junctions.

Western side of Bournemouth Park Road

- Only harden the verge opposite the bus stop.
- Removal of additional parking restrictions.

7.2 If agreed, officers propose to use a bituminous surface for verge hardening. There will remain areas of grass verge to ensure drainage is not adversely affected by the increase in hard surfaces.

8. July 2018 Consultation Outcome

8.1 The outcome of the consultation is summarised in the table below:-

Location	No of letters	No of letters returned	Nos selecting Option A	Nos selecting Option B	Nos selecting no action	Comments/ Recommendations
Royston Avenue	212	21	6	14	1	Majority selecting Option B
% response		10%	28%	67%	5%	Not enough responses

8.2 The response rate from this consultation was approximately half of that of the first. The threshold for respondents, as shown in para. 6.2, was not met and the result of this consultation was also inconclusive. Furthermore, although Option B was clearly the most popular scheme with residents, the number of consultees supporting this proposal was not over the required threshold of 70%.

Working Party members should be aware that although the criteria has not been met to progress this scheme, this issue needs to be addressed and implementing the most supported scheme, Option B from the July 2018 consultation, is the minimum requirement to reduce bus service delays.

9. Reasons for Recommendations

- 9.1 To reflect the outcome of both consultations and ensure best use of limited resources on justifiable projects that address and resolve network management issues.

10. Corporate Implications

10.1 Contribution to Council's Vision & Corporate Priorities

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

10.2 Financial Implications

- 10.2.1 There are maintenance implications with the works although these are likely to be minimal with the limited number of verge hardening areas.

10.3 Legal Implications

- 10.3.1 All changes are to comply with the relevant legal requirements as appropriate

10.4 People Implications

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

10.5 Property Implications

- 10.5.1 None.

10.6 Consultation

- 10.6.1 Refer to section 6.1 of this report for the outcome of the consultation.

10.7 Equalities and Diversity Implications

- 10.7.1 The prioritisation of the Traffic & Parking Working Party's programme is on the basis of improving safety, reducing accidents or improving pedestrian/traffic flows. The objectives of improving safety takes account of all users of the public highway including those with disabilities.

10.8 Risk Assessment

- 10.8.1 None.

10.9 Value for Money

- 10.9.1 All works are undertaken by the Council's term contractors which have been through competitive tendering process.

10.10 Community Safety Implications

- 10.10.1 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.

10.11 Environmental Impact

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

11. Background Papers

- 11.1 None

12. Appendices

- Appendix 1 October 2017 Consultation Response Analysis
- Appendix 2 Plan

Hardening of Grass Verges Royston Avenue – Analysis Report

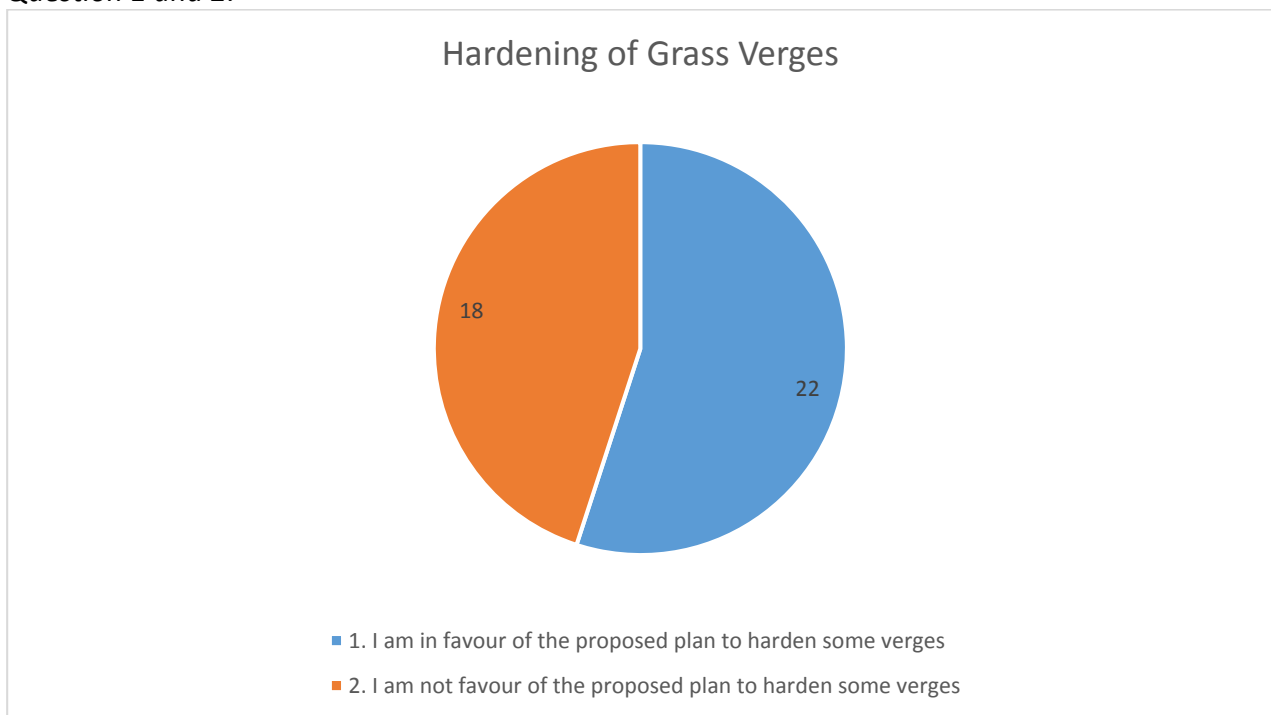
A four week consultation was launched until 31st October 2017, which consisted of a letter, questionnaire and a plan showing the preferred solution to the issues currently experienced by bus services on Royston Avenue. Over 200 neighbour letters were delivered on 6th October by hand, to all of the residential/commercial properties on Royston Avenue.

The results

A total of 43 people responded to the consultation using either the questionnaire or writing a letter of support or objection, responding to the questions set and using the free text part to raise any other issues in relation to the proposal and alternative option. These are included in Appendix 1 of this report.

Please note: not all questions were completed by all participants.

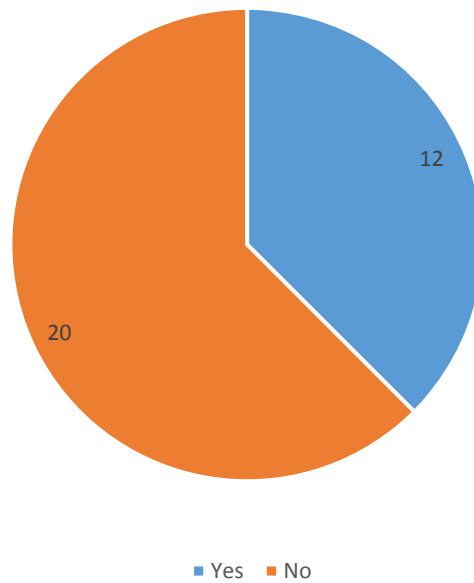
Question 1 and 2:



Although this was a positive response many were concerned about the impact the proposals would have on the ongoing speed problem, believing that if there were more road space vehicles will go faster.

Question 3:

3. Are you in favour of installing parking restrictions along one side of the road.



The overall consensus here was that the current option of installing parking restrictions would mean parking being greatly reduced and many being unable to park outside their homes. Some were also concerned about deliveries.

Comments received on Question 2.1

Total of 32 individual comments received

Comments	
01	We are not in favour of the attached plans. Surely the diversion of the present bus route down Royston Avenue would be less disruptive and more cost effective? One household at the top of this road has 5 cars how is this fair when it comes to the new proposed plans.
02	Could there be more verge hardening with less Yellow Lines.
03	This has been an issues for many years and needs to be resolved. I think this is the best most achievable was to address it. I do have a concern about the bus stand being outside my house, across my drive, I am disabled I hope this won't be misused. I know there are no plans to remove any trees, but I hope that they will finally be cut back. I have seen other road trees which have been drastically cut back and this needs to happen as it is affecting my property, I have been waiting a few years.
04	I feel this needs to be thought out better as we stand we will be blocked in with cars opposite and outside having difficulty see up and down the road and pulling out.
05	It is absolute chaos trying to get off my drive due to vehicles parking in the roadway. Even worse for the buses trying to get through the parked cars.
06	We recently purchased this house due to it having off road parking (own driveway) and the road having grass verges where people couldn't park. I feel that the residents that chose to have a front garden rather than a driveway should make their gardens into driveways to reduce the parking on the road.
07	The area o/s 99 could also be hardened and also o/s 109 and 111 as there is no tree there now.
08	I am in favour of double yellow lines up Royston Avenue. However, there are none outside my house which means everybody will be parking their vans outside my house creating a blind spot for me and my wife when reversing of our driveway thus causing a major hazard. Therefore I would like continuous yellow lines.
09	I have no objection to the hardening of the verges but I do object to the amount of extra parking restrictions. The net result of your proposal is less parking available and more potential problems caused. I also note that your plan is inaccurate as it does not show the dropped kerb on my property (done by the Council 8 years ago) so I would question the accuracy of your plan. The problems for the buses are caused by a few inconsiderate people who park without using their common sense and I do not see why others should be punished by not being able to park near their homes. I also note that yellow lines are being proposed at the end of Royston Avenue beyond Norwich Avenue, which is not part of the bus route making your argument null and void for that part of the road.
10	We live at 140 Royston Avenue, and you have proposed double yellow lines. We would then have nowhere to park. The best area would be to put double yellow lines on the other side of the road as they have driveways that are not shared. From 132 to 142 half the grass verges to make more room, look forward to hearing from you! Oh and you could give us permits which I am sure we would be happy to pay for to stop people parking from Bournemouth Park Road parking in Royston.

11	There is greenery where I live anyway – change the bus route or make 6 months one side of the road parking and then the other side for next 6 months.
12	We have a single driveway where one side is located a streetlight. The issue I have is that as proposed plan shows parking outside our home as previously people park so close to our driveway entry and exit is sometimes nearly impossible not being able to give adequate turning circle. The proposal would increase this. If we had a double drive up this would irradiate the problem (or resite the lamppost). Are the Council prepared to give discount to get our drive enlarged?
13	Please could you put yellow lines opposite St Lukes Road, because Lorries coming up the road have a job to get out from the shops? Especially during school times.
14	We are long term residents of Royston Avenue for over 30 years and witness virtually every day speeding motorists and motorcyclist who use this residential road as a race track. These so called; 'boy racers' have no regard for residents, pedestrians or other road users. By hardening our green verges it will not only change the environment and outlook buy by 'opening 'the Avenue by removing the parked cars from the road it will create a 'drag strip' enabling these inconsiderate and dangerous road users to go even faster unheeded (a lower residential 20mph max speed limit would be of no use as nobody takes notice of the 30mph), this is a potential danger to everyone and with possible fatal consequences. It will also allow large HGVs access to take shortcuts when there are holdups on the main through roads around the town. We need to keep these speed reducing parked cars in place to reduce the capability of these speedsters and large HGVs. Cars being parked on a 'hard verge' position being closer to driveways can create a 'blind spot' on manoeuvring out of one's property and these could well turn into 'black spots'. Arriva buses should be encouraged to stop the buses on the 'Section A' side of Royston Avenue altogether, this will save the council money, create less congestion and possibly save a car door mirror from being damaged (although I have never heard of this happening). We have two bus stops in this section of the Avenue both very close to the main road junctions with Sutton Road and Bournemouth Park Road, both of which have bus stops already in place nearby. The buses could be re-routed to go around Eastern Avenue without any inconveniencing any bus user and in future this would probably be of good use to the public travelling to and from Fossetts Farm Estate Football Stadium and development. In closing, I do sincerely implore your good selves to look at any alternative other than hardening the verges, once lost they will never return and I cannot imagine anything more deeply saddening, we need measure to reduce the speed of vehicles in Royston Avenue not implement changes to increase them.
15	I currently live at 134 Royston Avenue and we already experience problems with people parking either side of the driveway blocking visibility and has already led to a number of near misses to cars using the road like a race track. Therefore I would propose you put yellow lines outside 132/134/136 Royston rather than put a bay making it worse.
16	I'm writing to you in relation to the letter you sent out regarding hardening of grass Verges in Royston Avenue due to the parking problems. We are at 143 Royston Avenue and we purchased this property just over a year ago. We have read the consultation that was put through our door and we have a number of concerns which we need to bring up. We have no issues with any hardening of grass Verges along Royston Avenue, but what we do have an issue with is you putting your proposed double yellow lines outside our property. When we purchased this property over a year ago one of the reasons was, is that we had a driveway and access to our property

	<p>via a dropped kerb, because I have a disabled mother and a blue badge holder, who on occasions has to use a wheelchair and I need to park outside the front of our house. As you can imagine receiving this consultation is causing us concern, Due to the fact, that we have more than one vehicle, our other problem is, if we have double yellow lines we will not be able to park outside our own property. In the summertime our vehicle was stolen from Wentworth road and reported to the police and never been found, so you can imagine, we would like our car to remain outside of our property. Because of the theft of our vehicle we have now installed CCTV and would like our vehicle to remain outside our property so we can keep an eye on our possessions. Parking our car somewhere else is just not an option that I'm willing to take lightly. I would be grateful for an assistance in this matter and look forward to hearing from you.</p>
17	<p>I should like to protest at the proposed plans to harden the present grass verges on Royston Avenue. The Avenue (often described by Estate Agents as very attractive) has seen many changes over the years during such time I have been a resident. Obviously many changes have taken places to accommodate the ever-growing number of cars and gradually trees have been removed. Presumably to harden the present grass verges more trees will go. In conservation areas, I notice that other residents in Southend and Thorpe Bay have had a more sympathetic and successful approach to our fast disappearing standards. Royston Avenue already seems to have become a racing thoroughfare and in doing this road this will worsen the problem. Please give this proposed plan your serious consideration.</p>
18	<p>After having two cars written off I am in favour of having some of the verges hardened. What I am not in favour of is the parking restrictions taking away valuable parking spaces for residents in an already overcrowded road. Surely the best option would be to re-route the buses, they do not need to come down Royston Avenue as there is a bus stop at either end in Sutton Road and Bournemouth Park Road. Passenger numbers using Royston Avenue bus stops are very low. This would be a much simpler solution to the problem and surely save you the Council thousands of pounds. In my opinion speed bumps would help by slowing down the traffic and reducing the amount of people using the road as a cut through.</p>
19	<p>Instead of partial double yellow lines between Lyndale Avenue and the junction of Walsingham Road/Wentworth Road – propose double yellow lines on both sides of the road. This will alleviate vehicles (some commercial) contravening Regulation 103 of the Road Traffic Act 1988 and Schedule 2 of the Road Traffic Offenders Act 1988. Any vehicle(s) parked with the proposed permitted area (outside 150,152,154,145,147 Royston Avenue) would cause severe obstruction to vehicles exiting the driveways from 150,152,154,143,145,147 Royston Avenue.</p>
20	<p>We are in favour of hardening verges and parking restrictions that are enforced and neighbourhood friendly (e.g. no parking between 7am-8pm when buses run but you can when they stop). The end of Royston (Sutton Road) has parking restrictions. You never enforce them so the garage at the end park their cars dangerously. If you do not enforce that then there is no point in restricting the rest of the road. With hardened verges and double yellow lines your current plan shows that the net parking will reduce, can you do this in a way this isn't the case? Surely it's cheaper to re-route the bus and install new bus shelters. We are also warned about speed cars go down the road in excess of 40/50mph. It will be worse if it is more accessible.</p>







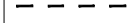


21	I live at 60 Royston Avenue where one of the proposed hardening verges is to be placed. Firstly, if this proposal goes ahead I would like to know if I will still have access to my pull-in to enable me to park my car while the works are being carried out. Secondly, I am concerned that if this plan goes ahead that when the road is particularly busy (weekends and when Southend United are playing at home) that any cars wishing to park on the hard verges will try to get as many cars in these spaces and that cars will be parking over or part way over the access to my home, thus making it difficult for me to get in/out of my property.
22	I am also concerned that in the future if I wanted to open my entire front garden up for off street parking to allow my family to park that this will not be possible due to the hardened verges/parking already outside my home. I believe knowing there is (and only will be if this proposed hardened verge is carried out) only off street for one car this may put potential buyers off buying my home due to limited parking on the road. Also, residents that already living in Royston Avenue who have no off street parking would be using the available parking outside those houses designated for hardened verges. I believe a fairer option for all residents and visitors in the road is to have double yellow lines down both sides of the road and for parking to be available on alternate months of the year as already in use in other roads in Southend. This idea will give more parking spaces along the road than a few hardened verges and the rest of the road having yellow lines. Also, as parking will be available on one side of the road only buses and lorries will be able to get through safely.
23	I live at 212 therefore I am not on a bus route. You propose to remove most of parking, which would leave me unable to park outside my house. I have no access to off street parking and as there is a school and children’s centre here parking is very difficult. I propose you mark bays and make it residents only parking therefore still making the most of available space whilst putting double yellows on pinch points of access. Or give me access to park on my property.
24	<ol style="list-style-type: none"> 1. As a north facing front it will bring parked vans closer and reduce my light further. 2. It’s a residential avenue, vans and lorries will continue to deliver and unload so this solves nothing. 3. I would like to see proof of these bus accidents to see whose fault it was.
25	We are against yellow lines outside our property as our visitors who have mobility issues will suffer. It will also devalue our property. The problems arose when the Council made it unlawful to park two wheels on the kerb. This will solve the problem and make it unnecessary to implement hard standings if we were able to park two wheels on the kerb
26	Please note that I am opposed to parking restrictions on one side only as the road would become a ‘high speed’ cut through.
27	Where do you expect me to park? I have sent you plan back with my thoughts and insist you respond with answers. I live at 193 Royston Avenue shaded red, I park up to the double yellow lines shaded purple this doesn’t obstruct the buses. Your plans create nothing but problems as far as I can see. Where does everyone park? If you carry this plan out you will have to allow me to park on my front crossing the grass area in front. I also notice the hard areas near me are outside commercial properties, I ask you again where do we park? Thank you

28	None of these options will stop the high speed some cars or motorbikes go along Royston Avenue. But I believe item 1 maybe a better choice, Items 3 and 4 may be better for buses but will not stop the speeding.
29	Whilst not against some hardening in principle we do not agree with the addition of double yellow lines. This will greatly reduce road parking. What about deliveries or work being carried out on properties! What about dropped kerbs all along? Sorry but will argued against the plan as outlined.
30	We don't think it is necessary to have double yellow lines outside No 59 across our driveway as there will be a hardened verge, other than outside our property which is showing both.
31	Parking will be greatly reduced not meeting requirements for residents, visitors or deliveries. Residents are to have the road destroyed to accommodate Arriva bus company. Having resided here for 42 years in a quiet leafy road we have this imposed on us. Buses do not need to run between Sutton Road and Bournemouth Park Road They should use these two roads as they once did still serving residents both ends of Royston. (once an Oasis not anymore)
32	It's already a speed issue without making it worse by a wider run. Re-route the bus along Eastern Avenue. Parking is a problem now you are making it worse.
33	Looking at the plans enclosed, the proposal would significantly reduce the parking within the street. Either use verges all along both sides or leave it as it is. Why restrict the already dire parking with double yellow lines. Also: the car garage going towards Bournemouth Park Road at the end of Royston will be taking all the available space.

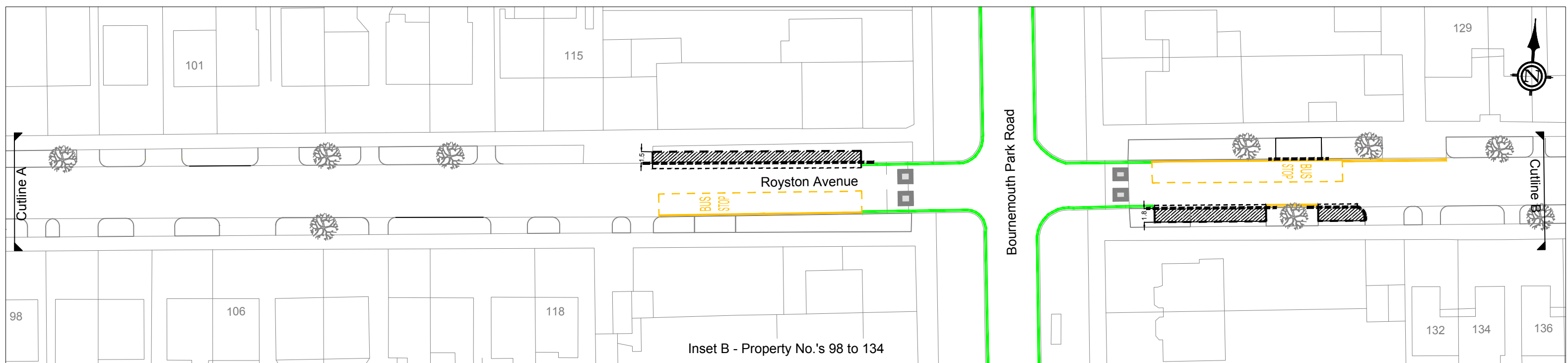
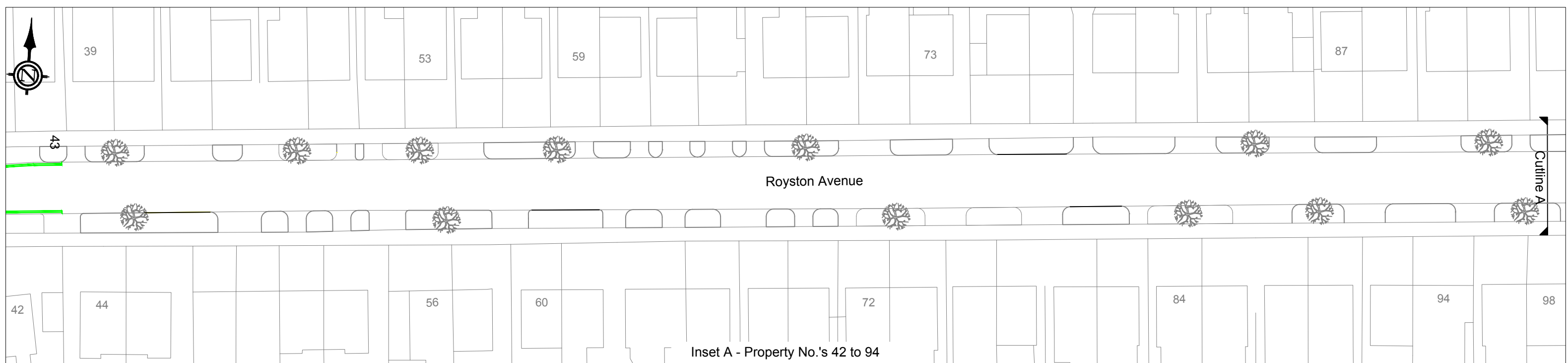
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Royston Avenue - Revised Proposed Scheme Plan - Sheet 1 of 2

- Key -**
-  Proposed verge hardening
 -  Existing Double Yellow Line
 -  Existing Single Yellow Line
 -  Existing single yellow line to be changed to double yellow line
 -  Proposed Double Yellow Line - No Waiting At Any time
 -  Proposed Single Yellow Line - Waiting Prohibited - 07:00-19:00
 -  Proposed Parking Bay Markings
 -  Proposed Bus Stop Markings
 -  Existing Yellow Line to be removed

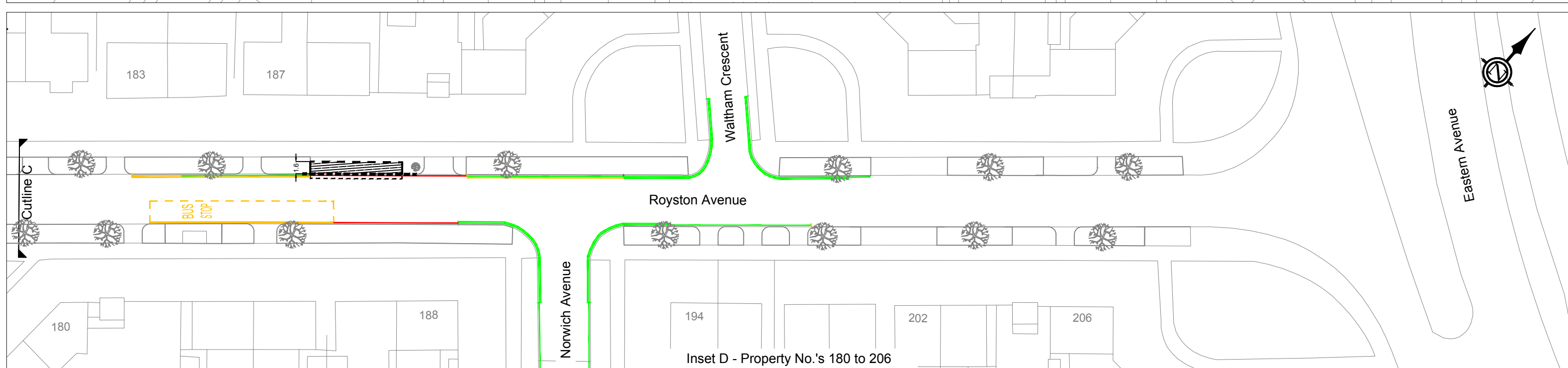
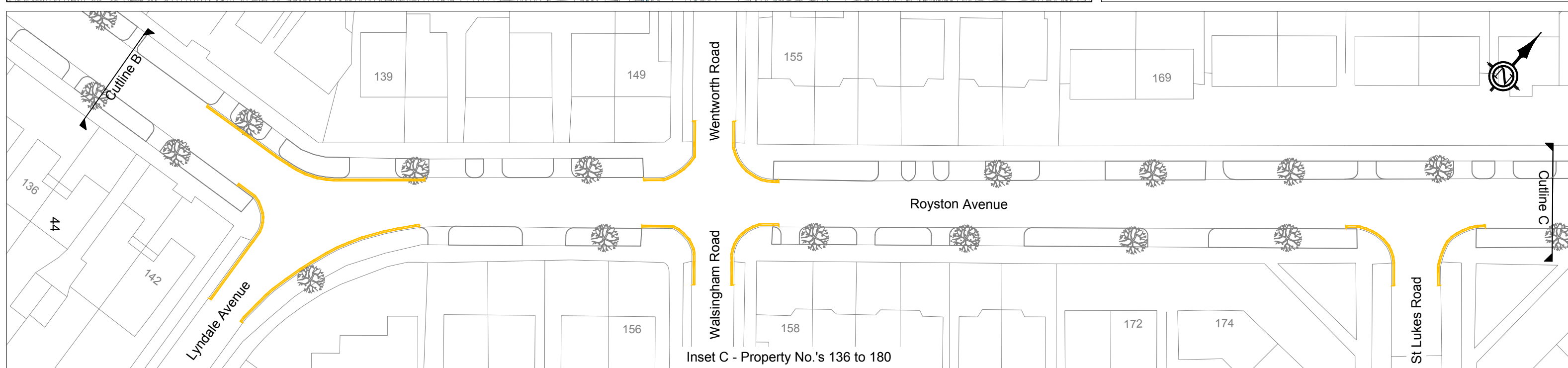
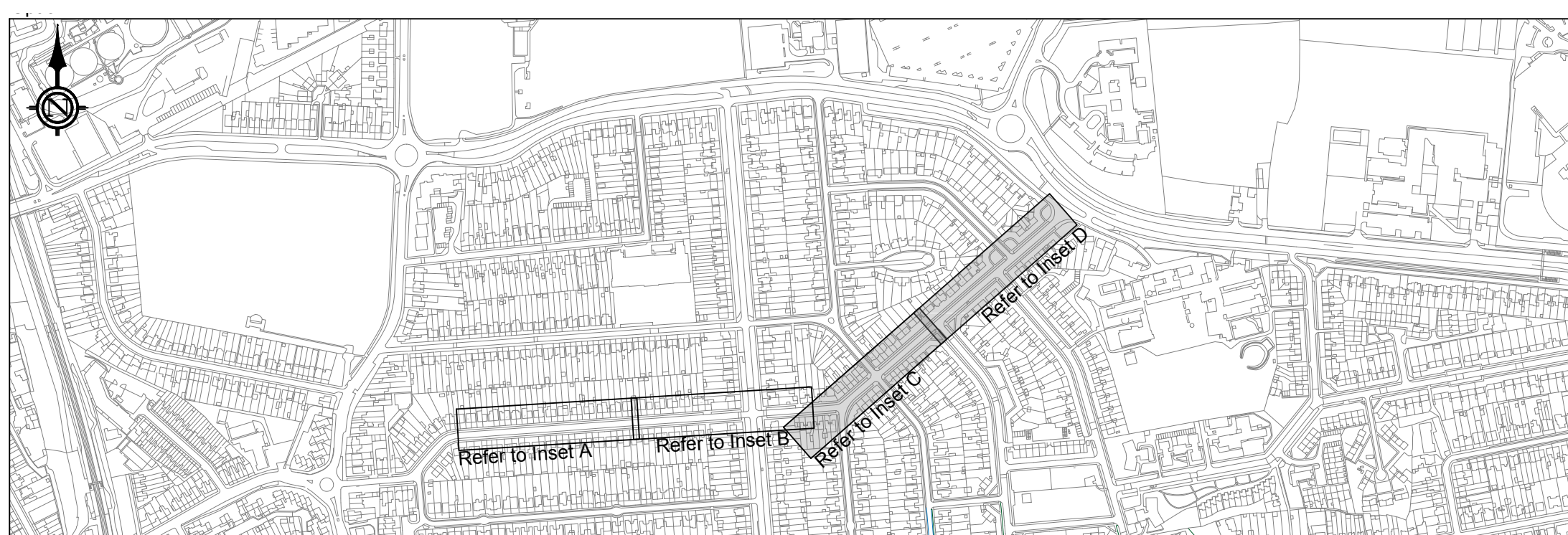
Notes
 1. All proposed verge hardening is to be the width as shown on the drawing.



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Notes

1. All proposed verge hardening is to be the width as shown on the drawing.



Report of Deputy Chief Executive (Place)

to

**Traffic Regulations Working Party
& Cabinet Committee**

on

1st November 2018

Report prepared by: Peter Geraghty,
Director for Planning and Transport

Queensway Right Turns Junction Improvement

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

1. Purpose of Report

- 1.1 For the Traffic Regulations Working Party and the Cabinet Committee to review the proposed amendments on Queensway at the junctions with Whitegate and York Road.

2. Recommendations

2.1 The Traffic Regulations Working Party and Cabinet Committee will:-

- a) Note Officers comments and agree implementation of the Queensway Right Turn Improvement scheme;**
- b) If approved, further agree that in the event of there being no objections to the proposals, and the Traffic Regulation Order be confirmed; &**
- c) Note that all unresolved objections will be referred to the Traffic Regulations Working Party for consideration.**

3. Background

- 3.1 Around one third of trips to the town centre are made by car, one third by walking and cycling and one third using the bus and train. Traffic arrives along two major routes (A127 and A13) and is then directed around or through the central area. This leads to congestion, especially during high seasonal peaks, which limits economic growth and residential development. Congestion also interferes with the potential to improve facilities for walking, cycling and public transport access. Traffic accessing the main car parks circulates unnecessarily and leads to confusion over access, parking and alternatives.

- 3.2 Congestion and journey delays make Southend Town Centre a less attractive place to visit. By improving car park access which subsequently reduces town centre traffic volumes and associated travel delays will make the town more appealing to visitors.
- 3.3 The air quality in the town centre is poor which is exasperated by idling vehicles queued in traffic. In order to improve air quality traffic volumes need to be reduced and traffic flows improved.
- 3.4 Maximum occupancy is currently not achieved at either the Warrior Square or York Road/Tylers Avenue car parks. It is anticipated that occupancy levels can be increased by improving vehicular access.

4.0 Scheme Proposals

- 4.1 This scheme seeks to eliminate the issues highlighted in section 3 by allowing vehicles travelling south to right turn from Queensway. This will reduce the volume of vehicular traffic in the town centre, most notably Chichester Road. In order to achieve this, a number of physical changes to the highway are required which are explained in sections 4.2-4.7 and the drawings in Appendix 12.1.
- 4.2 Kerb realignment to the central reservations on the southbound approaches to both Whitegate and York roads to allow the construction of right turn lanes to both junctions.
- 4.3 Installation of traffic signals at the junction with Whitegate Road to ensure the safety of right turning vehicles and prevent excessive queuing at the junction.
- 4.4 Kerb realignment on Whitegate Road at the junction with Queensway to allow both right and left turning traffic into Whitegate Road from Queensway.
- 4.5 It is proposed to close the accesses to Warrior Square Car Park from Warrior Square which will ensure that all access/egress to the car park is via Queensway and Whitegate Road and not from the town centre network.
- 4.6 Currently, there is a Toucan crossing at the junction with York Road which crosses the southbound carriageway to the north of the junction. It is proposed to relocate the southbound crossing to the south of the junction to reduce crossing times when the additional right turn lane is installed.
- 4.7 There are associated changes to traffic signs, street lighting and road markings as shown in the drawings in Appendix 12.1.
- 4.8 To allow the above changes to the highway, some alterations to Statutory Undertakers Plant are required at the junction with Whitegate Road with both Cadent (Formerly National Grid) and Vodafone apparatus affected.

5.0 Traffic Regulation Orders (TRO's)

- 5.1 In order to facilitate the construction phase some alterations to the current TRO's are required, these are identified in sections 5.2 & 5.3.

5.2 One Way Street

5.2.1 The TRO prohibiting people from causing a motor vehicle to proceed in a westerly direction on Whitegate Road from the junction with Queensway to the junction with Chichester Road will be revoked. This will be replaced with a TRO that prohibits motorists from causing a motor vehicle to proceed in a westerly direction on Whitegate Road from the junction with the improved car park access to the junction with Chichester Road.

5.3 Parking Restrictions

5.3.1 Two sections of Payment Parking (Zone_TC) 9am-6pm (Tariff_1) will be revoked on the north and south side of Whitegate Road at the junction with Queensway and replaced with No Waiting at Any Time restrictions.

5.3.2 One section of No Waiting At Any time restriction at the existing western car park exit will be revoked and replaced with a section of Payment Parking (Zone_TC) 9am-6pm (Tariff_1) restriction.

6. Key Risks

6.1 Stakeholder support: Works are proposed in highly sensitive locations within the town centre, which will require support from residents, commuters, and business owners.

6.2 Traffic delays during construction.

7. Mitigation of Risks

7.1 Effective communication with all Stakeholders through multiple channels clearly identifying the benefits of the proposals and the resultant positive impact on the Town Centre.

7.2 Well planned traffic management operating at off peak times outside of high seasonal periods will limit traffic delays during construction.

8. Reasons for Recommendations

8.1 To ensure best use of limited resources on justifiable projects that address and resolve network management issues.

8.2 To reduce congestion and improve air quality in the town centre.

9. Corporate Implications

9.1 Contribution to Council's Vision & Corporate Priorities

9.1.1 Local Transport and Implementation Plan, Safe and Prosperous.

9.2 Financial Implications

9.2.1 The Major Projects and Strategic Transport Policy Group has successfully bid for funding to implement this project from the DfT.

9.3 Legal Implications

9.3.1 All changes are to comply with the relevant legal requirements as appropriate

9.4 People Implications

9.4.1 All necessary works will be undertaken by existing staff.

9.5 Property Implications

9.5.1 None.

9.6 Consultation

9.6.1 No consultation has been completed at this stage.

9.7 Equalities and Diversity Implications

9.7.1 The prioritisation of the Traffic & Parking Working Party's programme is on the basis of improving safety, reducing accidents or improving pedestrian/traffic flows. The objectives of improving safety takes account of all users of the public highway including those with disabilities.

9.8 Risk Assessment

9.8.1 None.

9.9 Value for Money

9.9.1 All works are undertaken by the Council's term contractors which have been through competitive tendering process.

9.10 Community Safety Implications

9.10.1 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.

9.11 Environmental Impact

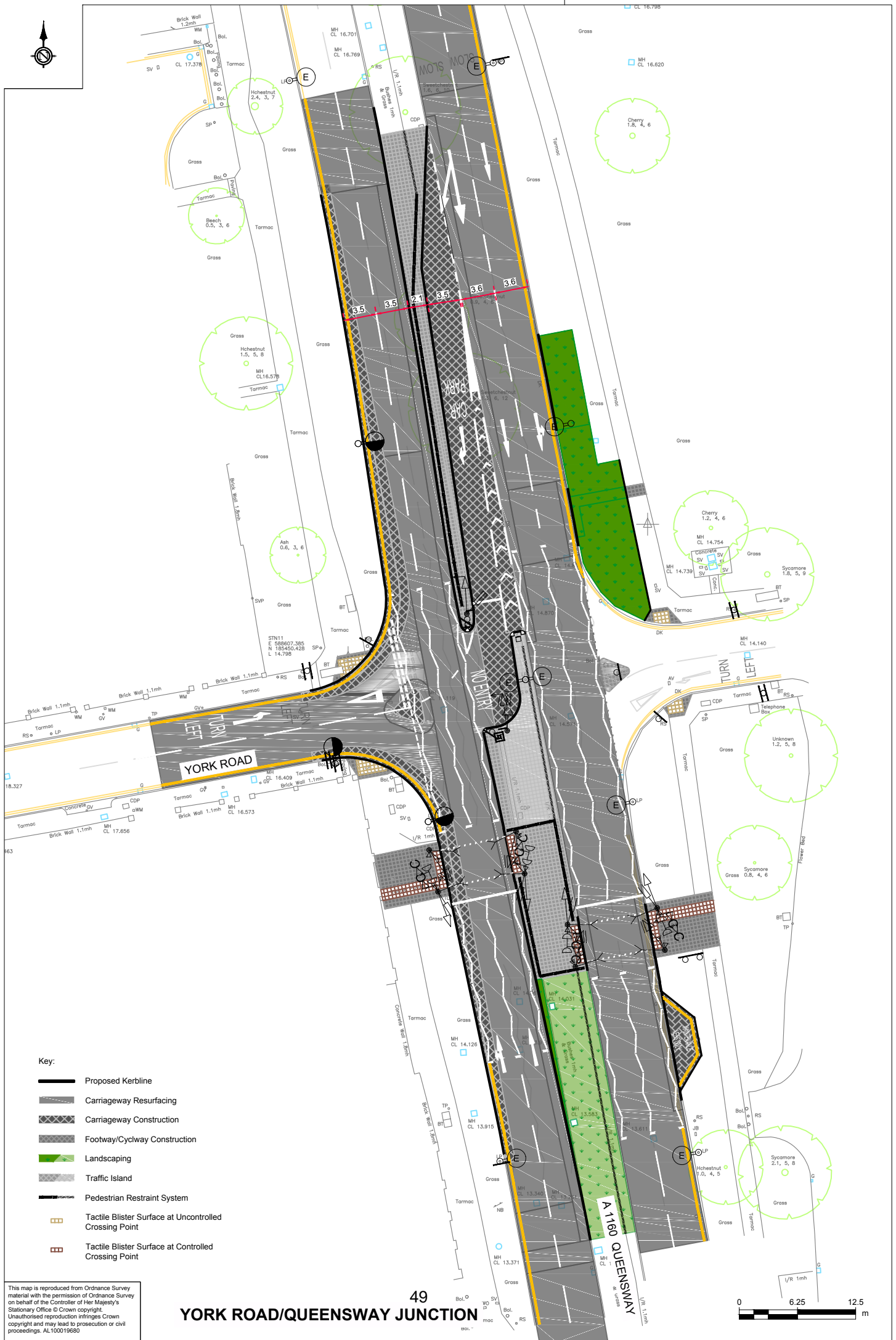
9.11.1 All schemes are designed to improve quality of local environment

10. Background Papers

10.1 None

11. Appendices

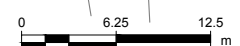
11.1 Appendix 1 – Plan showing proposed amendments to the road layout



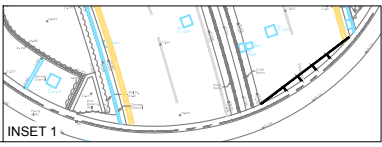
Key:

- Proposed Kerbline
- Carriageway Resurfacing
- Carriageway Construction
- Footway/Cyclway Construction
- Landscaping
- Traffic Island
- Pedestrian Restraint System
- Tactile Blister Surface at Uncontrolled Crossing Point
- Tactile Blister Surface at Controlled Crossing Point

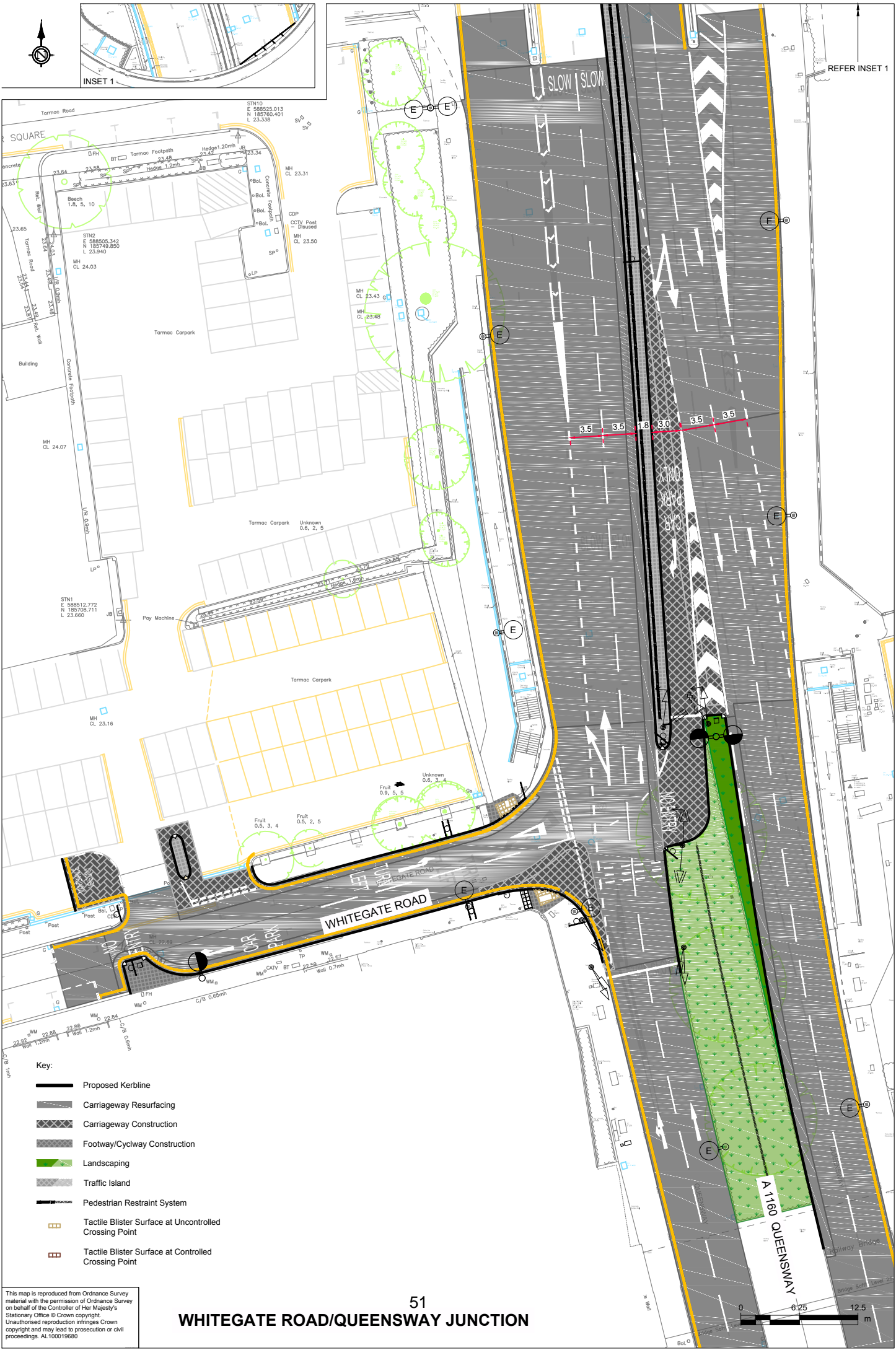
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REFER INSET 1



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51 WHITEGATE ROAD/QUEENSWAY JUNCTION

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Report of Deputy Chief Executive (Place)

to

**Traffic Regulations Working Party
and Cabinet Committee**

on

1st November 2018

Report prepared by: Peter Geraghty,
Director for Planning and Transport

Proposed Guidance for Traffic and Parking Related Issues

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

1. Purpose of Report

- 1.1 To consider revisions to the current working practices to encompass any improvements and amendments.

2. Recommendation

That the Traffic Regulations Working Party and Cabinet Committee:

- a) **Note the contents of the report**
- b) **Consider and approve revised policies, processes and procedures as set out in Appendix 1 of the report.**
- c) **Instruct Officers to follow the revised policies for all future consideration of traffic & parking requests.**

3. Background

- 3.1 In January 2016, Members agreed to create a policy document to formalise working practices in relation to a number of traffic and parking related issues. Agreed practices ensure each issue is addressed consistently and fairly.
- 3.2 The guidance has been used since this time and to ensure our working practices reflect any lessons learnt from previous works along with any national developments, the document has been revised.
- 3.3 The revisions are set out in Appendix 1 to this report and amendments or deletions are highlighted. For clarity, the revisions are;
- *Adjustment of the response and support criteria in relation to Parking Permit controls.*

- *Adoption of the concept the road space should be shared to give an advantage to residents but to ensure the roads remain available for some levels of use during times when residents needs are lower.*
- *Formalising the requirement to consider the needs of business and other premises in the area.*
- *Clarification of the assessment process used for the consideration of pedestrian crossings.*
- *Clarification on where footway parking can be permitted (in the event that nationwide footway parking ban is introduced)*
- *A requirement that Members Requests must be supported by all ward Members.*
- *Members Requests being submitted online allowing appropriate audit trails and monitoring*

4. Other Options

- 4.1 Retain the existing working practice. From the significant works progressed since January 2016, a number of improvements have been identified along with suggested changes designed to ensure our agreed practices are clear and consistently applied. Retaining the current practice prevents these amendments being adopted.

5. Reasons for Recommendations

- 5.1 To enable Traffic & Parking Working Party to work efficiently and effectively to maximise benefits of limited resources to deal with its workload priorities and to ensure policies reflect local needs.

6. Corporate Implications

6.1 Contribution to Council's Vision & Corporate Priorities

- 6.1.1 The recommendation meets the objectives of the Local Transport and Implementation Plan.

6.2 Financial Implications

- 6.2.1 All schemes approved through the Traffic and Parking Working Party are funded through the Local Transport Capital Programme and the Council's own budgets.

6.3 Legal Implications

- 6.3.1 Statutory processes are always followed as necessary before implementing any schemes.

6.4 People Implications

- 6.4.1 Every effort is made to undertake design and consultation work within the existing resources.

6.5 Property Implications

- 6.5.1 None.

6.6 *Consultation*

6.6.1 Statutory consultation is always undertaken as necessary before implementing any schemes.

6.7 *Equalities and Diversity Implications*

6.7.1 The objectives of improving safety take account of all users of the public highway including those with disability or vulnerability.

6.8 *Risk Assessment*

6.8.1 Any works meeting the set criteria are risk assessed as part of the design process.

6.9 *Value for Money*

6.9.1 Updating the procedures and making the process more efficient will lead to better value for money.

6.10 *Community Safety Implications*

6.10.1 The guidance is designed to meet the objectives of improving safety and takes account of implications for community safety.

6.11 *Environmental Impact*

6.11.1 Improving quality of local environment is an integral part of Traffic & Parking policies and schemes' design.

7. Background Papers

7.1 Current policy in relation to the working practices.

8. Appendices

Appendix 1 - Proposed revised document setting out the policies, process and procedures for Traffic & Parking investigations

Appendix 2 – Proposed members request from layout

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**Draft Practices for Traffic Issues by the Traffic
Regulations Working Party/Cabinet Committee
(Guidance for Members)**

1. Parking in roads in the vicinity of schools

Ensuring the safety of children attending schools is a top priority. The Council is committed to meeting the national targets of reducing the number of child casualties and this is a key priority of the Council. One of the main ways in which the council can reduce the number of accidents involving children is to ensure that areas close to schools are kept clear of parked vehicles. This ensures that passing vehicles can see children wishing to cross the road.

In this regard, the School 'keep clear' markings, or zigzags, provide a clear indication of where parking is banned outside schools during their hours of operation. Stopping is not allowed on zigzags, even to pick up or drop off children. The council will also ensure that these restrictions are vigorously enforced.

In addition, the council will consider other measures to support safety and may consider the following:-

(i) Parking controls and residents permit schemes can be introduced in single road or immediate area where school parking presents serious danger to children and parents. Such schemes are only to be implemented on an exceptional basis with the agreement of all ward councillors who will ascertain degree of support for such scheme that meets the policy thresholds for the Parking Management Schemes. The impact of any displaced parking in neighbouring roads will be a consideration for ward Members. Safety restrictions of this nature may also be developed if there are at least three personal injury accidents within the proximity of school caused by parked vehicles.

(ii) Provide other parking restrictions such as single or double yellow lines. However, the periods during which the two sets of restriction are in force may differ. Care must be taken to ensure that drivers comply with both sets of restrictions. To clarify the situation to motorists the Council will mark the additional restriction behind the zig zags and erect a waiting restriction time plate within the area designated with school keep clear markings. However, waiting restrictions do not prohibit dropping off or picking up passengers, loading, disabled drivers parking.

(iii) All keep clear markings outside of schools will operate during school opening and closing hours and beyond should this be justified by parking situation and to cater for additional activities outside school hours. The times of operations will be determined in consultation with the school.

(iv) The enforcement of keep clear markings will be relaxed during school holidays, subject to there being no events taking place at the school.

(v) The council's overall approach is to encourage people to consider safe alternatives to the car for the journey to school or nursery. This is beneficial for the child's health and physical wellbeing as well as the local environment around nurseries and schools. It is also

an effective means of reducing traffic volumes and tackling traffic congestion during peak periods. To this end, the council is working with schools to assist them develop their School Travel Plans.

(vi) People escorting their child into school or nursery must be encouraged to walk to school and if driving park their vehicles legally.

(vii) The Council will actively seek to introduce measures to physically deter driving to schools. In doing so, the Council will introduce experimental school time closure of roads, by TRO and placing electronic or manual bollards in roads and undertake parking enforcement;

(viii) Work with schools to delegate greater authority and place responsibility to deal with the issues around their school through greater engagement of parents, teachers and other staff.

(ix) The Council will deploy CCTV car to enforce zig zag markings and other restrictions based on priority.

(x) Consideration will be given to purchasing CCTV cameras to undertake remote enforcement during school opening and closing hours to deal with all contraventions including double parking.

2. Members Enquiries

Improvements in this regard are intended to enable a consistent approach to Members Requests, enabling efficiency in processing these against the set policies.

(i) All Members requested to be submitted on a standard form (to be made available online) providing details of the nature of the problem, what are the issues, what is being asked for, what are the likely effects, the level of support and to what extent any proposals will displace traffic?

(ii) Any proposals in this regard should have the support of all ward Members. (iii) All such requests are to be submitted at least eight weeks prior to the next available meeting of the Traffic & Parking Working Party. This will allow officers to undertake necessary initial investigations to check compliance with the policies.

(iv) All requests are to be investigated on the basis of first come first served basis, unless there is justification agreed by the Cabinet Member.

(v) Officers are to be given delegated authority to assess all Members' Request for yellow lines, disabled bays and other minor traffic regulation requests against the set policy criterion. All minor schemes/requests that meet the policy criterion will be progressed

through advertisement and implemented if there are no objections. If objected to, all such schemes are to be reported to the Working Party and Cabinet Committee.

(vi) Large schemes such as Residents Parking Schemes/major traffic management schemes or projects of more than local relevance are to go to T & P WP for consideration.

(vii) The schemes that do not meet the set policy requirements, officers will inform appropriate ward councillors in writing, giving details of why it does not meet the criterion and where possible assist in providing details of other options that may be of assistance)(i.e. road safety education, training & promotion etc.).

(viii) A monthly list of requests received is to be produced for circulation to Members of the Traffic & Parking Working Party showing status.

(ix) All Members request that do not progress through the initial stage are to be reported as an information item to the T & P WP on six monthly basis.

(x) All reports to show estimated cost of the scheme and an assessment of the benefits that it may result, demonstrate value for money and assist in prioritisation.

(xi) All Members' requests and other items reported to T & P WP where not approved are not to be resubmitted/reconsidered within two years unless on substantial safety grounds demonstrated through accident analysis.

(xii) All Members' requests agreed by the committee are to be added at the bottom of the work programme unless the Cabinet Committee agrees a different priority which needs to be recorded on decision.

(xiii) All schemes on work programme are to be progressed with the impact on safety as a primary consideration to justify the use of the limited budgetary resources. Some schemes may slip from one financial year to another depending on the resources, both staffing and financial or may be delayed due to other high priority schemes agreed by the T & P WP or Cabinet Committee.

(xiv) Where departing from recommendation based on existing policies, Members to record their reasons for departure from the policy at the time of their decision.

3. Pedestrian Crossings (Zebra or signalled crossings)

Each request is to be examined on its individual merits. Many requests are not justified because of low levels of pedestrian movement. The following factors are taken into consideration in assessing the need for a crossing.

The following must be met for the proposals to progress through delegated authority for officers to progress to initial design and advertising and implementing should there be no objections.-

- (i) the recorded personal injury accidents involving pedestrians (at least 3 in last three years).
- (ii) the volumes of vehicular and pedestrian traffic and the potential for conflict between pedestrians and vehicles, meets the national PV square criterion.

the following must also be present:-

- (a) Difficulty that pedestrians face from traffic speed and volumes. The length of time pedestrians have to wait before they can cross.
- (b) Proximity of locations which attract pedestrian activity through the day , e.g. proximity to stations, schools, hospital and shops
- (c) The age/vulnerability of the pedestrians.

It is recommended that all such requests are considered on a six monthly basis and a list is then drawn up in order of priority with the worst site (based on the above criterion) for pedestrians at the top of the list for assessment

4. Verge Hardening

The following consideration need to apply:-

Hardening will deliver significant safety benefits for road users as part of a package of measures. It is proposed that verge hardening is considered where:-

- (i) It has been requested by the emergency services or utility providers as there is evidence of emergency vehicles being obstructed?
- (ii) Enforcement of the status quo would not resolve the problem amicably?
- (iii) Enforcement of new parking restrictions cannot serve the desire objectives.
- (iv) Is off street parking available or is it an option for resolving the problem?
- (v) Is there scope for creating additional parking capacity to ease existing parking pressure?
- (vi) Is there evidence that such a scheme will be supported by most residents (consider applying same criterion as PMS)?

(vii) Agree no bollards are to be placed on verges, as new or replacement and all enforcement signs should be on existing street furniture nearby as appropriate to implement government's policy on de-clutter.

(viii) All verge hardening proposals must be supported by all ward councillors.

5. Footway Parking

This section is currently suspended pending further consideration by the Department for Transport to introduce nationwide footway parking prohibitions. If approved, this criteria will be required to determine streets where we will permit footway parking.

(i) Permitting of footway parking will not reduce footway to less than 1.8m (1.2 in isolated pinch points) and will be marked.

(ii) Carriageway width is insufficient to allow parking fully in the carriageway while maintaining adequate running lane.

(iii) Properties have limited or no off street parking.

(iv) It has been requested by the emergency services or utility providers as there is evidence of emergency vehicles being obstructed

(v) Enforcement of new parking restrictions cannot serve the desired objectives (where justified).

(vi) Is there scope for creating additional parking capacity to ease existing parking pressure?

(vii) Agree no bollards are to be placed on footways, as new or replacement and all enforcement signs should be on existing street furniture nearby as appropriate.

6. Parking Management Schemes

1. Principle

The introduction of parking management schemes, if not carefully thought through can lead to displacement of parking in the adjoining streets, increase unnecessary demand in these areas for extension of controls. It is important that in managing parking, we do not simply transfer the problems elsewhere. As such an area-wide approach is suggested for dealing with parking problems in a holistic manner.

Where area wide parking management cannot be justified, unrestricted parking should be allowed where it does not:

(i) Compromise road safety;

(ii) Cause an obstruction to traffic flow or access for emergency, service or public transport vehicles;

(iii) Block pedestrian footpaths and footways (particularly where this would adversely affect disabled members of our community) or cycle lanes and paths;

(iv) Undermine policies or initiatives to encourage use of public transport or other alternatives to single occupancy car use; and

(v) Prevent residents, who have no alternative off street parking, from parking on street.

2. Procedure for assessing and addressing parking issues in residential streets.

This remains the same in terms of the initial consultation being undertaken by ward councillors to establish level of support. Officers to assist Members in defining the extent of the area to be covered and drafting consultation leaflet. All questionnaires are to be returned to the Officers through post by the stakeholders. Officers will analyse the returns to assess compliance with the agreed policy requirements and report to T & P WP if policy thresholds are met. If unmet, all ward councillors will be informed of the outcome in accordance with the procedure set out in "Members' Request" section.

Parking schemes should only be investigated after consideration has been given to changing any existing parking restrictions that are not needed for reasons of safety, to reduce congestion or to protect the residents from inappropriate parking. It is proposed to divide these in two types of schemes:

Type A

- These are areas or streets where existing parking restrictions are believed to be unduly restrictive on the residents of the area and the orders can be changed to be of greater benefit to the residents. This may include the introduction of residents' permits.
- For example, parking is restricted to two hours to allow access to local facilities but prevent all day parking. However, no or little long stay parking is available for residents.

Type B

- Areas or streets where the demand for parking, by the residents and/or other visitors to the area, is greater than the number of potential spaces and restrictions are required to provide a better opportunity for residents to park within the area.

Criteria for residents parking schemes

Residents Parking permit schemes will only be considered where:

- (i) The assessment suggests that a residents parking permit scheme would help solve the identified problem/issue.

(ii) There is a clearly defined area with natural boundaries such as major highways or physical features serving easy access to other residential areas. It is recommended that a RPS area should at least have 8 streets unless there are natural boundaries that enable consideration of a smaller area with demonstrable evidence that there will be no impact on the adjoining streets by the displaced parking.

(iii) The roads within the defined area are adopted highway managed and maintained by the Council.

(iv) Over 50% of affected dwellings (households) in the affected area respond to the consultation and at least 75% of dwellings (households) responding to a consultation agree in principle to a residents parking permit scheme. A petition cannot be included for this purpose.

(v) The identified parking issues are not simply related to normal school pick up and drop off times where there is a school in the vicinity of the clearly defined area (this is dealt within section relating to schools).

(vi) Normally, 50% of dwellings have no off street parking i.e. a garage and/or driveway available for one or more vehicles.

If the location is likely to meet all above criteria (i) to (vi), then residents will be consulted on the scheme options/design and:-

(a) The above consultation thresholds and the results of a consultation should be judged on an area rather than on a street-by-street basis. Historically, a street (or even part of a street) has been excluded from PMS proposals following active lobbying, only for local people to change their views once the rest of a zone has been implemented, mainly due to displaced parking.

(b) Where representations are received after approval to implement a scheme, these will be considered during the six months review process after the zone has become operational. Again, any resulting changes will take full account of the results of the consultation process.

(c) All new PMS will be reviewed by the Local Councillors and Officers at the end of 6 months of their operational date with a view to judging how this has worked for the local community, and subject to funding and the necessary approvals, to implement any changes as considered necessary. Any further changes will only be considered if there a material changes in local circumstances.

(d) PMS would not be introduced where the majority of residents have off street parking or where there is sufficient on-street space to accommodate both residential and non-residential parking.

(e) Generally schemes should not be introduced to manage parking in situations where the problem is linked to over demand from residents for on-street spaces.

(f) No scheme is to be reconsidered for a period of at least 4 years unless:-

- The scheme forms part of a wider integrated traffic/parking management scheme.
- There are road safety problems demonstrated through accident analysis.
- The parking impact from development in residential areas would be adverse.

All schemes should accommodate an element of non-resident parking to avoid roads being free of parking. Road space should be utilised for parking where it is safe to do so while protecting residents.

The concept of sharing road space should be fully explored, for example, allowing residents only in the mornings and evenings while accommodating other use during the daytime.

Businesses needs and other premises in the area should be fully considered.

It is further proposed that no more than 3 Residents Parking Schemes are to be investigated per annum.

7. Junction Protection

(i) 10m* of yellow lines at junctions to improve safety, accessibility of the emergency vehicles and compliance with the Highways Code.

(*it may be practical to reduce the length at some junctions while increasing at particularly wide bell mouths.)

(ii) The function has already been delegated to officers by the T & P WP and Cabinet Committee

(iii) Proposal – To extend this delegation to all junction protections based on officer professional judgement in terms of the length which may vary from location to location.

(iv) Ward members to be informed in advance of implementation

8. Waiting Restrictions

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

- (i) 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.
- (ii) 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.
- (iii) Where commerce and industry are seriously affected by presence of parked vehicles.
- (iv) Where the installation of TROs is essential to provide maximum benefit from capital investment.
- (v) 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.
- (vi) Cost of schemes and likely savings through accident reduction need to be part of priority consideration.

There are historic waiting restrictions which have been there for many years and need to be reviewed to assess their continued need at various locations. It is recommended that no more new restrictions are considered for a period of six months unless in exceptional and emergency situations pending review of the existing. The new ParkMap system will have the up-to-date details of all such restrictions once completed in January, providing an opportunity to do this.

9. Speed limits/Zones

Any proposals for reducing speed limits should be evidence led based on speeds travelled and any collision data relating to personal injury.

10. Traffic Investigations and Area-wide Traffic Calming/ Management

Any proposals for providing traffic calming measures should be evidence led based on speeds travelled and any collision data relating to personal injury.

Assessment of each request is made against the key objectives of:

- (a) Improving Road Safety
- (b) Reducing Congestion

(c) Improving Accessibility

(d) Improving Air Quality

These key objectives form the basis of the Local Transport Plan. This formal approach is needed to ensure a fairer, comparative method of assessment, reducing subjectivity. Generally priority is given to introducing measures to resolve, or substantially reduce, traffic related problems in areas where such problems are significant. Measures that simply transfer problems from one location to another will not normally be progressed. The issue of Road Safety is paramount when investigating a scheme. Other issues including traffic speed and congestion, particularly around schools, are other important factors. Where parking is the main issue then the reasons as to why that parking is taking place should also be borne in mind, e.g. schools, commuter or shopping. The criteria for rating are as follows:

(i) Improving Road Safety - casualty reduction - the number of recorded injury accidents at the location in the last three years (at least three with treatable contributory factors).

(ii) Traffic speed, volume and road geometry resulting in significant danger if school or other high pedestrian generating facility in the area

(iii) Reducing Congestion - reducing the adverse impact of traffic, encouraging walking, cycling and the greater use of public transport.

(iv) Improving Accessibility - access for emergency vehicles, refuse collection and access to individual properties. (Combined with Reducing Congestion these two items aid the Improvement in Air Quality

(v) Improve Economic Vitality – by managing traffic appropriately (e.g. limiting parking to short stay) local businesses can benefit from a higher turnover of customers. This may also be a solution to or consequence of Improving Accessibility Assessment in these criteria is to be rated high/medium/low/neutral/negative as to whether any measures have a positive or negative impact on the area.

In those areas where traffic speed is an issue the sites will be included within the programme for the installation of the Council's Speed Indicator Devices (SIDs). On the basis of this assessment, one of three actions will be taken:

(i) The problem is recorded but no further action at this time.

(ii) Further investigations are carried out to see if there are practical proposals that we can address.

(iii) The matter is included in the list of proposals for inclusion in our works programme and reported to T & P WP.

11. Speed Indicator Devices(SIDs)

These are to be prioritised on the basis of :-

- (i) Casualties over a three-year period, with emphasis being placed on the number of people Killed and Seriously Injured (KSI) where speed has been a contributory factor
- (ii) Review the collision details to assess the likelihood of the provision of speed enforcement actively addressing any collision pattern that may have formed.
- (iii) Review the speeds that vehicles are travelling along the road. To meet the criterion, the 85th percentile speed must exceed the speed limit by 10% plus 2mph. This threshold is set by the Association of Chief Police Officers (ACPO).
- (iv) Finally a practical assessment to ascertain if it is physically possible to install a sign in the desired location.

12. Traffic Island and Central Reservations

Where a formal pedestrian crossing is not justified these can be installed. They assist pedestrians by letting them cross the road in two stages. The restriction to the use of this measure is the width of the carriageway. It must be at least 7.8m wide to allow for the island and two lanes of traffic.

13. Environmental Weight Restrictions

These will be considered to overcome problems regarding the use of unsuitable roads by HGVs, provided:

- (i) A restricted area can be defined which does not transfer the problem from one area to another.
- (ii) A suitable alternative route exists which does not create such a major increase in route mileage for operators such that their economic viability would be seriously affected
- (iii) does not result in increased highway maintenance costs
- (iv) does not increase safety issues.
- (v) is supported by the Police (who are responsible for enforcement activity)

All Freight routes are to be designated under LTP and signed accordingly. Any further applications to be delegated to officers.

14. One-Way Systems

One-way systems should be considered where there is evidence of the presence of the following factors:-

- (i) The sufficient availability of the available road width" (the width of road remaining once parking has been subtracted)
- (ii) Environment Type (i.e. school, residential or business, as part of Safer Routes to Schools or introduced as part of area-wide traffic management/calming measures),
- (iii) Accident History (for latest three-year period)
- (iv) Whether there is evidence of the road being used as a rat-run.
- (v) In dense urban areas one way street may be considered where significant improvements can be achieved in safety or capacity, without creating safety or access problems.
- (vi) There are to be at least two suitable streets to create complementary flows.
- (viii) One way streets will not be considered in any areas where:-
 - (a) An increase in traffic speeds may generate collisions
 - (b) Significant access difficulties would be created
 - (c) Transferred traffic would create problems elsewhere on the network.

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Traffic & Parking - Members' Request

The Traffic Management Act 2004 places obligations on the Local Traffic Authority (LTA) regarding the way it assesses, implements and reviews its Traffic Regulation Orders which govern requests for waiting, loading and parking restrictions.

- 1) All Members requested are to be submitted on standard online form providing details of the nature of the problem, what are the issues, what is being asked for, what are the likely effects, level of support and to what extent any proposals will displace traffic?
- 2) Any proposals in this regard should have all ward Members Agreement.
- 3) All such requests are to be submitted at least eight weeks prior to the next available Traffic & Parking meeting. This will allow officers to undertake necessary initial investigations to check compliance with the policies.
- 4) All requests are to be investigated on the basis of first come first served basis, unless there is justification agreed by the Portfolio holder.
- 5) Officers are given delegated authority to assess all Members Request for yellow lines, and other minor traffic regulation requests against the set policy criterion. All minor schemes/requests that meet the policy criterion will be progressed through advertisement and implemented if there are no objections. If objected all such schemes are to be reported to the Committee.
- 6) Large schemes such as Residents Parking Schemes/ major traffic management schemes or projects of more than local relevance are to go to T & P for considerations in line with the requirements of the relevant policies.
- 7) The schemes that do not meet the set policy requirements, officers will inform appropriate ward councillors in writing, giving details of why it does not meet the criterion and where possible assist in providing details of other options that may be of assistance)(i.e. road safety education, training & promotion etc.).
- 8) A monthly list of requests received is to be produced for circulation to Members of the Traffic & Parking showing status.
- 9) All Members request that do not progress through the initial stage are to be reported as an information item to the T & P on six monthly basis.
- 10) All reports to show estimated cost of the scheme and an assessment of the benefits that it may result demonstrate value for money and assist in prioritisation.
- 11) All Members requests and other items reported to T & P where not approved are not to be resubmitted/ reconsidered within two years unless on substantial safety grounds demonstrated through accident analysis.
- 12) All Members' requests agreed by the committee are to be added at the bottom of the work programme unless the committee agrees a different priority which needs to be recorded on decision
- 13) All schemes on work programme are to be progressed with the impact on safety as a primary consideration to justify the use of the limited budgetary resources. Some schemes may slip from one financial year to another depending on the resources, both staffing and financial or may be delayed due to other high priority schemes agreed by the Traffic & Parking

Traffic & Parking Members' Request Form

Name	
Date Submitted	
Ward/s	
Location/Description	
Nature/description of problem	
What are the issues?	
What are the likely effects?	
If supported by other ward Members' (please add names)?	
What do you think is the level of support locally?	
To what extent any proposals will displace traffic/problem to the adjoining area?	

Officer Comments

Does the request meet any agreed criteria	
What benefit does the request provide	
Accident history	
What are the anticipated costs of progressing the request	
Costs/Benefit Analysis and Value for money	
Suggested priority and rationale	

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