

Public Document Pack
SOUTHEND-ON-SEA BOROUGH COUNCIL

Traffic Regulations Working Party

Date: Monday, 7th January, 2019

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 held on Thursday 1st November 2018**
(Pages 1 - 6)
- 4 Minutes of the Special Meeting held on Tuesday 20th November 2018**
(Pages 7 - 8)
- 5 Minutes of the Special Meeting held on Thursday, 6th December, 2018**
(Pages 9 - 10)
- 6 Objections to Traffic Regulation Orders (Pages 11 - 18)**
- 7 Petition Requesting the Closure of Oakwood Avenue and Shirley Road**
(Pages 19 - 20)
- 8 Requests for Traffic Regulation Orders (Pages 21 - 26)**
- 9 Requests for Waiting Restrictions - On-Street Electric Charging Bays in Residential Streets (Pages 27 - 30)**

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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Public Document Pack
SOUTHEND-ON-SEA BOROUGH COUNCIL

Meeting of Traffic Regulations Working Party

Date: Thursday, 1st November, 2018
Place: Committee Room 1 - Civic Suite

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

In Attendance: Councillors B Arscott, K Buck, S Buckley, J Garston, I Gilbert,
D McGlone, C Nevin and J Ware-Lane
G Smith, C Hindle-Terry, N Hunwicks, T Row and B Frost

Start/End Time: 6.00 pm - 8.00 pm

1 Apologies for Absence

Apologies for absence were received from Councillors Garne (substitute: Councillor Hadley) and Willis (no substitute).

2 Declarations of Interest

The following interests were declared at the meeting:

(a) Councillor Flewitt – Agenda Item No. 9 (Requests for Waiting Restrictions – Wells Avenue and Rochford Road service roads) – Non-pecuniary interest: has lobbied with the other ward councillors;

(b) Councillor Van Looy – Agenda Item No. 6 (Royston Avenue – Verge Hardening Consultation) – Non-pecuniary interest: Knows residents in the street; and

(c) Councillor Van Looy – Agenda Item No. 9 (Requests for Waiting Restrictions – Southchurch Boulevard) – Non-pecuniary interest: Patient of Central Surgery, Southchurch Boulevard.

3 Minutes of the Meeting of the Traffic & Parking Working Party held on Thursday, 13th September, 2018

Resolved:-

That the Minutes of the Meeting held on Thursday, 13th September 2018 be received and confirmed as a correct record.

4 Objections to Traffic Regulation Orders

The Working Party received a report of the Deputy Chief Executive (Place) concerning the representations that had been received in response to the statutory consultation for proposed Traffic Regulation Orders for the introduction

of permit parking controls and the amendment of waiting restrictions in various roads bounded North Road, West Road and London Road.

The report also sought an appropriate recommendation to the Cabinet Committee on the way forward in respect 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, in respect of The Southend-on-Sea Borough Council (North Road Area Parking Management Scheme) (Zone NR) (Waiting Restrictions, & Permit Parking Zone) Order 2018, the Cabinet Committee be recommended:

(i) that no further action be taken in respect of the permit parking controls and that these be deleted from the traffic regulation order; and

(ii) that consideration of the amendments to the traffic regulation orders in relation to the alternate waiting restrictions in Albion Road, Windsor Road and Osborne Road be deferred to the next meeting of the Traffic Regulations Working Party and Cabinet Committee.

5 Earls Hall School Area - Speed Reducing Measures

Further to resolution 4 of Minute 807 of the meeting of Cabinet Committee held on 8th March 2018, the Working Party received a report of the Deputy Chief Executive (Place) that sort approval to authorise the advertisement of a traffic regulation order introducing 20 mph speed limits, rather than a 20 mph zone, in the roads immediately adjacent to Earls Hall School, 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 the Cabinet Committee be recommended to authorise the Deputy Chief Executive (Place) to publish the relevant statutory notice and undertake the necessary consultation for a traffic regulation order for the introduction of 20mph speed limits in the roads immediately adjacent to Earls Hall School and, subject to there being no objections following statutory advertisement, to arrange for the works to be added to the existing work programme, the order to be sealed and the proposals implemented.

6 Royston Avenue - Verge Hardening Consultation

The Working Party received a report of the Deputy Chief Executive (Place) concerning the outcome the results of the consultation with residents on the proposed verge hardening scheme in Royston Avenue. Plans of the proposals were displayed at the meeting.

Resolved:-

1. That the outcome of the consultation as set out in the report, be noted.

2. That Cabinet Committee be recommended that the scheme be progressed without the introduction of any traffic regulation orders/waiting restrictions and that the extent of verges to be hardened be minimised where possible.

7 Queensway Right Turns - Junction Improvement

The Working Party received a report of the Deputy Chief Executive (Place) that sought approval of proposals to amend the road layout and traffic flows, including the introduction of signal controls and amendment of traffic regulation orders to support the proposals, in Queensway, at the junctions with Whitegate Road and York Road. The proposals included:

- (i) the introduction of a signal controlled right turn manoeuvre by vehicles travelling south from Queensway into Whitegate Road;
- (ii) the introduction of a signal controlled right turn manoeuvre by vehicles travelling south from Queensway into York Road;
- (iii) the introduction of a left turn manoeuvre by vehicles travelling north from Queensway into Whitegate Road;
- (iv) the revocation of the existing one way traffic flow in the section of Whitegate Road from the eastern most exit of Warrior Square Car Park to the eastern extremity of Whitegate Road, enabling two way traffic flow in this section;
- (v) the revocation of the existing restrictions in the section of Whitegate Road referred to in (iv) above and the introduction “no waiting at any time” restrictions;
- (vi) the revocation of the existing “no waiting at any time restriction” at the existing western exit of Warriors Square car park and the introduction of a section of Payment Parking (Zone_TC) 9am-6pm (Tariff_1) restriction; and
- (vii) the relocation of the existing “Toucan” pedestrian crossing in Queensway in the southbound carriageway of Queensway to a new position south of the junction with York Road.

Plans of the proposals were displayed at the meeting.

Whilst the Working Party noted the objective of the proposals, it felt that the introduction of the right turn manoeuvres from Queensway were unnecessary, and may lead to increased congestion. Access to the Warrior Square Car Park could however, be improved by amending the road layout and waiting restrictions at the eastern extremity of Whitegate Road as proposed without the right turns manoeuvres from Queensway but retaining the proposed left turn manoeuvre from the north bound carriageway of Queensway only. This would however, require a remodelling of the scheme and a full safety audit and may not therefore be appropriate.

Resolved:-

That Cabinet Committee be recommended that the proposals as submitted not be progressed and that that officers requested to investigate the feasibility of introducing a revised scheme to improve access to the Warrior Square Car Park excluding, if possible, the introduction of the right turns from Queensway in to Whitegate Road and York Road, through

- (a) the introduction of the left turn from the northbound carriageway of Queensway into Whitegate Road;

(b) the revocation of the existing one way traffic flow in the section of Whitegate Road from the eastern most exit of Warrior Square Car Park to the eastern extremity of Whitegate Road, enabling two way traffic flow in this section; and
(c) the revocation of the existing “no waiting at any time restriction” at the existing western exit of Warriors Square car park and the introduction of a section of Payment Parking (Zone_TC) 9am-6pm (Tariff_1) restriction.

8 Proposed Guidance for Traffic and Parking Related Issues

The Working Party received a report of the Deputy Chief Executive (Place) that sought approval of revisions to the current working practices to encompass any improvements and amendments. A copy of the revised document, illustrating the proposed amendments, was circulated at the meeting.

Resolved:-

That Cabinet Committee be recommended:

1. That the revised policies, processes and procedures as set out in Appendix 1 of the report be approved, subject to the exclusion of the proposed amendment set out in section 2, sub-section (ii) so that it now reads:

(ii) Any proposals in this regard should have at least two ward councillors’ agreement.

2. That officers be instructed to follow the revised policies for all future consideration of traffic & parking requests.

9 Requests for Waiting Restrictions

The Working Party received a report of the Deputy Chief Executive (Place) that sought approval to authorise the advertisement of the amendments and/or new waiting restrictions at the locations indicated in Appendix 1 to the submitted 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:

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) 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) the introduction of permit parking controls in the service roads adjacent to each carriageway of Rochford Road;

(ii) the introduction of permit parking controls in Wells Avenue;

(iii) the amendment of the existing limited waiting bays in West Street on the southern side, west of its junction with Victoria Avenue from a one hour to a two hour restriction;;

- (iv) the introduction of waiting restrictions in the turning area in Bunters Avenue;
- (v) the provision of “drop off” bays within the Cliffs Pavilion service road;
- (vi) the removal of a section of parking bays and the introduction of waiting restrictions in East Street, Southend on Sea, to enable access to St Mary’s Church; and
- (viii) the provision of additional limited waiting bays outside the GP surgery on the eastbound carriageway of Southchurch Boulevard, the timing of which to be limited to one hour, no return in four hours..

2. That officers be requested to investigate the possibility of amending the prohibition of waiting restrictions between the bus stop and the bays in Southchurch Boulevard, referred to in (viii) above, to provide additional limited waiting.

Chairman: _____

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Public Document Pack
SOUTHEND-ON-SEA BOROUGH COUNCIL

Meeting of Traffic Regulations Working Party

Date: Tuesday, 20th November, 2018
Place: Committee Room 1 - Civic Suite

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Present: Councillor A Moring (Chair)
Councillors T Cox (Vice-Chair), D Garne, A Dear, H McDonald and P Van Looy

In Attendance: Councillors M Stafford, M Terry and R Woodley
G Smith, C Hindle-Terry, T Row, N Hunwicks, D Caldwell and B Frost

Start/End Time: 4.00 pm - 5.30 pm

1 Apologies for Absence

Apologies for absence were received from Councillors Flewitt (no substitute).

2 Declarations of Interest

The following interests were declared at the meeting:

(a) Councillor Moring – Agenda Item No. 3 (Objections to Traffic Regulation Orders – Thorpe Esplanade) – Non-pecuniary interest: Knows residents in the street; and

(b) Councillor Van Looy – Agenda Item No. 3 (Objections to Traffic Regulation Orders – Clifftown Terrace) – Non-pecuniary interest: Knows residents in the street.

3 Objections to Traffic Regulation Orders - Thorpe Esplanade Charging for Parking and Cliffs Pavilion Car Parking Management Scheme

The Working Party received a report of the Deputy Chief Executive (Place) concerning the representations that had been received in response to the statutory consultation for proposed Traffic Regulation Orders for:

(i) the introduction of parking charges in controlled parking bays on Thorpe Esplanade; and

(ii) the conversion of some areas of permit only parking to shared permit/pay and display parking areas, the removal of seasonal waiting restrictions in Clifftown Parade and its replacement with shared permit/pay and display parking.

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 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. 14) Order 2018 be confirmed as advertised and the Deputy Chief Executive (Place) be authorised to implement the proposals.

2. That, The Southend-on-Sea Borough Council (Cliffs Pavilion Area) (Prohibition of Waiting & Permit Parking Places) (Zone CP) Order 2016 (Amendment No. 2) Order 2018 be confirmed, subject to the following amendment, and that the Deputy Chief Executive (Place) be authorised to implement the approved proposals;

(a) amend Cambridge Road, north side between Marine Avenue and Wilson Road to now read Cambridge Road, north side between Marine Avenue to a point opposite the eastern boundary of the property known as “The Pavilions”;

(b) delete Scratton Road – north side, from a point approximately 35 metres west of its junction with Milton Place, to a point approximately 15 metres east of its junction with Park Road; and

(c) delete Westcliff Parade – south side, from a point opposite the common boundary between Nos 31 and 32 Westcliff Parade eastwards to its junction with Clifftown Parade;

Chairman: _____

SOUTHEND-ON-SEA BOROUGH COUNCIL

Meeting of Traffic Regulations Working Party

Date: Thursday, 6th December, 2018

Place: Committee Room 1 - Civic Suite

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

In Attendance: P Geraghty, J Syles, G Smith, C Hindle-Terry and T Row

Start/End Time: 6.00 pm - 6.20 pm

1 Apologies for Absence

Apologies for absence were received from Councillors Dear (Substitute: Councillor Buck), Councillor Garne (Substitute: Councillor Hadley) and Willis (no substitute).

2 Declarations of Interest

No interests were declared at the meeting.

3 Queensway Right Turns - Junctions Improvements

Further to Minute 417 of the meeting of Cabinet Committee held on 1st November 2018, the Working Party received a report of the Deputy Chief Executive (Place) regarding the proposals to amend the road layout and traffic flows, including the introduction of signal controls and amendment and introduction of traffic regulation orders, in Queensway at the junctions with Whitegate Road and York Road.

The report also sought approval to authorise the advertisement of the amendments to and introduction of new traffic regulation orders, 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.

The Working Party was informed that officers had undertaken a thorough review of the scheme following the meeting on 1st November. The outcome of the review indicated that the exclusion of the right turns from Queensway from the scheme would not be appropriate as the desired outcomes would not be achieved. The scheme had however, now been amended slightly to address the concerns that had previously been raised. Plans of the proposed scheme were displayed at the meeting and, in response to issues raised by the Traffic Regulation Working Party, the following assurances were given:

(i) traffic counters/monitoring would be installed to monitor the level of queueing traffic at these junctions and traffic signals would be linked and could be adjusted, both on site and remotely, to ensure optimal traffic flow;

(ii) all entrances to the Warrior Square Car Park will remain open for the time being, although this will be kept under review and entrance from Warrior Square would be closed if necessary;

(iii) appropriate measures (such as collapsible bollards, extended chevron markings, etc.) to prevent vehicles exiting the slip road from the roundabout across Queensway to the right turn into Whitegate Road would be included as part of the detailed design stage; and

(iv) U turn manoeuvres would be prohibited at both junctions.

Resolved:-

That Cabinet Committee be recommended:

1. That, subject to the assurances given to address the Working Party's concerns, the Queensway Right Turns Junction Improvement Scheme as set out in the plans attached to the report be endorsed.

2. That the Deputy Chief Executive (Place) be authorised to publish the relevant statutory notices and undertake the necessary consultation for any traffic regulation orders required to support the scheme.

3. That, subject to there being no objections following statutory advertisement, the Deputy Chief Executive (Place) be authorised to arrange for the traffic regulation orders to be sealed and the proposals implemented.

Chairman: _____

Southend-on-Sea Borough Council

Agenda
Item No.

6

Report of Deputy Chief Executive (Place)

to

**Traffic Regulations Working Party
and Cabinet Committee**

on

7th January 2019

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

Objections to Traffic Regulation Orders

**Cabinet Member : Councillor Moring
Place Scrutiny Committee
Part 1 Public Agenda Item**

1. Purpose of Report

- 1.1 For the Traffic Regulation 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 Regulation Working Party consider the objections to the proposed Orders and recommend to the Cabinet Committee to:**

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

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

3. Background

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

- 3.2 The proposals shown on the attached **Appendix 1** were advertised through the local press and notices were displayed at appropriate locations informing residents and businesses of the proposals and inviting them to make representations in respect of the proposals. This process has resulted in the objections detailed in **Appendix 1** of this report. Officers have considered these objections and where possible tried to resolve them. Observations are provided to assist Members in their considerations and in making an informed decision.

4. Reasons for Recommendations

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

5. Corporate Implications

5.1 Contribution to Council's Vision & Corporate Priorities.

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

5.2 Financial Implications

- 5.2.1 Costs for confirmation of the Order and amendments, in **Appendix 1**, if approved, can be met from existing budgets.

5.3 Legal Implications

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

5.4 People Implications

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

5.5 Property Implications

- 5.5.1 None

5.6 Consultation

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

5.7 Equalities and Diversity Implications

- 5.7.1 Any implications will be taken into account in designing the schemes.

5.8 Risk Assessment

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

5.9 Value for Money

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

5.10 Community Safety Implications

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

5.11 Environmental Impact

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

6. Background Papers

6.1 None

7. Appendices

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

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

| ROAD | PROPOSED BY | PROPOSAL | COMMENTS | OFFICER COMMENT |
|-----------------------|-------------|---------------------------------|---|---|
| Eastwoodbury Lane | Members | No Waiting 12 Noon to 2pm daily | 5 letters of objection received – main points raised include- have lived in area for a number of years and not been a problem; will impact on visitors; struggle to see why restrictions are required; would cause parking problems in other roads; why should residents suffer because of the airport parking; permit parking like Eastwoodbury Service Rd is required; stop airport users parking not residents; see no reason for 7 day week restrictions 5 is sufficient to act as deterrent to non-residents ; nowhere for residents to park at weekends; ridiculous to have a 2 hour ban on the whole road; where are you suppose to park; you would have to clock watch ready to move your car | <p>There does not appear to be support for the proposal.</p> <p>While part day restrictions resolve issues with long term parking, there is an inevitable impact on residents as the restriction applies to all motorists.</p> <p>The wider area has been consulted on their views as to permit parking controls and no overall support was evidenced.</p> <p>As there are no comments supporting the introduction of the restriction, no further action is recommended.</p> |
| Eastwoodbury Crescent | Members | No Waiting 12 Noon to 2pm daily | 2 letters of objection received – main points raised include - unable to park outside their own home, other residents take up space on the road; would like permit parking; questioning times suggest 1-4 daily; would this be enforced; where are residents supposed to park; its problems from airport parking which needs sorting; Airport take no notice | <p>There does not appear to be support for the proposal.</p> <p>While part day restrictions resolve issues with long term parking, there is an inevitable impact on residents as the restriction applies to all motorists.</p> <p>The wider area has been consulted on their views as to permit parking controls and no overall support was evidenced.</p> <p>As there are no comments supporting the introduction of the restriction, no further action is recommended.</p> |

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|-----------------------------|----------------|--|--|---|
| <p>Alton Gardens</p> | <p>Members</p> | <p>No Waiting 12 Noon to 2pm daily</p> | <p>4 letters of objection received – main points raised include- would be unable to park near to their house; airport parking is the problem; would like residents parking permits; would affect quality of life; proposals will affect a number of houses and flats; would not be able to leave cars when going to work as they would need to be moved; idea is absurd; would be unable to have family and visitors therefore a gross infringement of the residents rights; will only shift problem further along road/area if they go in let residents have exemption permits; and permits for visitors; would like residents permits; there is a need for restrictions but not for residents; would have a large effect on property as only property that would be affected as near to church hall and empty property; would be willing to pay for permit parking; cul-de-sac would become busier leaving less room for residents; a residents scheme would be more beneficial to residents and allow their vehicles within a reasonable distance from the residents properties and would stop non-residential parking; parking in Alton Gardens and neighbouring roads will be more of a problem once the residents parking scheme for Eastwoodbury Service Road comes into effect. By placing a residents scheme into 1 road only pushes the problem onto other residents when all are suffering the effects of the airport holiday and commuters.</p> <p>1 letter of objection from Church in Alton Gardens – main comments include what is the purpose of the order; church is in use during proposed times so would disadvantage their users; times are inconvenient for Sunday services; will be looking at rebuild church/community hub during 2019 – would again be inconvenient for users and for church minibus; would cause users to park outside residents homes; church has worked hard to respect spaces outside residents homes but proposals as they stand will make it impossible;</p> <p>1 letter of objection from KMAC at the Church – main comments include – being able to park throughout the day for staff and clients; would have a major negative impact of the services provided</p> | <p>There does not appear to be support for the proposal.</p> <p>While part day restrictions resolve issues with long term parking, there is an inevitable impact on residents as the restriction applies to all motorists.</p> <p>The wider area has been consulted on their views as to permit parking controls and no overall support was evidenced.</p> <p>As there are no comments supporting the introduction of the restriction, no further action is recommended.</p> |
|-----------------------------|----------------|--|--|---|

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|--|---------------|--|--|---|
| <p>Palmeria Avenue, Station Road & Holland Road Permit Parking Scheme (Cliffs Pavilion Area)</p> | <p>Member</p> | <p>Permit Parking Places & Shared use parking and pay by phone parking</p> | <p>3 letters of objection and 1 letter of support received – main points of objections raised include – Due to many properties in multiple occupancy, the likelihood is that demand for permits could outweigh available space for parking. Also as a property developer, tradesmen would need to visit the area on a regular basis and permit parking would cause difficulties; Objection to shared use section in Station Road, is concerned that due to the pay and display element there may be little or no opportunity for residents and visitors to park; Scheme is a bad idea as there never has been a problem parking in Palmeria Avenue.</p> <p>Letter of support – pleased with at the proposed residents parking management scheme lives in Holland Road and would be most welcome solution to the current nightmare of finding a parking space</p> | <p>Following an informal consultation led by residents, 88% of residents support the idea of permit parking within the area. The proposals include the creation of additional parking on Station Road to be shared pay and display/permit parking.</p> <p>Permit parking will reduce pressure created by non-resident parking which can occur all day due to the proximity to the station and the Cliffs Pavilion.</p> <p>Recommend to implement the proposals as advertised given the evidenced support from residents.</p> |
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Southend-on-Sea Borough Council

Agenda
Item No.

7

Report of Deputy Chief Executive (Place)

to

**Traffic Regulations Working Party
and Cabinet Committee**

on

7th January 2019

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

Petition Requesting the Closure of Oakwood Avenue and Shirley Road

**Cabinet Member: Councillor Moring
Place Scrutiny Committee
Part 1 Public Agenda Item**

1. Purpose of Report

An information item to advise Councillors of the receipt a petition requesting the closure of Oakwood Avenue and Shirley Road at the junction of the A127.

2. Recommendation

That the Traffic Regulations Working Party and Cabinet Committee:

a) Note the petition ;

b) Agree to investigate the request and report the findings to a future meeting of this Committee.

3. Background

3.1 The petition was referred to this Committee by The Council on 13th December 2018.

3.2 An investigation could not be completed prior to this meeting and the matter will be added to the work programme for investigation. When complete, a report will be submitted to a future meeting for consideration by the Working Party and Cabinet Committee

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Southend-on-Sea Borough Council

Agenda
Item No.

8

Report of Deputy Chief Executive (Place)
to
**Traffic Regulations Working Party
and Cabinet Committee**
on

7th January 2019

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

Requests for Traffic Regulation Orders

**Cabinet Member: Councillor Moring
Place Scrutiny Committee
Part 1 Public Agenda Item**

1. Purpose of Report

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

2. Recommendation

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

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

3. Background

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

4. Other Options

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

5. Reasons for Recommendations

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

6. Corporate Implications

6.1 Contribution to Council's Vision & Corporate Priorities

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

6.2 Financial Implications

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

6.3 Legal Implications

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

6.4 People Implications

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

6.5 Property Implications

- 6.5.1 None

6.6 Consultation

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

6.7 Equalities and Diversity Implications

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

6.8 Risk Assessment

- 6.8.1 Neutral.

6.9 Value for Money

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

6.10 *Community Safety Implications*

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

6.11 *Environmental Impact*

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

7. **Background papers**

None

8. **Appendices**

Appendix 1 – List of requests and comments

APPENDIX 1 – TRO CHANGES/WAITING RESTRICTIONS REQUESTS

| Location | Request Details | Requested By | Relevant Criteria Points | Officer comments |
|----------------|--|--------------|--------------------------|--|
| Hadleigh Road | Propose speed reduction measures. | Members | NA. | <p>Following a number of collisions, speed reducing measures have been requested.</p> <p>Recommend to advertise proposals to assess local views.</p> |
| Rampart Street | Reduce yellow lines to create additional parking | Members | NA | <p>As a one-way street, the road layout was configured for a left and right turn lane featuring double yellow lines to allow for traffic to wait at the junction. The left turn lane is no longer in place and the lines can be reduced to provide additional pay and display parking.</p> <p>Recommend to advertise proposals.</p> |

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Southend-on-Sea Borough Council

Agenda
Item No.

9

Report of Deputy Chief Executive (Place)

to

**Traffic Regulations Working Party
and Cabinet Committee**

on

7th January 2018

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

Requests for Waiting Restrictions On-Street Electric Charging Bays in Residential Streets

**Cabinet Member: Councillor Moring
Place Scrutiny Committee
Part 1 Public Agenda Item**

1. Purpose of Report

- 1.1 For the Traffic Regulations Working Party and the Cabinet Committee to authorise the advertisement of Experimental Traffic Regulation Orders in accordance with the statutory processes.

2. Recommendation

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

- a) **Consider the requests to advertise Experimental Traffic Regulation Orders to provide electric vehicle charging bays in various locations within the borough.**
- b) **Note that all unresolved comments will be referred to the Traffic Regulations Working Party for consideration after six months of being implemented.**

3. Background

- 3.1 Ownership and use of electric vehicles is increasing in the borough, however, in order to charge an electric vehicle, off street parking provision is essential.
- 3.2 The Highways Act 1980 prohibits the placing of any wires over the Highway without authority therefore, any residents without off-street parking provision are unable to use electric vehicles as charging them would require the use of a cable from their property to the kerbside.
- 3.3 In order to enable residents to consider electric vehicles, charging points on lamp columns adjacent to the kerbside are required and we have the exciting opportunity to install a number of charging points on lamp columns funded by the Office for Low Emission Vehicles.

- 3.4 Residents wishing to use the charging points will be required to register with the scheme and receive their charging cable. The resident then pays for the electricity used to charge their vehicle. The council is not required to fund any costs relating to the project and will not receive any income from charging.
- 3.5 In order to enable access to the charging points by electric vehicles only, a Traffic Regulation Order is required. It is recommended that this project is initially completed using an Experimental Traffic Regulation Order.
- 3.4 Experimental Traffic Regulation Orders allow a reduced consultation process enabling implementation and any required changes to be made quickly and efficiently. An Order is made and comes into effect after 7 days. During the following six month period, any comments are collated, changes can be made and after six months, any outstanding comments are considered by this Committee. The Committee can decide at this point to confirm the Order, make any amendments or continue with the Order for a further 12 months.
- 3.5 Colleagues are currently compiling locational information from electric vehicle owners and those wishing to use electric vehicles. Suitable locations will be assessed to ensure the provision of a bay will not impact on safety or traffic flows and where suitable, a bay will be provided using an Experimental Traffic Regulation Order.

4. Other Options

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

5. Reasons for Recommendations

- 5.1 To allow for increased ownership and usage of electric vehicles.

6. Corporate Implications

6.1 Contribution to Council's Vision & Corporate Priorities

- 6.1.1 Increased use of electric vehicles reduces emission within the borough and reduces the impact on the environment.

6.2 Financial Implications

- 6.2.1 The project is funded by a grant from the Office for Low Emission Vehicles.

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 Each location will be assessed for suitability and progressed where appropriate using existing resources.

6.5 *Property Implications*

6.5.1 None

6.6 *Consultation*

6.6.1 Formal consultation will be undertaken in accordance with the statutory requirements.

6.7 *Equalities and Diversity Implications*

6.7.1 Any use of the highway is assessed considering the impact in all road users.

6.8 *Risk Assessment*

6.8.1 each site will be assess for suitability considering safety and traffic flows.

6.9 *Value for Money*

6.9.1 All works 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 Increasing the potential for electric vehicle usage will impact positively on the environment.

7. **Background papers**

None

8. **Appendices**

None

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