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SOUTHEND-ON-SEA BOROUGH COUNCIL

Traffic Regulations Working Party

Date: Monday, 27th July, 2020

Time: 6.30 pm

Place: Virtual Meeting via MS Teams

Contact: Tim Row - Principal Democratic Services Officer

Email: committeesection@southend.gov.uk

A G E N D A

- 1 Apologies for Absence**
- 2 Declarations of Interest**
- 3 Minutes of the Meeting held on Monday 24th February 2020 (Pages 1 - 4)**
- 4 Traffic Regulation Orders - Objections**
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- 5 Traffic Regulation Orders (Waiting Restrictions) - Thames Close**
Report of Executive Director (Neighbourhoods and Environment) to follow
- 6 Traffic Regulation Orders (Junction Protection) - Various Locations**
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Report of Executive Director (Neighbourhoods and Environment)
- 7 Bell Junction Improvement Scheme Experimental Traffic Regulation Order (Pages 11 - 14)**
Report of Executive Director (Neighbourhoods and Environment)

TO: The Chair & Members of the Traffic Regulations Working Party:

Councillor R Woodley (Chair),

Councillors K Robinson (Vice-Chair), K Buck, P Collins, D Cowan, T Cox, D Garston,
D Jarvis, A Moring, C Nevin, M Terry and S Wakefield

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Public Document Pack
SOUTHEND-ON-SEA BOROUGH COUNCIL

Meeting of Traffic Regulations Working Party

Date: Monday, 24th February, 2020
Place: Committee Room 1 - Civic Suite

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Present: Councillor R Woodley (Chair)
Councillors K Robinson (Vice-Chair), K Buck, P Collins, D Cowan,
T Cox, D Jarvis, H McDonald, A Moring, M Terry and S Wakefield

In Attendance: Councillors K Evans, N Folkard, S Habermel, D McGlone, K Mitchell
and M Stafford
L Reed, S Harrington and T Row

Start/End Time: 6.30 pm - 8.50 pm

1 Apologies for Absence

Apologies for absence were received from Councillor Nelson (no substitute).

2 Declarations of Interest

The following interests were declared at the meeting:

(a) Councillor Cowan – Agenda Item No. 8 (St Laurence Area Parking Consultation) – Non-pecuniary interest: Undertook the survey referred to in the report;

(b) Councillor Terry – Agenda Item No. 6 (Petition - Eastern Esplanade - Request for provision of pedestrian crossings and extension of average speed monitoring scheme and installation of additional speed monitoring cameras) – Non-pecuniary interest: Lives in Eastern Esplanade; and

(c) Councillor Woodley – Agenda Item No. 8 8 (St Laurence Area Parking Consultation) – Non-pecuniary interest: Daughter is a pilot for EasyJet based at the airport).

3 Minutes of the meeting held on Monday, 6th January 2020

Resolved:

That the Minutes of the meeting held on Monday 6th January, 2020 be received and confirmed as a correct record.

4 Minutes of the meeting held on 14th January 2020

Resolved:

That the Minutes of the meeting held on Tuesday 14th January, 2020 be received and confirmed as a correct record.

5 Traffic Regulation Orders Objections

The Working Party received a report of the Executive Director (Neighbourhoods and Environment) that presented the representations that had been received in response to the statutory consultation for a traffic regulation orders in respect of the following:

- (i) the introduction of no waiting between 1.00 p.m. to 3.00 p.m. Mondays to Fridays in Crosby Road, Leigh on Sea; and
- (ii) the introduction of traffic calming measures in Thorpe Bay Gardens in the form of speed humps between its junction with St Augustine's Avenue and the hammer head at its eastern extremity.

The report also sought an appropriate recommendation to the Cabinet Committee on the way forward in respect of these proposals, following consideration of all the representations that had been received in writing and at the meeting. Details of the proposals were displayed at the meeting.

With reference to the introduction of waiting restrictions in Crosby Road, the Working Party expressed concerns at the proposed timing of the restrictions, the reasons for implementing the restrictions and the possible implications should they be implemented as advertised.

Resolved:-

That Cabinet Committee be recommended:

1. That, subject to the exclusion of the proposals for Crosby Road, 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.12) Order 2019 be confirmed as advertised.
2. That the Executive Director (Neighbourhoods and Environment) be authorised to undertake the necessary steps to introduce an Experimental Traffic Regulation Order, under Sections 9 and 10 of the Road Traffic Regulation Act 1984, to introduce appropriate waiting restrictions in Crosby Road, Leigh-on-Sea and that the Executive Director (Neighbourhoods and Environment) be appointed as the specified officer of the authority who making the order, or to authorise any other appropriate officer, to modify or suspend the operation of the order or any provision of it if it as may be required, in accordance with the Act.
3. That, in accordance with Section 90 A-F of the Highways Act 1980, the Executive Director (Neighbourhoods and Environment) be authorised to arrange the construction of road humps, which will take the form of round top speed humps across the width of carriageway, in Thorpe Bay Gardens, Southend-on-Sea at the locations and in accordance with the dimensions set out in the Schedule published in the Statutory Notice.

6 Petition - Eastern Esplanade - Request for provision of pedestrian crossings and extension of average speed monitoring scheme and installation of additional speed monitoring cameras

Pursuant to Minute 442 of the meeting of Council held on 24th October 2019, the Working Party received a report of the Executive Director (Neighbourhoods and Environment) concerning the petition that had been submitted by Councillor Woodley on behalf of local residents requesting the introduction of more formal pedestrian crossings and the extension of the average speed monitoring scheme, with the installation of additional speed monitoring cameras, on Eastern Esplanade.

The Working Party noted that the petition sought additional pedestrian crossings in Eastern Esplanade. There were, however, other locations along the whole of the B1016, which included Eastern Esplanade, Thorpe Esplanade and Shoebury Common Road that could benefit from additional formalised pedestrian crossings.

Resolved:-

That Cabinet Committee be recommended:-

1. That the petitioner be thanked for taking the time to compile the petition.
2. That the request relating to the extension of the average speed monitoring scheme, with the installation of additional speed monitoring cameras, on Eastern Esplanade, be referred to the Essex Safety Camera Partnership for consideration.
3. That officers be requested to review the pedestrian crossing facilities on the B1016 and identify appropriate locations for the introduction of appropriate formalised pedestrian crossings, whether signal controlled or otherwise, for consideration by the Traffic Regulations Working Party and Cabinet Committee.

7 Milton Road Area Residents Parking Consultation

The Working Party received a report of the Executive Director (Neighbourhoods and Environment) that presented the results of a parking consultation that had been carried out in the roads situated in an area bounded by Park Road in the east, Hamlet Court Road in the west, A13 in the north and the C2C railway line to the south.

Resolved:-

That Cabinet Committee be recommended:

1. That the matter be considered as a priority as part of the development of the Parking Strategy currently being developed.
2. That consideration of any further requests/petitions for parking schemes referred to the Traffic Regulations Working Party and Cabinet Committee be deferred pending the outcome of the Parking Review.

8 St Laurence Area Parking Consultation

The Working Party received a report of the Executive Director (Neighbourhoods and Environment) that presented the results of a parking consultation carried out by a Ward Councillor in roads situated to the south of the London Southend Airport.

The Working Party acknowledged the sterling work that had been undertaken by the Ward Councillor but felt that further consideration should be given to the parking situation in the wider area around the airport.

Resolved:-

That Cabinet Committee be recommended:

1. That the Ward Councillor be thanked for taking the time to undertake the survey.
2. That the matter be considered as a priority as part of the development of the Parking Strategy currently being developed.

Chair: _____

Southend-on-Sea Borough Council

Agenda
Item No.

6

Report of Executive Director
(Neighbourhoods & Environment)

to

**Traffic Regulation Working Party
and Cabinet Committee**

on

27th July 2020

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

**Traffic Regulation Orders (Junction Protection)
(For Information Only)**

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

1. Purpose of Report

- 1.1 To inform the Traffic Regulation Working Party and the Cabinet Committee of the commencement of consultation and implementation of the Traffic Regulation Orders in respect of various Junction Protection Schemes across the Borough.
- 1.2 The Junction Protection Scheme is a 2 year capital funded scheme. This report is the first of a number of reports that will be presented in 2020/21 and 2021/22

2. Recommendation

- 2.1 For Information Purposes only.

3. Background

- 3.1 The Cabinet Committee agreed to implement Junction Protection schemes Boroughwide as part of the Capital Programme.
- 3.2 The junction locations referred to in the attached appendix 1 were the subject of requests received from Councillors and members of the public. All of the proposed locations have been surveyed by officers and meet the current criteria for the implementation of the no waiting at any time restriction to provide the appropriate junction protection at these sites. All other junctions without protection will be the subject of a Borough wide survey for implementation of no waiting at any time restrictions later in 2020.

4. Reasons for Implementation of Junction Protection

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

5. Corporate Implications

5.1 Contribution to the Southend 2050 Road Map.

- 5.1.1 Ensuring parking and traffic is managed while maintaining adequate access for emergency vehicles, general traffic flow and improved sightlines at junctions. 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 implementation of the Order in **Appendix 1**, if approved, will be met from the capital funding that has been agreed for this project.

5.3 Legal Implications

- 5.3.1 The statutory consultative process for Traffic Regulation Orders will be followed. Any objections received will be responded to by the service area.

5.4 People Implications

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

5.5 Property Implications

- 5.5.1 None

5.6 Equalities and Diversity Implications

- 5.6.1 Any implications have be taken into account in designing the schemes.

5.8 Risk Assessment

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

5.9 Value for Money

- 5.9.1 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 is likely to lead to improved community safety.

5.11 Environmental Impact

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

6. Background Papers

- 6.1 None

7. Appendices

- 7.1 **Appendix 1** – The draft Traffic Regulation Order advertisement.

8 Additional Information

The introduction of the restriction in Thorpe Hall Avenue referred to in Appendix 1 is to extend the existing restriction in place at that location.

APPENDIX 1

To introduce No Waiting / No loading at Any Time on the following lengths of Road

| File No. | Road | Side of Road | Proposed Description |
|----------|--|--------------|---|
| 272 | Thorpe Hall Avenue | East | From its junction with the roundabout at Acacia Drive northwards for approx.. 30m |
| 199 | Constable Way | North-East | From its junction with Raphael Drive north-westwards for a distance of 15m |
| | Constable Way | South-West | From its junction with Turner Close south-eastwards for a distance of 20m |
| 221 | Elm Road | South | From its junction with Wakering Avenue eastwards for a distance of 20m |
| 222 | Eastern Avenue Service Road (Royston Avenue) | North-East | From its junction with Eastern Avenue north-westwards for approx.12m |
| | Eastern Avenue Service Road (Royston Avenue) | North-East | From its junction with Eastern Avenue south-eastwards for approx.12m |
| | Eastern Avenue Service Road (Royston Avenue) | South-West | From its junction with Royston Avenue south-eastwards for approx.40m |
| 186 | Cromwell Road | North | From its junction with the access road to The Brambles eastwards for approx.12m |
| | Cromwell Road | North | From its junction with the access road to The Brambles westwards for approx.12m |
| | The Access Road to The Brambles | Both | From its junction with Cromwell Road northwards for a distance of 8m |
| 224 | Hermitage Road | Both | From its junction with Cossington Road eastwards for a distance of 10m |
| 198 | Grosvenor Road | West | From its junction with Whitefriars Crescent southwards for approx.16m |
| | Grosvenor Road | West | From its junction with Whitefriars Crescent northwards for a distance of 13m |
| | Whitefriars Crescent | Both | From its junction with Grosvenor Road westwards for a distance of 13m |
| 233 | Cavendish Gardens | South | From its junction with Holyrood Drive westwards for a distance of 12m |
| | Cavendish Gardens | South | From its junction with Holyrood Drive eastwards for a distance of 12m |
| | Holyrood Drive | Both | From its junction with Cavendish Gardens southwards for a distance of 8.5m |
| 280 | Eastwood Road North | South-East | From its junction with Highbank Close south-westwards for a distance of 16m |
| | Eastwood Road North | South-East | From its junction with Highbank Close north-eastwards for a distance of 15m |
| | Highbank Close | Both | From its junction with Eastwood Road North south-eastwards for a distance of 10m |
| 151 | Green Lane | South | From its junction with Parkway Close westwards for a distance of 12m |
| | Green Lane | South | From its junction with Parkway Close eastwards for a distance of 12m |
| | Parkway Close | Both | From its junction with Green Lane southwards for a distance of 10m |
| 151 | Green Lane | North-East | From its junction with Roach Vale north-westwards for a distance of 13m |
| | Green Lane | North-East | From its junction with Roach Vale south-eastwards for a distance of 12m |
| | Roach Vale | Both | From its junction with Green Lane north-eastwards for a distance of 10m |
| 151 | Green Lane | South-West | From its junction with Byfield north-westwards for a distance of 10m |
| | Green Lane | South-West | From its junction with Byfield south-eastwards for a distance of 12m |
| | Byfield | Both | From its junction with Green Lane southwards for a distance of 12m |
| 151 | Green Lane | South | From its junction with Wren Avenue eastwards for a distance of 13m |
| | Green Lane | South | From its junction with Wren Avenue westwards for a distance of 12m |
| | Wren Avenue | Both | From its junction with Green Lane southwards for a distance of 10m |
| 274 | Green Lane | South | From its junction with Nobles Green Road westwards for a distance of 15m |
| | Green Lane | South | From its junction with Nobles Green Road eastwards for a distance of 12m |
| | Nobles Green Road | East | From its junction with Green Lane southwards for a distance of 29m |
| | Nobles Green Road | West | From its junction with Green Lane southwards for a distance of 20m |
| 274 | Green Lane | South | From its junction with Dandies Drive eastwards for a distance of 12m |
| | Green Lane | South | From its junction with Dandies Drive westwards for a distance of 12m |
| | Dandies Drive | Both | From its junction with Green Lane southwards for a distance of 12m |
| 180 | Hudson Road | North | From its junction with Lambeth Road westwards for a distance of 12.5m |

| | | | |
|-----|---------------------|------------|---|
| | Hudson Crescent | North | From its junction with Lambeth Road eastwards for a distance of 12m |
| | Lambeth Road | Both | From its junction with Hudson Road northwards for a distance of 12m |
| 181 | Hudson Road | South | From its junction with Pinewood Avenue eastwards for a distance of 13m |
| | Hudson Road | South | From its junction with Pinewood Avenue westwards for a distance of 12m |
| | Pinewood Avenue | Both | From its junction with Hudson Road southwards for a distance of 10m |
| 182 | Eastwood Rise | North-West | From its junction with Springwater Road south-westwards for a distance of 15m |
| | Eastwood Rise | North-West | From its junction with Springwater Road north-eastwards for a distance of 12m |
| | Eastwood Rise | South-East | From its junction with Springwater Road north-eastwards for a distance of 15m |
| | Eastwood Rise | South-East | From its junction with Springwater Road south-westwards for a distance of 12m |
| | Springwater Road | Both | From its junction with Eastwood Rise south-eastwards for a distance of 12m |
| | Springwater Road | Both | From its junction with Eastwood Rise north-westwards for a distance of 12m |
| 104 | Oaken Grange Drive | Both | From its junction with Alton Gardens westwards for a distance of 12m |
| | Oaken Grange Drive | Both | From its junction with Alton Gardens eastwards for a distance of 12m |
| | Alton Gardens | Both | From its junction with Oaken Grange Drive northwards for a distance of 12m |
| | Hampton Gardens | Both | From its junction with Oaken Grange Drive southwards for a distance of 12m |
| 251 | Canewdon Road | South | From its junction with Retreat Road westwards for a distance of 12m |
| | Canewdon Road | South | From its junction with Retreat Road eastwards for a distance of 15m |
| | Retreat Road | Both | From its junction with Canewdon Road southwards for a distance of 10m |
| 271 | Eastwood Road North | North-East | From its junction with Chalfont Close south-westwards for a distance of 16m |
| | Eastwood Road North | North-West | From its junction with Chalfont Close north-eastwards for a distance of 17.5m |
| | Chalfont Close | Both | From its junction with Eastwood Road North northwards for a distance of 10m |

To introduce No Waiting Mon-Fri 2pm-3pm on the following lengths of Road

| File No. | Road | Side of Road | Proposed Description |
|----------|--------------------|--------------|---|
| 272 | Thorpe Hall Avenue | East | From approx. 15m south of its junction with Barnstaple Road southwards to a point approximately 30m north of its junction with the roundabout at Acacia Drive |

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Southend-on-Sea Borough Council

Agenda
Item No.

7

Report of Executive Director
(Neighbourhoods & Environment)

to

Traffic Regulation Working Party
and Cabinet Committee

on

27th July 2020

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

Bell Junction Improvement Scheme Experimental Traffic Regulation Orders (For Information Only)

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

1. Purpose of Report

- 1.1 To inform the Traffic Regulation Working Party and the Cabinet Committee of the review and objections received in respect of two Experimental Traffic Orders on the diversion route for the Bell Junction Improvement Scheme and how these will be addressed.

2. Recommendation

- 2.1 For Information Purposes only.

3. Background

- 3.1 The Experimental Traffic Regulation Orders were implemented in Rochford Road and Eastwoodbury Lane to reduce congestion on the diversion route for the Bell Junction Improvement Scheme. Objections have been received as follows:

Rochford Road

Experimental Traffic Order was introduced in Rochford Road as part of the diversion route for the scheme. The restrictions were No Waiting at Any Time for 62m on the southbound carriageway on Rochford Road. The lines were provided to deter parking on Rochford Road from the pedestrian crossing to the new flats adjacent to no 148. This was to minimise congestion at the northbound bus stop and provide clear sightlines for exiting the access road from the new flats. Whilst an experimental order can be implemented without the need for a formal consultation process, officers are mindful to consider comments and objections received to the scheme. Five objections have been received. A summary of these is as follows:

- The reduction in available parking has caused inconvenience to local residents
- Two Blue Badge holders are now only able to park for three hours on the restriction.
- Traffic speeds have now increased due to the lack of parked cars on one side of the road.

Having taken into account the above comments and from officers own observations, the length of the restriction is to be reduced to 10 metres either side of the bell mouth of the access road to the new flats.

Eastwoodbury Lane

Eastwoodbury Lane is part of the diversion route for the Bell junction improvement scheme. The existing no waiting at any time restriction was extended by 112m to deter parking on Eastwoodbury Lane and Eastwoodbury Crescent. Requests had also been received from the Arriva Bus Company to introduce restrictions at the junction with Eastwoodbury Lane and Crescent to improve access.

One resident has objected to the scheme. The summary of the objections are as follow:

- The value of his property will decrease as there is now no on-street parking outside his property
- There is more demand for parking as a neighbouring property has multiple occupants
- There had been no prior notification of the restrictions.

Officers have reviewed these new restrictions which are working well following the increase in traffic and better access for buses. No amendments to the scheme are proposed throughout the duration of the Bell junction improvement scheme but a further review will be carried out once the scheme is completed.

Reasons for Implementation of the Experimental Traffic Orders

4.1 To reduce congestion and improve safety on the diversion route implemented for the major works on the Bell Junction.

5. Corporate Implications

5.1 Contribution to the Southend 2050 Road Map.

5.1.1 Ensuring parking and traffic is managed while maintaining adequate access for emergency vehicles, general traffic flow and improved sightlines at along the diversion routes. 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 implementation of these Orders will be met from the capital funding that has been agreed for this project.

5.3 Legal Implications

- 5.3.1 The statutory process for Experimental Traffic Regulation Orders has been followed. Any objections received will be responded to by the service area.

5.4 People Implications

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

5.5 Property Implications

- 5.5.1 None

5.6 Equalities and Diversity Implications

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

5.8 Risk Assessment

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

5.9 Value for Money

- 5.9.1 Works associated with this scheme 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 Experimental Traffic Regulation Orders in these Roads will likely to lead to improved community safety.

5.11 Environmental Impact

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

6. Background Papers

- 6.1 None

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