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## **Cabinet Committee**

Date: Monday, 20th February, 2023 Time: 6.30 pm Place: Committee Room 1 - Civic Suite

#### Contact: Tim Row - Principal Democratic Services Officer Email: committeesection@southend.gov.uk

## AGENDA

- 1 Apologies for Absence
- 2 Declarations of Interest
- 3 Minutes of the meeting held on Monday , 7th November 2022 (Pages 3 6)
- 4 Minutes of the special meeting held on Wednesday, 21st December, 2022 (Pages 7 - 8)
- **5** Traffic Regulation Orders Junction Protection (Pages 9 14)
- 6 School Streets (West Leigh School Ronald Hill Grove) (Pages 15 20)
- 7 Review of Minimum Vehicle Hard-standing Sizes as part of the Vehicle Crossover (PVX) Policy (Pages 21 - 32)
- 8 **Prittle Brook Greenway TRO (Traffic Regulation Order)** (Pages 33 40)
- **9** London Road (Queensway to High Street) Parking (Pages 41 50)

#### **TO: The Chair & Members of Cabinet Committee:**

Cllr S Wakefield (Chair), Cllr P Collins (Vice-Chair) and Cllr K Mitchell

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# Public Document Pack

## SOUTHEND-ON-SEA CITY COUNCIL

#### Meeting of Cabinet Committee

#### Date: Monday, 7th November, 2022 Place: Committee Room 1 - Civic Suite

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- Present:Councillor S Wakefield (Chair)<br/>Councillors P Collins (Vice-Chair) and K Mitchell
- In Attendance: Councillors K Buck, D Cowan, T Cox, A Dear, L Hyde, J Moyies, D Nelson, M Sadza and R Woodley J Burr, L Delahunty and T Row
- Start/End Time: 6.30 pm 9.00 pm

#### 441 Apologies for Absence

There were no apologies for absence.

#### 442 Declarations of Interest

The following interests were declared at the meeting:-

(i) Councillor Cox – Minute No. 445 (Annual Parking & Enforcement Report 2021/22) – Daughter attends Richmond Primary School which was mentioned in the report;

(ii) Councillor Nelson – Minute No. 445 (Annual Parking & Enforcement Report 2021/22) – Family are members of the Thorpe Bay Tennis Club in Thorpe Bay Gardens; and

(iii) Councillor Wakefield – Minute No. 445 (Annual Parking & Enforcement Report 2021/22) – Some customers of his business are from Thorpe Bay Gardens.

#### 443 Minutes of the Meeting held on Tuesday, 4th January, 2022

Resolved:-

That the Minutes of the Meeting held on Tuesday, 4<sup>th</sup> January 2022 be received, confirmed as a correct record and signed.

#### 444 Thorpe Bay Gardens - Evaluation of Evidence

Further to Minute 653 of its meeting on 4 January 2022, the Committee received a report of the Executive Director (Neighbourhoods & Environment) that provided an evaluation of all the evidence of alleged anti-social behaviour on Thorpe Bay Gardens provided by residents, the Police and the Council's Community Safety team since the introduction of a Public Spaces Protection Order (PSPO) in 2019.

The report also provided a review of the covenant relating to the land bounded by the public highways (but not including the said public highway) of Thorpe Bay Esplanade and Thorpe Bay Gardens.

Having considered the views of the Traffic Regulations Working Party, it was:

Resolved:-

1. That the proposed traffic regulation order to amend the restrictions in Thorpe Bay Gardens not be progressed on the basis that there is no justification under the Road Traffic Regulation Act 1984 to advertise and implement the proposals and is likely to be unlawful to do so.

2. That on the grounds that the reason for seeking the traffic regulation order was to address anti-social behaviour, the matter be referred to the Council's Public Protection Working Party for consideration with a recommendation that the existing Public Spaces Protection Order (Southend Town Centre, Seafront and Adjoining Areas) No. 1 of 2019 be amended to include the specific prohibition of driving and parking on the green spaces within the designated area or that a new Public Spaces Protection Order be introduced to prohibit this.

Note: This is an Executive function Eligible for call in to: Place Scrutiny Committee Cabinet Member: Councillor Wakefield

#### 445 Annual Parking & Enforcement Report 2021/22

The Committee received a report of the Executive Director (Neighbourhoods and Environment) that provided an overview of the annual parking report and performance for 2021/22 which must be published publicly in accordance with the requirements of the Traffic Management Act 2004 (TMA).

Having considered the views or the Traffic Regulations Working Party it was:-

Resolved:-

That the report be noted.

Note: This is an Executive function **Called-in to: Place Scrutiny Committee** Cabinet Member: Councillor Wakefield

#### 446 Highways Update Report

The Committee received a report of the Executive Director (Neighbourhoods and Environment) that provided an annual update on the implementation of the highway asset management approach to managing the City's highway infrastructure.

Having considered the views of the Traffic Regulations Working Party it was:-

Resolved:-

That the report be noted.

Note: This is an Executive function. **Called-in to: Place Scrutiny Committee** Cabinet Member: Councillor Wakefield

## 447 Traffic (Civil Engineering) Update Report

This item was deferred until the next meeting.

Chair:

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#### SOUTHEND-ON-SEA CITY COUNCIL

#### Meeting of Cabinet Committee

#### Date: Wednesday, 21st December, 2022 Place: Committee Room 1 - Civic Suite

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- Present: Councillor S Wakefield (Chair) Councillors P Collins (Vice-Chair)
- In Attendance: Councillors B Beggs, K Buck, D Cowan, K Evans, L Hyde, J Moyies, D Nelson, M Sadza, C Walker and R Woodley J Burr, S Harrington, N Hoskins and T Row

Start/End Time: 6.30 pm - 8.00 pm

#### 591 Apologies for Absence

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

#### 592 Declarations of Interest

The following interests were declared at the meeting:

(i) Councillor Hyde – Agenda Item No. 3 (Thorpe 20mph Neighbourhood) – Runs a youth group in the Burges Estate;

(ii) Councillor Moyies – Agenda Item No. 3 (Thorpe 20mph Neighbourhood) – has many friends living in the Burges Estate;

(iii) Councillor Nelson – Agenda Item No. 3 (Thorpe 20mph Neighbourhood) – Family members live in the Burges Estate;

(iv) Councillor Sadza – Agenda Item No. 3 (Thorpe 20mph Neighbourhood) – A friend and member of the Labour Party lives in the Burges Estate; and

(v) Councillor Woodley – Agenda Item No. 3 (Thorpe 20mph Neighbourhood) – Lives in the Ward.

#### 593 Thorpe 20mph Neighbourhood

Pursuant to Minute No. 664 of the meeting of Place Scrutiny Committee held on 7<sup>th</sup> February 2022, the Committee received a report of the Executive Director (Neighbourhoods and Environment) that presented the results of the public consultation in respect of 20mph scheme proposals in Thorpe Ward.

Having considered the views of the Traffic Regulation Working Party it was:-

Resolved:-

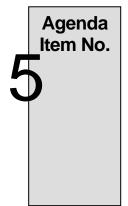
That neither Option A or B as set out in the public consultation be taken forward for construction at this time.

Note: This is an Executive function Cabinet Member: Cllr Wakefield. **\*Called-in to Place Scrutiny Committee** 

Chair:

# Southend-on-Sea City Council

Report of Executive Director (Neighbourhoods & Environment) to Traffic Regulations Working Party and Cabinet Committee on



## 20th February 2023

Report prepared by:

Rachel Murphy Traffic Regulations Co-Ordinator

#### **Traffic Regulation Orders (Junction Protection)**

Cabinet Member: Steven Wakefield – Cabinet Member for Highways, Transport & Parking Public Agenda Item

#### 1. Purpose of Report

1.1 To inform the Traffic Regulations Working Party and the Cabinet Committee of the commencement of consultation and implementation of the Traffic Regulation Orders in respect of one junction – Blatches Chase / Whitehouse Road – which is to be included in the Junction Protection Project schemes across the City. However, this particular junction is across the boundary of two wards, Eastwood Park ward and St Laurence ward and therefore requiring TRWP agreement.

#### 2. Recommendation

- 2.1 Approve the advertising of draft traffic regulation orders for the proposed junction protection measure set out in this report; and,
- 2.2 Where there are no objections make the appropriate traffic regulation order and implement the restrictions on site through delegated authority to the Head of Service.

#### 3. Background

3.1 The Traffic Regulations Working Party and Cabinet Committee at its September 2021 meeting considered a report setting out the response to public consultation on proposals for the introduction of city-wide no waiting and no loading at any time junction protection safety measures (Report No.4).

- 3.2 The Cabinet Committee agreed the extent of the junction protection measures to be implemented at each location would be discussed and agreed with the relevant Ward Members based on the default length of the restrictions is a maximum length of 10 metres.
- 3.1 The Cabinet Committee agreed to delegate to the Executive Director (Neighbourhoods and Environment) in consultation with the Cabinet Member for Highways, Transport and Parking for the final confirmation of the traffic order for the measures.

#### 4. Reasons for Implementation of Junction Protection

4.1 Junction protection measures are proposed to reinforce the Highway Code (rule 243) that vehicles should not park within 10m (32 feet) of a junction, for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, and for facilitating the passage on the road or any other road of any class of traffic including pedestrians being seen and wishing to cross the road at the 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 and general traffic flow and improved sightlines at the various junctions is consistent with the Council's vision and corporate priorities of safety, prosperity, and health.

#### 5.2 Financial Implications

5.2.1 Costs for the advertising of the Orders and implementation of the measures will be met from the capital funding which was agreed for the junction protection 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. Members will be included in the circulation of the notice and any comments received will be considered in the consultation process.

#### 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 the 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 proposals, 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 notice for the Traffic Regulation Order advertisement.

**Appendix 1:** The draft notice for the Traffic Regulation Order advertisement.

#### CITY OF SOUTHEND-ON-SEA THE SOUTHEND-ON-SEA CITY COUNCIL (WAITING, LOADING, STOPPING AND PARKING PLACES) (CONSOLIDATION) ORDER 2023

#### PTO1059 – Blatches Chase / Whitehouse Road junction protection

- 1. NOTICE IS HEREBY GIVEN that Southend-on-Sea City Council proposes to make the amendments to the above Order under the Road Traffic Regulation Act 1984 as amended.
- 2. The general effect of the Orders will be:

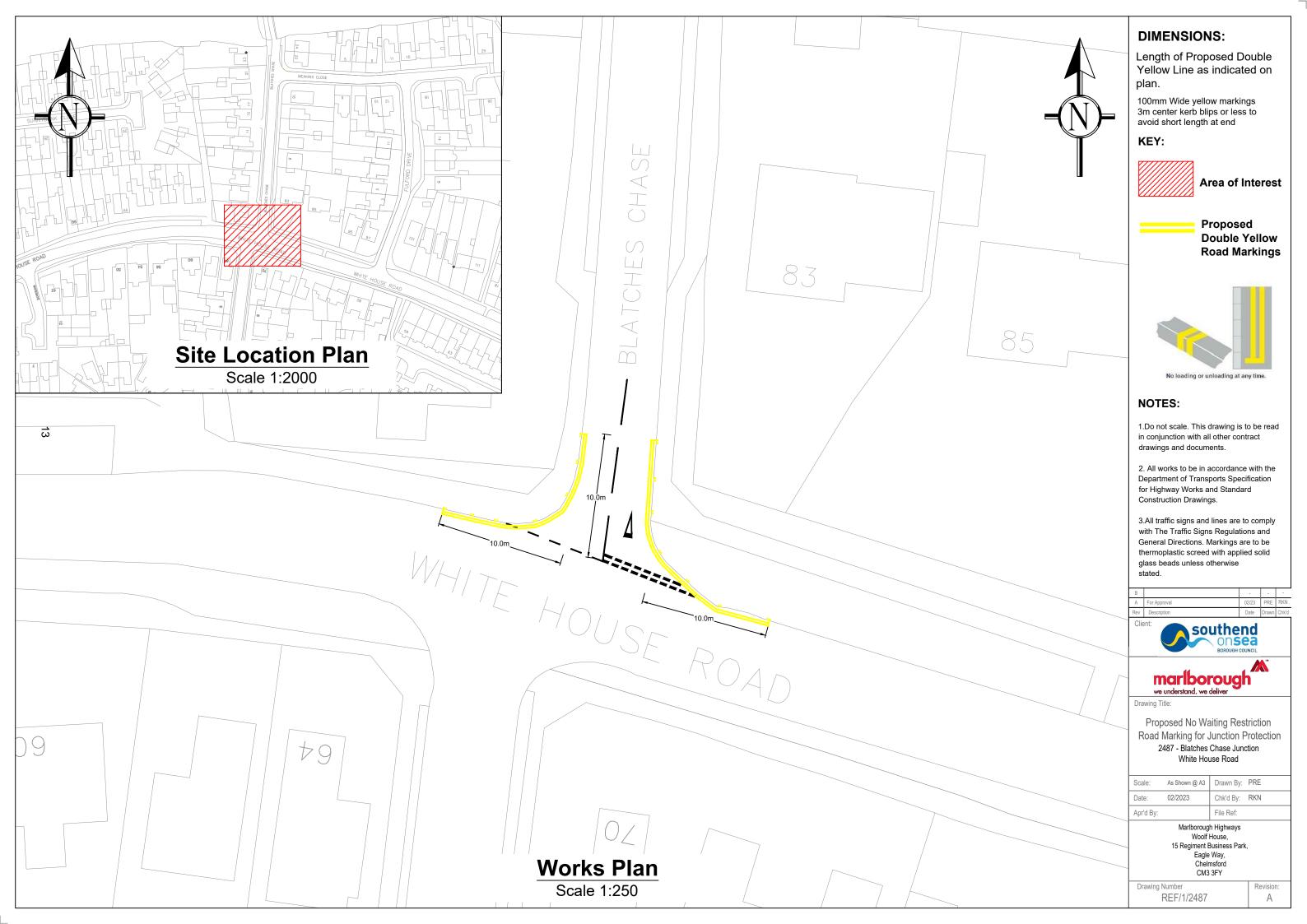
**To introduce** junction protection; no waiting at any time (double yellow lines) **AND** no loading or unloading at any time (double yellow kerb blips) for approximately 10 metres at each of the locations in below:

- a) Blatches Chase with White House Road
- 3. Copies of the draft Order, plan and Statement of Reasons may be viewed at the Civic Centre (address below) during normal office hours, the documents can also be viewed online at: <u>https://www.southend.gov.uk/tro</u> or <u>http://www.southendtraffweb.co.uk/consult/main.html</u> from the date of this notice.
- 4. Comments on the proposals together with the reasons for which they are made must be in writing to the Business Change and Development Team at the address below or by email to traffweb@southend.gov.uk by no later than (date to be agreed).
- 5. All written representations received concerning Traffic Regulation Orders are public documents that may be inspected by any person on demand.

Dated: (Dates to be agreed)

Sharon Harrington Head of Traffic Management & Highways Network

Civic Centre, Victoria Avenue, Southend-on-Sea, Essex SS2 6ER



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# Southend-on-Sea City Council

Report of Executive Director (Neighbourhoods and Environment)

То

## Traffic Regulation Working Party & Cabinet Committee

On

Monday 20th February 2023

Report prepared by: Andrew Gibbons, Engineer - Civil Engineering

#### West Leigh 'School Street' – Ronald Hill Grove

#### Cabinet Member: Councillor Steven Wakefield – Cabinet Member for Highways, Transport & Parking (Public Agenda Item)

#### 1. Purpose of Report

- 1.1 To inform the Traffic Regulation Working Party and Cabinet Committee of the commencement of the statutory consultation of the Traffic Regulation Order in respect of Ronald Hill Grove (West Leigh School Street) and implementation of the scheme should the Traffic Regulation Order be made.
- 1.2 The scheme is capital funded by Active Travel Tranche 2 which was resolved at Cabinet on 13th January 2022 and Place Scrutiny on the 7th February 2022.

#### 2. Recommendations

#### 2.1 That the report be noted

#### 3. Background

- 3.1 A 'School Street' is a scheme which restricts access of motorised traffic to the roads outside schools, during school drop-off and pick-up times during term time only with the aim of creating a safer and less congested street around the school to encourage alternative and greener modes of transport, such as cycling and walking, and improving air quality in and around our local schools.
- 3.2 The first tranche of funding was announced by the Secretary of State for Transport in May 2020 as part of the work to combat the COVID-19 pandemic. The initial grant funding supported local transport authorities with producing cycling and walking facilities.
- 3.3 As part of this initiative the school streets pilot schemes were introduced to 4 schools in the City; Greenways, North Street, West Leigh and Bournes Green.

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#### 4. Scheme Details

- 4.1 Following consultation with a number of schools across the City, an experimental scheme was introduced which banned vehicles from using the roads during the schools during drop off and pick up times.
- 4.2 Volunteers were trained by our Traffic Management contractor and barriers were placed in the road to secure the closure which was supported by signage either end of the street in accordance with TSRGD and other design standards.
- 4.3 The experimental scheme lasted 18 months; and this allowed the scheme to be monitored and any comments made and considered during the first 6 months in operation. Although the scheme was very well received, the deadline for transition from experimental order to permanent order was missed and therefore we now plan to advertise a permanent Traffic Regulation Order for West Leigh School Street.
- 4.4 The scheme proposals for West Leigh School Street can be found in Appendix 1.

#### 5. Corporate Implications

5.1 Contribution to the Southend 2050 Road Map

Safe & Well - This scheme contributes to the Council's visions, particularly in terms of moving towards a safer City by improving safety for pedestrians and school children whilst ensuring residents feel safe and secure in their neighbourhoods. This is in line with the Policy 16, taken from the Councils Local Transport Plan, which highlights the need to "carry out a programme of measures designed to improve road safety and to promote road safety for all road users."

Active & Involved – By improving safety, the ambition of the scheme is to encourage our residents to use active and sustainable transport options. This will be achieved by improving the perceived safety for pedestrians, who would be more inclined to use active travel options if it was their belief that these options were safe enough for use by both adults and children. This is in line with the Councils Green City Action Plan sub-priority 2.4, which highlights the need to enable sustainable transport within the City and the actions that can be taken to achieve this

5.2 Financial Implications

The costs for the advertising of the Orders and implementation of the measures will be met from the capital funding which was agreed for the project.

5.3 Legal Implications

The statutory consultation process for Traffic Regulation Orders will be followed. Any objections received will be responded to by the service area. Ward members will be included in the circulation of the notice and any comments received will be considered in the consultation process.

#### 5.4 People Implications

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

5.5 Property Implications

None

5.6 Consultation

Consultation with all Council Members has taken place to agree the measures. A report on the Active Travel Plan went to Cabinet on 13th January 2022 where it was referred to Place Scrutiny on the 7th February 2022. It was resolved with authority be delegated to the Executive Director (Neighbourhoods and Environment), in consultation with the Cabinet Member for Highways, Transport and Parking.

A residential and stakeholder consultation was carried out on *Your Say Southend* which ran from 12th October to 11th November 2022 for the School Streets at West Leigh and Bournes Green:

- A total of 1,200 people accessed the campaign of that 244 responded online, the rest were informed, but chose not to comment on the survey. The consultation included a survey with questions and a free text box for further comments requesting feedback on certain elements of the whole project. Not every respondent answered all the questions.
- The consultation was promoted across social media and was available on the Councils interactive consultation portal <u>https://yoursay.southend.gov.uk/</u> it was also made available in a hardcopy format if requested. Letters were sent to those properties that fall under the proposed schemes. The results were as follows:
  - The overall consensus from those responding was that they understood and supported what the Council is trying to achieve in considering making permanent the School Street Scheme.
  - Of those responding 81% agree that it has enabled more people to walk and cycle to school in a safer environment, 5% were unsure if it had made a difference.
  - 77% agreed that the School Street scheme has created a healthier environment, only 17% didn't think this was the case.
  - 71% agreed that School Street Scheme has encouraged them to leave the car at home.
  - 86% of the respondents would support the implementation of the School Streets Scheme permanently.

The statutory consultation will be carried out in accordance with primary legislation including advertisement of the proposals in the local press, on-street at each location and letter drops to the adjacent properties. The information will also be accessible on-line via the Councils website and can be inspected at the Civic Centre reception during normal office hours.

#### 5.7 Equalities and Diversity Implications

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

5.8 Risk Assessment

The proposals are designed to improve highway safety with the aim of creating a safer and less congested street around the school to encourage alternative and greener modes of transport such as cycling and walking, and improving air quality in and around our local schools.

5.9 Value for Money

Works associated with the draft scheme 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

The proposals in Appendix 1, if implemented, are likely to lead to improved community safety.

5.11 Environmental Impact

The proposals in Appendix 1, if implemented, are likely to lead to improved air quality.

#### 6. Background Papers

None

#### 7. Appendices

Appendix 1 – Draft West Leigh School Street Proposals



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#### Southend-on-Sea City Council

Agenda Item No.

## Report of Executive Director (Neighbourhoods and Environment)

to

#### Traffic Regulations Working Party & Cabinet Committee

On

**20 February 2023** Report prepared by: Sharon Harrington, Head of Traffic Management & Highways Network

#### Review of minimum vehicle hardstanding sizes as part of the vehicle crossover policy

Relevant Scrutiny Committee(s): Place Scrutiny Cabinet Member: Councillor Steven Wakefield

#### 1. Purpose of Report

- 1.1 Cabinet at its July 2021 meeting agreed a new domestic vehicle crossover policy for Southend (minute No. 226). This was ratified by Council at its September 2021 meeting (minute No. 309). The policy includes a minimum hardstanding size based on the UK minimum parking bay guidance as part of the approval process.
- 1.2 In response to Member queries about the need for removing a minimum parking bay standard, this report sets out some additional background to the rationale for the Highways service stipulating parking bay size requirements as part of the vehicle crossover policy.
- 1.3 This report outlines the potential risks of removing a minimum size.
- 1.4 Officers recommend that for Southend the UK parking bay size is retained as a minimum with the recommendation that the ideal minimum parking bay size is increased in line with the other Essex authorities to 2.9m x 5.5m.

#### 2. Recommendation

2.1 Cabinet are recommended to approve the Officer recommendation to increase the hardstanding size to a preferred 2.9m x 5.5m and a minimum bay size (in exceptional circumstances) of 2.4m x 4.8m to be consistent with the adopted policies for the Essex local authorities.

#### 3. Background

3.1 For around 50 years the UK guidance for an off-street parking bay size has been 2.4m x 4.8m (7'10"x15'8"). This is considered a minimum size needed to enable a normal family size vehicle to park and safely manoeuvre into and out of the parking space and for the driver/passengers to be able to access the vehicle. This remains the industry standard. All local authorities have adopted a minimum off-street parking bay size based on the UK minimum standard.

- 3.2 Over the years, car sizes have been increasing, in part with added safety (side impact bars etc), to a point where a number of popular cars do not comfortably fit in the parking bay. Government ministers are reported to be supportive to an increase in the UK parking bay guidance, but this will take time to implement.
- 3.3 Many local authorities have already reacted to the trend for larger cars and have revised their policies and increased the minimum off-street parking bay size. A review of neighbouring authorities to Southend shows all have adopted larger minimum parking bay sizes. The summary of the research is contained in Appendix A.

#### Legal opinion

3.4 In preparing this report, a legal opinion was obtained relating to the UK parking bay size guidance. The counsel opinion confirmed it is guidance only and not a legal requirement. Local authorities can deviate from the guidance but:-

"in reaching such a decision it would need to demonstrate that the decision made must be fair, just, reasonable and take account all impacts of that decision before implementing it. It must consider all guidance available; it is advisable to consider the actions of authorities on the same/similar topic as to deviate wildly from what other authorities do could amount to unreasonableness".

- 3.3 Officers do not recommend reducing or eliminating the requirement for a minimum parking bay size in Southend for the following reasons:-
  - It ignores national guidance;
  - It ignores the UK trend of increasing car sizes which do not fit within the existing minimum standard bay;
  - It ignores the likelihood that the UK minimum size guidance will be increased by government;
  - It would be inconsistent with the actions of neighbouring authorities;
  - Reputational damage;
  - A risk such a decision would be unreasonable and may lead to a judicial review;
  - It could result in an increase of vehicles overhanging the footway/highway;
  - Vehicles overhanging the footway impede the safe movement of pedestrians, particularly the disabled, wheelchair users and pedestrians pushing buggies. This could result in additional claims against the Council;
  - It would compromise the ability of the Council to carry out enforcement action against overhanging vehicles if its policies were seen to condone such behaviour.

#### Recommendation

3.4 While the Council can ignore national guidance on the minimum UK parking bay size the legal opinion advises that there is a significant reputational and legal risk in doing so. There is no justification for such a decision and it is likely to have a negative impact on pedestrian safety if vehicles overhang the footway. It would also compromise the ability of the local authority to take enforcement action against overhanging vehicles under primary legislation.

3.5 Officers recommend that the UK minimum parking bay size is retained as a minimum in exceptional circumstance and the standard parking bay size is increased to 2.9m x 5.5m to be consistent with the minimum standard adopted for the whole of Essex.

#### 4. Corporate Implications

#### 4.1 Contribution to the Southend 2050 Road Map

The retention of the existing vehicle crossover policy with the adoption of the recommendations in 2.1 is seen as key contributors to the Road Map particularly in the ability to deliver the requirement of the Local Government Ombudsman and to deliver a programme of work more efficiently and cost effectively and to reduce potential delays in decision making.

4.2 A reduction in the minimum hardstanding size has added risk and the implication on adopting such a policy would need to be fully assessed on the financial implications to applicants, and an assessment provided on the additional administrative, financial, and reputational implications for the Council.

#### 5. Financial Implications

- 5.1 There are no financial implications to the officer recommendations.
- 5.2 There would be financial implications if there was a reduction in the minimum vehicle hardstanding size as it would involve additional administrative time considering the risk assessment for individual cases and the potential additional legal costs for approval/enforcement. At a time when there is a need for cost savings across the Council, any potential for additional cost should be resisted unless it is absolutely necessary and only where there is a clear financial assessment of the true costs to the Council of such a decision.

#### 6. Legal Implications

6.1 If Cabinet Committee is minded not to accept the Officer recommendation, further work would need to be done in accordance with the legal opinion to work up legal procedures for the approval vehicle crossovers/hardstanding's below the UK minimum size and enforcement where vehicles overhang the highway.

#### 7. Consultation

7.1 N/A

#### 8. Equality analysis

8.1 The equality analysis is set out in Appendix B to the report.

#### **Background Papers**

The Local Government Ombudsman (Reference 19\_013\_407)

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## Other local authority parking bay standards

A comparison of published minimum standards for a number of other local authorities adjacent to Southend was carried out and the results are set out below.

Organisation	Minimum parking space size
Kent & Medway (p2006)	2.5m x 5m
Essex design guide (p2018)	2.9m x 5.5m
Rochford DC (p2010)	2.5m x 5m
Suffolk guidance for parking (p2015)	2.5m x 5m
Thurrock (p2020)	2.9m x 5.5m
Norfolk (p2007 u2020)	2.5m x 5m

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# **Equality Analysis**

## To be completed following the initial screening sheet

Green text is additional guidance and can be deleted when finalising the Equality Analysis

Name of policy, service function, or restructure requiring an Equality Analysis	Review of minimum vehicle hardstanding sizes as part of the vehicle crossover policy
Department	Traffic & Highways
Service Area	Business Change & Development
Date Equality Analysis Undertaken	07/02/2023
To be reviewed every:	12 months

# 1. Names and roles of staff carrying out this Equality Analysis (EA):

Name	Role	Service Area	
Alistair Turk	Senior Policy & Compliance Manager	Business Change & Developmen	

(EAs are most effective when they take a wide range of views into consideration. You may wish to discuss your EA with your wider team and/or members of the <u>staff forums</u>)

# 2. Evidence Base

# 2.1 Sources of information

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particular group).
Minimum parking bay sizes for Blue Badge parking
UK parking trade association guidance on parking bay sizes
Legal Opinion
Benchmarking
Are cars getting too big for parking bays? Ministers support increase in parking bay size
Review of EV ownership levels and relationship to off-street parking bay standards

Please Note: reports/data/evidence can be added as appendices to the EA.

#### 2.2 Gaps in information or data

Are there any information gaps and data? Do the gaps relate to any protected characteristics?

Describe the gap(s) and the impact this has on your ability to complete the EA.

(Please also indicate in your action plan (section 5) whether or not you have identified ways of filling these gaps.)

# 3. Carrying out your analysis

#### 3.1 Impact assessment

You should now undertake an analysis of the impact of the policy, service function or restructure on the protected characteristic groups and additional groups, using the table below to record your conclusions. A checklist of the protected characteristics is available <u>here</u> for ease of reference.

Table 2

	Impact - Please tick				
	Yes			No	Unclear
	Positive	Negative	Neutral		encidar
Age (including looked after children)		x			
Disability		Х			
Gender reassignment					x

Marriage and civil partnership		х	
Pregnancy and maternity	Х		
Race		х	
Religion or belief		х	
Sex		Х	
Sexual orientation			
Carers	Х		
Socio-economic		Х	

#### 3.2 Results of your analysis

Where an impact has been identified above, outline what the impact of the policy, service function or restructure is on members of the protected characteristics groups using the table below:

Table 3	1
	Potential Impact
Age	If the report recommendations are not accepted the risk of vehicles overhanging footways will increase resulting in additional hazards to pedestrians from obstructions, trips, and falls, particularly those less able to move about due to age or infirmity.
Disability	<ul> <li>As above. This will significantly impact disability groups;</li> <li>1. partially sighted who use the back edge of footways as an aid to movement guide.</li> <li>2. wheelchair users being obstructed from using the footway due to overhanging vehicles or pushed into the carriageway and oncoming vehicular traffic.</li> </ul>
Gender reassignment	
Marriage and civil partnership	
Pregnancy and maternity	As above. This will significantly impact people pushing baby buggies or with young children prevented from using the footway due to overhanging vehicles or pushed into the carriageway and oncoming vehicular traffic.
Race	N/A
Religion or belief	N/A
Sex	N/A
Sexual orientation	N/A
Carers	If the report recommendations are not accepted the risk of vehicles overhanging footways will increase resulting in additional hazards to pedestrians from obstructions trips and falls. This will significantly impact wheelchair users blocked from using the footway due to overhanging vehicles or pushed into the carriageway and oncoming

	vehicular traffic; partially sighted who use the back edge of footways as an aid to movement guide.
Socio-economic	

# 4. Community Impact

You may also need to undertake an analysis of the potential direct or indirect impact on the wider community when introducing a new/revised policy, service function or restructure. The template is

<u>here</u>.

# 5. Equality Analysis Action Plan

Use the below table to set out what action will be taken to:

- Ensure a full analysis of the impact of the policy, service function or restructure is undertaken.
- Mitigate/address identified negative impacts or unlawful prohibited conduct.
- Promote improved equality of opportunity and to foster good relations.

Also describe how the action plan will be monitored and at what intervals.

Та	bl	e	4

Planned action	Objective	Who	When	How will this be monitored (e.g., via team/service plans)
Adoption of report recommendations	The recommendations will provide the	Traffic & Highway inspections	As observed	Via team service plans and annual

appropriate legal	team/enforcement	and	reports to
framework to enable	officers	required	TRWP
accessibility safety			
standards to be			
maintained/enhanced			
and allow for legal			
enforcement where			
infringement occurs			
 5			

The conclusions of this Equality Assessment will be embedded in future decision making

Signed (lead officer):	
Signed (Executive Director/Head of Service):	JDAURIL
Once signed, please send a copy of the completed EA (and, if applicable, CCIA)	

to Angela Dress <u>Angeladress@southend.gov.uk</u>.

All Equality Analyses are recorded on Pentana and reported to CMT and DMT's on a quarterly basis.

# Southend-on-Sea City Council

Report of Executive Director (Neighbourhoods and Environment)

То

#### Traffic Regulation Working Party & Cabinet Committee

on

Monday 20th February 2023

Report prepared by: Shavna Carty, Engineer, Civil Engineering

#### Prittle Brook Greenway TRO (Traffic Regulation Order)

Place Scrutiny Committee Cabinet Member: Councillor Steven Wakefield – Cabinet Member for Highways, Transport & Parking Part 1 (Public Agenda Item)

#### 1. Purpose of Report

- 1.1 To advise members of the proposals for conversion of existing pedestrian only footway to shared use cycle track in various locations as described below to improve the continuity of Prittle Brook Greenway cycle track.
- 1.2 For members of the Traffic Regulation Working Party to discuss the proposals and approve the advertising of the draft traffic regulation orders.

#### 2. Recommendations

- 2.1 The conversion of existing pedestrian only footway areas, to shared use cycle track suitable for pedestrians and cyclist and,
- 2.2 Where there are no objections delegate authority to the Head of Service to make the appropriate traffic regulation order to facilitate the implementation of the restrictions on site

#### 3. Background

- 3.1 The Traffic Regulations Working Party and Cabinet Committee at its January 2022 meeting considered the submission of a public consultation/survey results to the Department For Transport, to continue the work to encourage active transport and implementation of the Tranche 2 project for creation of permanent projects; following the cabinets approval of the construction of temporary interventions to create an environment that is safe for walking and cycling during the Covid-19 pandemic and the period directly after (Tranche 1).
- 3.2 The Cabinet Committee agreed to endorse the bid awarded to Southend by the DfT on 20 November 2020 for Tranche 2 funding from the Active Travel Fund. The Prittle Brook Greenway is part of Tranche 2, and is a strategic active travel

Agenda Item No. link well used by pedestrians and cyclists owing to its close proximity to schools, residential and retail areas, parks, and the hospital.

#### Scheme Details

3.3 The proposal is to convert and or widen areas of the existing pedestrian only footway to shared use cycle track as **detailed on the plan in the Appendix of this report.** Certain short sections of the existing route will not allow for off road or quiet road use, so in these sections, a shared a use cycle track provision is needed to allow safe and efficient travel. To provide this facility safely, it is intended that the existing footway is widen in certain places; there by allowing an increased width for shared space to reduce the risk of conflicts between cyclists and pedestrians. It is proposed that once widened, the footway status will be removed pursuant to S66(4) of the Highways Act 1980 and simultaneously replaced with a cycle track per S65(1) of the same Act.

The section locations are as follows: (Must be read in conjunction with plan in the Appendix of this report):

- Prittlewell Chase Both footways and central verge
- Gainsborough Drive Both sides
- Highfield Crescent Both sides of the carriageway and both arms
- Springfield Drive Both sides
- Westbourne Grove Both sides
- Southbourne Grove Both sides
- Eastwood Boulevard Both sides
- Manchester Drive South side From the junction with Eastwood Boulevard to a point 175 metres west
- Darlinghurst Grove Both sides
- Pavillion Drive Both sides
- Manchester Drive Both sides
- Blenheim Crescent Both sides
- Elmsleigh Drive Both sides
- Station Road / Manchester Drive Both sides From the junction with Station Road westwards to the junction with Tankerville Drive
- Tankerville Drive Both sides
- Flemming Avenue Both sides
- Eastwood Drive Both sides

#### 4. Consultation

- 4.1 A 6-week survey was conducted on the YourSay Southend online platform, to consult with those who work, live, and visit Southend on active travel options in the Borough. The consultation conclude that the public are in favour of introducing a more connected and active City. Participants expressed a strong desire for the Council to introduce the right measures towards helping Southend-On-Sea to facilitate more active travel options, with an emphasis on cycling and walking.
- 4.2 Consultation with Ward Members has taken place to agree the location and extent of the shared use cycle track that are shown on the drawings in the Appendices.

#### 5. Reasons for Recommendations

To supply active travel improvements that further encourage increased walking and cycling activity in the borough.

#### 6. Corporate Implications

- 6.1 Contribution to the Southend 2050 Road Map
- 6.1.1 Safe & Well This scheme contributes to the Council's visions, particularly in terms of moving towards a safer borough by improving walking and cycling infrastructure that supplies active travel improvements; that further encourage increased walking and cycling activity in the borough. In line with the Policy 21, taken from the councils Local Transport Plan (which highlights the need to "tackle health and inequalities by increasing the number of adults and children who walk and cycle for work, education and leisure"); and Policy 2 which, "encourage and facilitate the use of sustainable modes and public transport for travel".
- 6.1.2 Active & Involved By improving safety, the ambition of the scheme is to encourage our residents to use active and sustainable transport options. This will be achieved by improving the perceived safety for pedestrians, who would be more inclined to use active travel options if it were their belief that these options were safe enough for use by both adults and children. This is in line with the councils Green City Action Plan sub-priority 2.4, which highlights the need to enable sustainable transport within the city and the actions that can be taken to achieve this
- 6.2 Financial Implications

6.2.1 DfT funding from Active Travel Fund Tranche 2.

- 6.3 Legal Implications
  - 6.3.1 The scheme would require a Traffic Order.
- 6.4 People Implications No people implications have been identified at this time
- 6.5 Property Implications

6.5.1 None

6.6 Consultation

6.6.1 For results of the consultation refer Department for Transport (DfT) Tranche 2 - Active Travel Fund Report 26/01/2022.

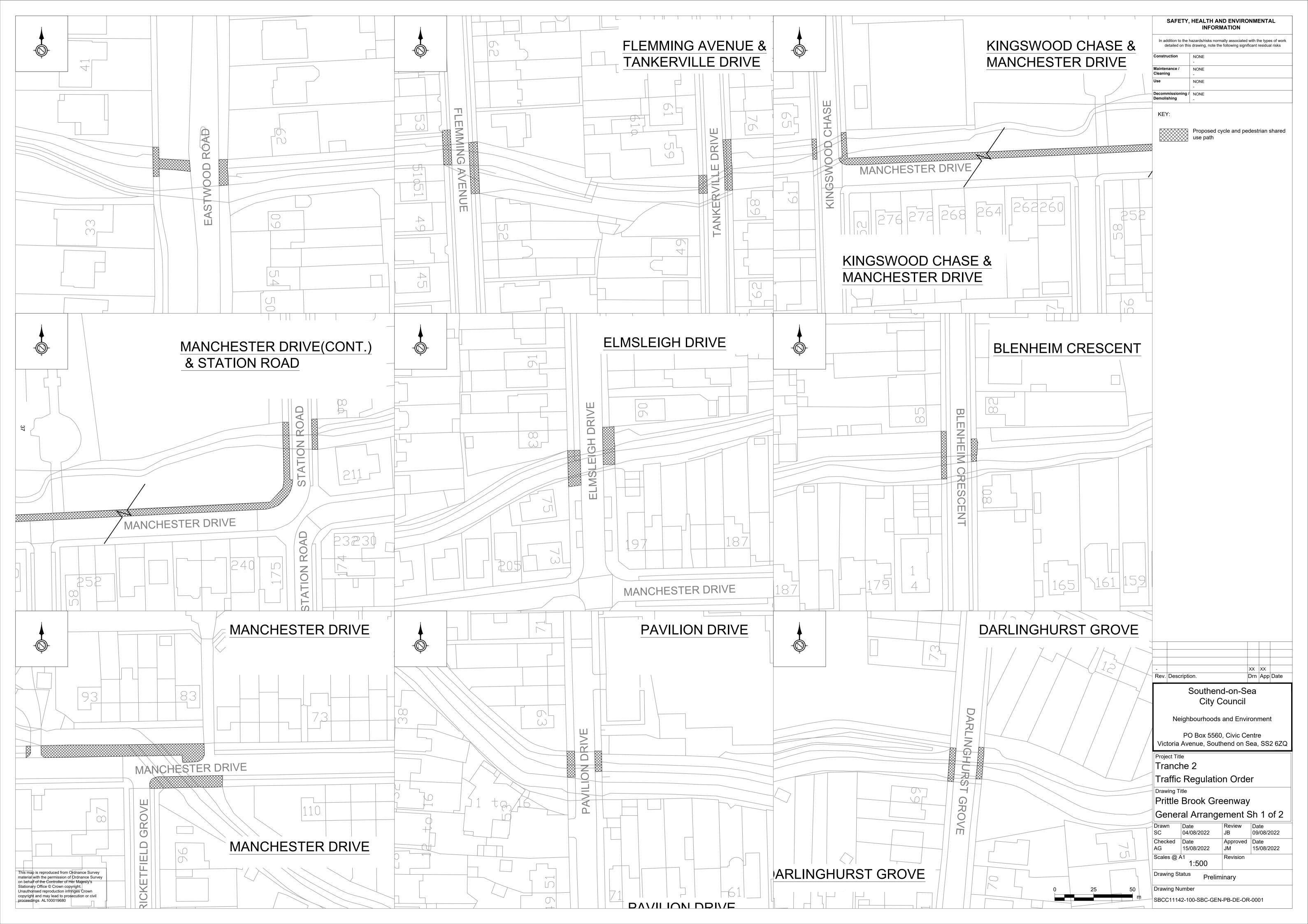
- 6.7 Equalities and Diversity Implications
  - 6.7.1 No EIA needed at this time

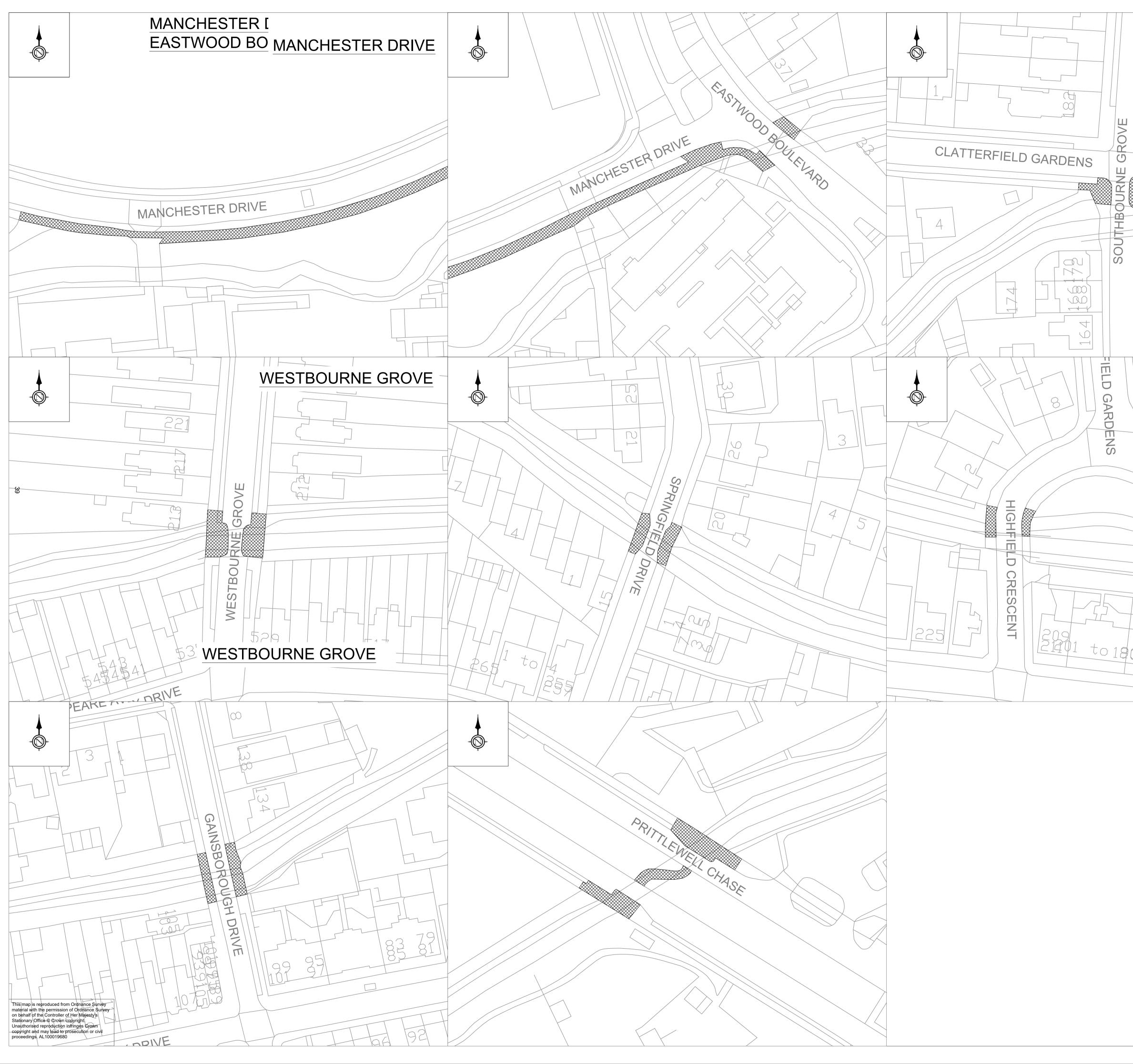
6.9 Community Safety Implications

None

## 7. Appendices

7.1 General arrangement drawings Sheets 1, 2.





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# Southend-on-Sea City Council

Report of Executive Director (Neighbourhoods and Environment)

То

# Traffic Regulation Working Party & Cabinet Committee

On

Monday 20<sup>th</sup> February 2023

Report prepared by: Andrew Gibbons, Engineer - Civil Engineering

## London Road Parking Restrictions

#### Cabinet Member: Councillor Steven Wakefield – Cabinet Member for Highways, Transport and Parking (Public Agenda Item)

## 1. Purpose of Report

- 1.1 To inform the Traffic Regulation Working Party and Cabinet Committee of the commencement of the statutory consultation of the Traffic Regulation Order in respect of London Road (from Queensway Roundabout to High Street) and implementation of the scheme should the Traffic Regulation Order be made.
- 1.2 The scheme is a capital funded complimenting the recently completed Southend Central Area Transport Scheme (S-CATS) project.

#### 2. Recommendations

2.1 For information only.

#### 3. Background

- 3.1 Subject to requests received from Councillors and members of the public, the existing parking restrictions in London Road (from Queensway Roundabout to High Street) are being reviewed. The existing parking restrictions is a 'Restricted Parking Zone' with parking in marked bays only.
- 3.2 Due to limitations with the existing restrictions, some parking contraventions cannot legally be enforced, such as pavement parking.
- 3.3 Due to the nature of the area, the existing restrictions do not act as a deterrent to dangerous parking which increases the risk of pedestrian/vehicle conflict.
- 3.4 The draft design, shown in Appendix 1, reintroduces 'traditional' parking restrictions to aid both driver and Civil Enforcement Officer. The proposals will aid compliance and allow enforcement of both on-street and off-street parking contraventions.



## 4. Reasons for Recommendations

- 4.1 The proposals aim to improve the operation of the parking controls to contribute to highway safety, improve sightlines and to reduce of pedestrian/vehicle conflicts.
- 4.2 The proposals will also aid compliance and allow enforcement of both on-street and off-street parking contraventions.

# 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. 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 and subsequent scheme costs, will be met from the capital funding that has been agreed for the Southend Central Area Transport Scheme (S-CATS).
- 5.3 Legal Implications
- 5.3.1 The statutory consultation process for Traffic Regulation Orders will be followed. Any objections received will be responded to by the service area. Ward members will be included in the circulation of the notice and any comments received will be considered in the consultation process.
- 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 Consultation
- 5.6.1 (As 5.3) The statutory consultative process for Traffic Regulation Orders will be followed.
- 5.7 Equalities and Diversity Implications
- 5.7.1 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 parking compliance, and as such, is likely to have a positive impact.
- 5.9 Value for Money
- 5.9.1 Works associated with the proposed scheme draft design provided 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 draft design provided in Appendix 1- if implemented, are 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

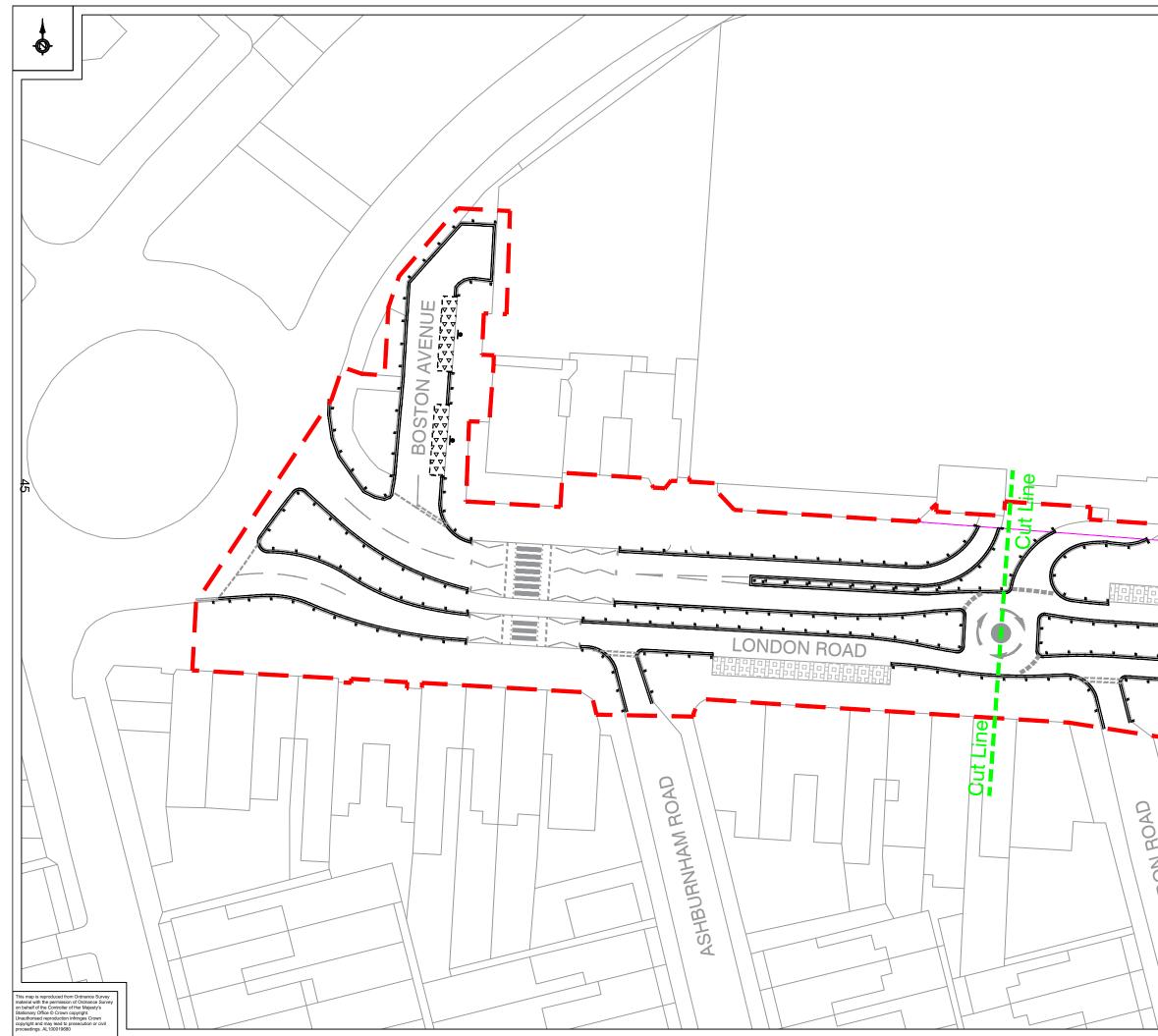
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## 7. Appendices

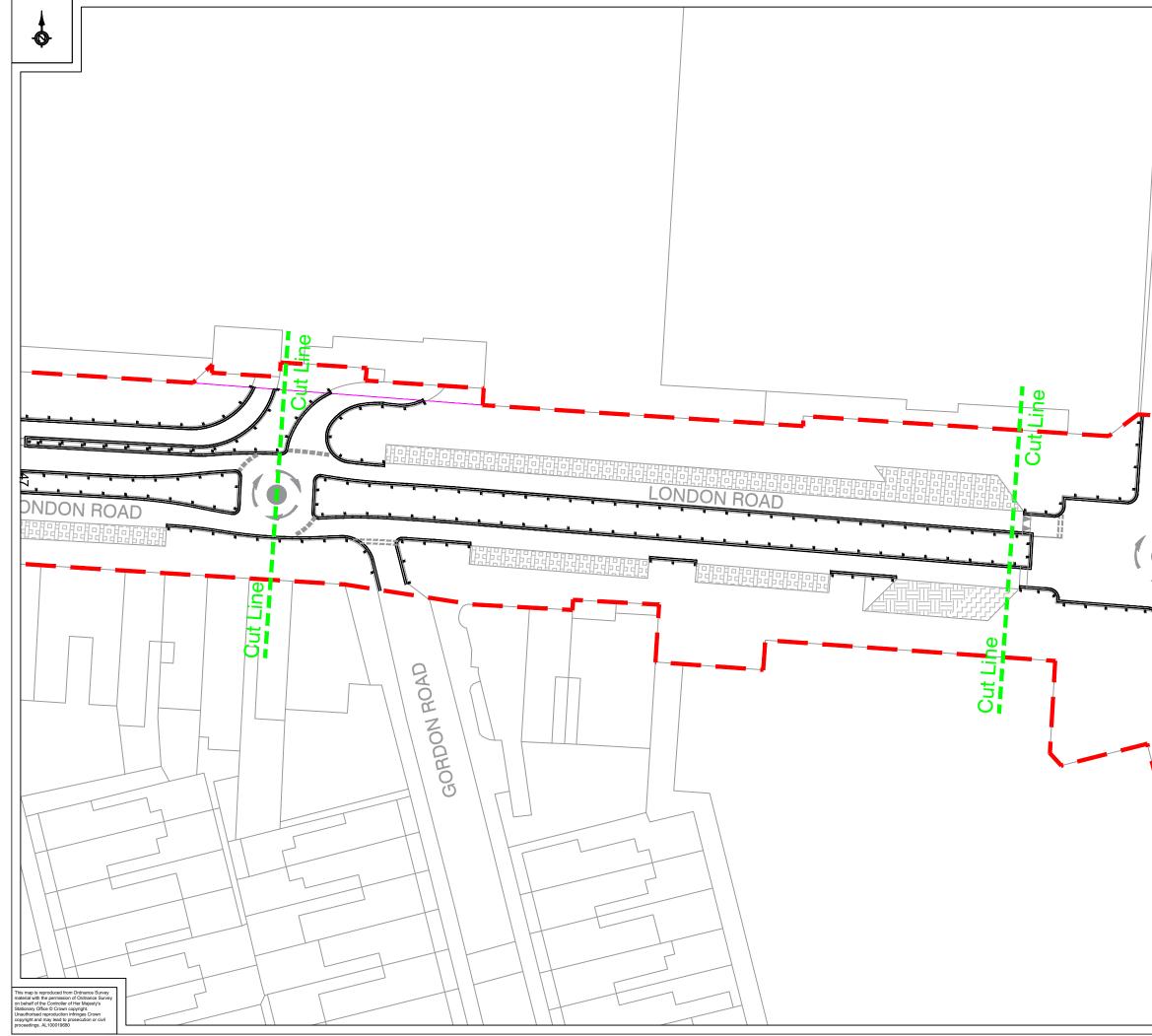
Appendix 1 – Draft London Road Design Proposals



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