

Public Document Pack
SOUTHEND-ON-SEA CITY COUNCIL

Traffic Regulations Working Party

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

A G E N D A

- 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 - 30)**
- 8 Prittle Brook Greenway TRO (Traffic Regulation Order) (Pages 31 - 38)**
- 9 London Road (Queensway to High Street) Parking (Pages 39 - 48)**

To: The Chair & Members of Traffic Regulation Working Party:

Cllr S Wakefield (Chair), Cllr P Collins (Vice-Chair), Cllr K Buck, Cllr D Cowan, Cllr T Cox, Cllr A Dear, Cllr L Hyde, Cllr K Mitchell, Cllr J Moyies, Cllr M Sadza, Cllr C Walker and Cllr R Woodley

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Public Document Pack

SOUTHEND-ON-SEA CITY COUNCIL

Meeting of Traffic Regulations Working Party

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

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Present: Councillor S Wakefield (Chair)
Councillors P Collins (Vice-Chair), K Buck, D Cowan, T Cox, A Dear,
L Hyde, K Mitchell, J Moyies, D Nelson*, M Sadza and R Woodley
(*Substitute in accordance with Council Procedure Rule 31.)

In Attendance: J Burr, L Delahunty and T Row

Start/End Time: 6.30 pm - 9.00 pm

1 Apologies for Absence

Apologies for absence were received from Councillor Walker (substitute: Councillor Nelson).

2 Declarations of Interest

The following interests were declared at the meeting:-

(i) Councillor Cox – Minute No. 5 (Annual Parking & Enforcement Report 2021/22) – Daughter attends Richmond Primary School which was mentioned in the report;

(ii) Councillor Nelson – Minute No. 5 (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. 5 (Annual Parking & Enforcement Report 2021/22) – Some customers of his business are from Thorpe Bay Gardens.

3 Minutes of the Meeting held on Monday, 21st February, 2022

Resolved:-

That the Minutes of the Meeting held on Monday, 21st February 2022 be received and confirmed as a correct record.

4 Thorpe Bay Gardens - Evaluation of Evidence

Further to Minute 653 of the meeting of Cabinet Committee held on 4 January 2022, the Working Party 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.

The Working Party discussed the information contained in the report in some detail and concluded that the use of the waiting restrictions under Road Traffic Regulation Act 1984 to address the issues of anti-social behaviour in Thorpe Bay Gardens was inappropriate and could leave the Council at risk of legal challenge. Although the most appropriate controls issues experienced could be addressed under the controls introduced under the existing PSPO, it did not include a explicit reference to parking or driving on the greens within the designated area and were therefore considered somewhat vague in dealing with these issues. It was unclear who would be responsible for enforcing the controls, particularly outside of the working hours of the Council's Community Safety Team. It was therefore felt that this should be addressed through an amendment of the PSPO or the introduction of a new one to deal specifically with parking and driving of greens within the City as a whole.

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.

5 Annual Parking & Enforcement Report 2021/22

The Working Party 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).

In response to questions regarding the accessibility to information about residential parking permits on the Council's website, the Council's Head of Civil Engineering undertook to investigate the matter after the meeting.

In response to questions regarding the levels of cashless payments for parking charges, the Head of Civil Engineering undertook to provide a breakdown of cash payments in terms of credit/debit card payments, payments via the app and any other methods of payment, including via the Mobon app.

Resolved:-

That the report be noted.

6 Highways Update Report

The Working Party 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.

In response to a questions the following undertakings/assurances were given:

- the length/number of cycle tracks within the City to be clarified;
- clarification of drainage and flooding responsibilities to be discussed after the meeting;
- clarification of the method of ascertaining/reporting the condition of footways;
- why only a small section of Delaware Road had been resurfaced when the entire road had been listed for resurfacing;

Resolved:

That the report be noted.

7 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 Traffic Regulations Working Party

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), B Beggs*, K Buck, D Cowan,
L Hyde, J Moyies, D Nelson*, M Sadza, C Walker and R Woodley
(*Substitute in accordance with Council Procedure Rule 31.,)

In Attendance: Councillors K Evans and C Mulroney
J Burr, N Hoskins and T Row

Start/End Time: 6.30 pm - 8.00 pm

1 Apologies for Absence

Apologies for absence were received from Councillors Cox (substitute: Councillor Nelson), Dear (substitute: Councillor Beggs) and Mitchell (no substitute).

2 Declarations of Interest

The following interests were declared at the meeting:

- (i) Councillor K Evans – Agenda Item No. 3 (Thorpe 20mph Neighbourhood) – Chair of Leigh Town Council, which was mentioned in the debate;
- (ii) Councillor Hyde – Agenda Item No. 3 (Thorpe 20mph Neighbourhood) – Runs a youth group in the Burges Estate;
- (iii) Councillor Moyies – Agenda Item No. 3 (Thorpe 20mph Neighbourhood) – has many friends living in the Burges Estate;
- (iv) Councillor Mulroney – Agenda Item No. 3 (Thorpe 20mph Neighbourhood) – Lives within the Leigh Area 20mph area which was mentioned in the debate;
- (v) Councillor Nelson – Agenda Item No. 3 (Thorpe 20mph Neighbourhood) – Family members live in the Burges Estate;
- (vi) Councillor Sadza – Agenda Item No. 3 (Thorpe 20mph Neighbourhood) – A friend and member of the Labour Party lives in the Burges Estate; and
- (vii) Councillor Woodley – Agenda Item No. 3 (Thorpe 20mph Neighbourhood) – Lives in the Ward.

3 Thorpe 20mph Neighbourhood

Pursuant to Minute No. 664 of the meeting of Place Scrutiny Committee held on 7th February 2022, the Working Party 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.

The Working Party discussed the matter in detail and asked a number of questions, which the Council's Executive Director (Neighbourhoods and Environment) and Head of Civil Engineering responded to.

The Working Party concluded that there was no clear majority or definitive reasons why the scheme should be progressed. The Cabinet Member for Highways, Transport and Parking gave his assurance that a review of speeding traffic in the city would be undertaken and the funding would be reallocated on the basis of the new data.

The Working Party took the opportunity to thank the Burges Estate Residents' Association and the Thorpe Bay Residents' Association for their involvement with the consultation.

Resolved:-

That the Cabinet Committee be recommended 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.

Chair: _____

Southend-on-Sea City Council

Report of Executive Director
(Neighbourhoods & Environment)

to

Traffic Regulations Working Party
and Cabinet Committee

on

20th February 2023

Agenda
Item No.

5

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: <https://www.southend.gov.uk/tro> or <http://www.southendtraffweb.co.uk/consult/main.html> from the date of this notice.

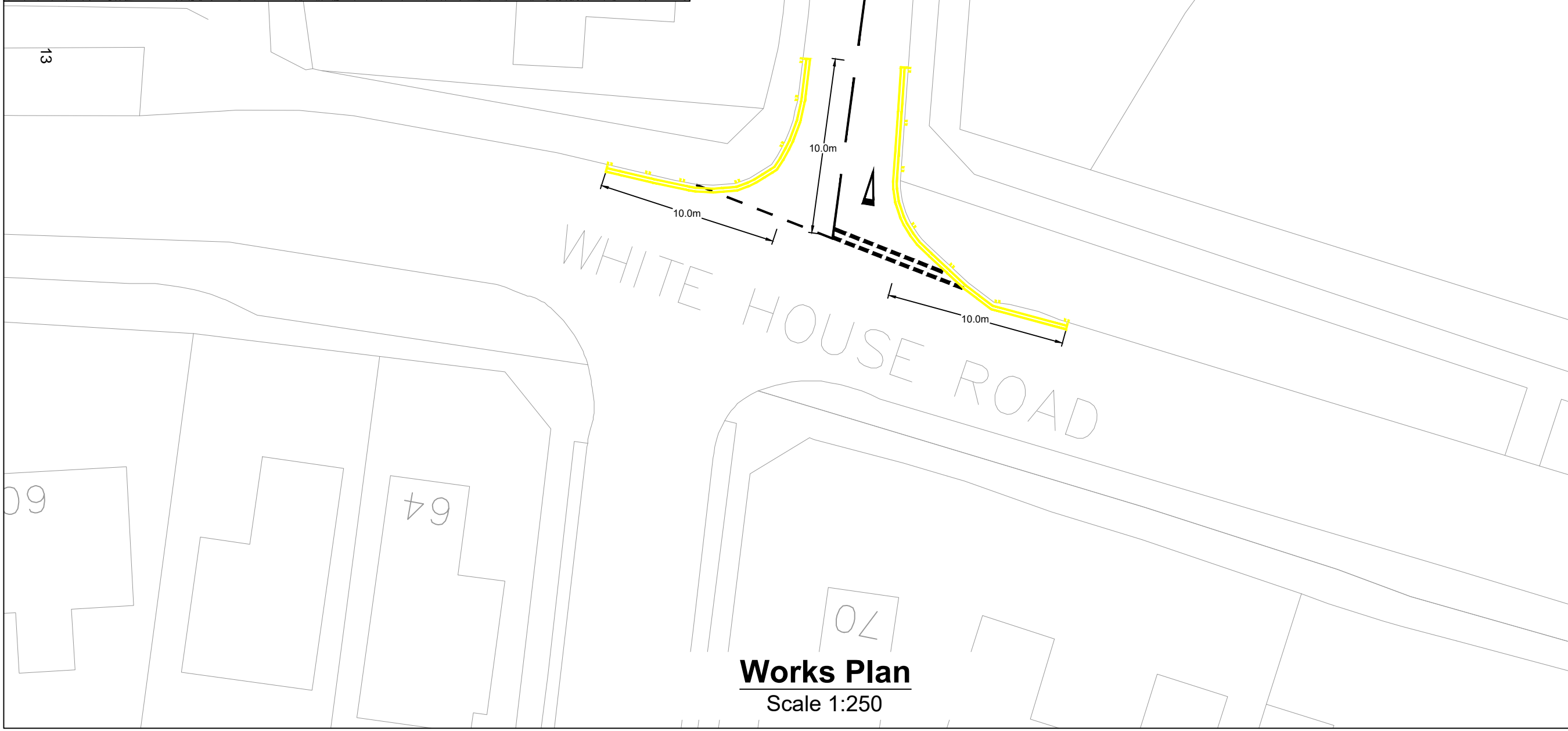
4. Comments on the proposals together with the reasons for which they are made must be in writing to the Business Change and Development Team at the address below or by email to traffweb@southend.gov.uk by no later than **(date to be agreed)**.

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



DIMENSIONS:

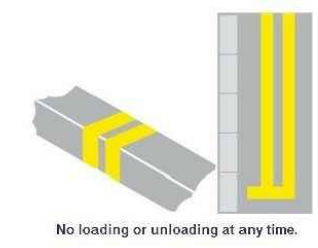
Length of Proposed Double Yellow Line as indicated on plan.

100mm Wide yellow markings
3m center kerb blips or less to avoid short length at end

KEY:

 **Area of Interest**

 **Proposed Double Yellow Road Markings**



NOTES:

1. Do not scale. This drawing is to be read in conjunction with all other contract drawings and documents.
2. All works to be in accordance with the Department of Transport's Specification for Highway Works and Standard Construction Drawings.
3. All traffic signs and lines are to comply with The Traffic Signs Regulations and General Directions. Markings are to be thermoplastic screed with applied solid glass beads unless otherwise stated.

B		-	-	-
A	For Approval	02/23	PRE	RKN
Rev	Description	Date	Drawn	Chk'd

Client: 


we understand. we deliver

Drawing Title:
Proposed No Waiting Restriction Road Marking for Junction Protection
2487 - Blatches Chase Junction
White House Road

Scale: As Shown @ A3 Drawn By: PRE

Date: 02/2023 Chk'd By: RKN

Apr'd By: File Ref:

Marlborough Highways
Woolf House,
15 Regiment Business Park,
Eagle Way,
Chelmsford
CM3 3FY

Drawing Number: REF/1/2487 Revision: A

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Southend-on-Sea City Council

Agenda
Item No.

6

Report of Executive Director
(Neighbourhoods and Environment)
To
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.

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 <https://yoursay.southend.gov.uk/> 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

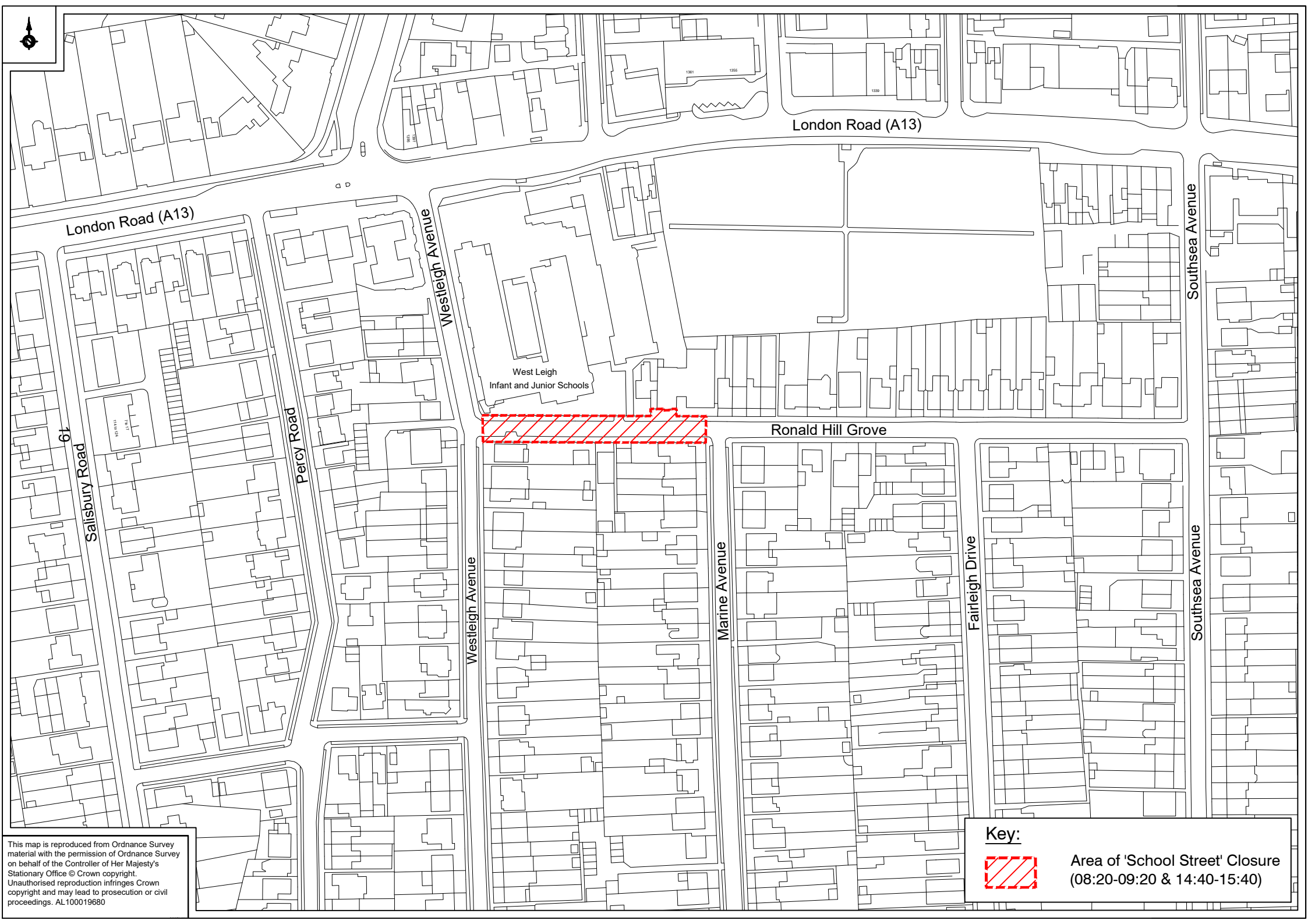
The proposals in Appendix 1, if implemented, are likely to lead to improved air quality.

6. **Background Papers**

None

7. **Appendices**

Appendix 1 – Draft West Leigh School Street Proposals



London Road (A13)

London Road (A13)

Westleigh Avenue

West Leigh
Infant and Junior Schools

Ronald Hill Grove

Southsea Avenue

Salisbury Road

Percy Road

Westleigh Avenue

Marine Avenue

Fairleigh Drive

Southsea Avenue

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Key:



Area of 'School Street' Closure
(08:20-09:20 & 14:40-15:40)

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Southend-on-Sea City Council

Agenda
Item No.

7

Report of Executive Director
(Neighbourhoods and Environment)

To

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

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.

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 & Development

(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 [staff forums](#))

2. Evidence Base

2.1 Sources of information

Table 1

Source of information	Reason for using (e.g., likely impact on a particular group).
Traffic Advisory Leaflet 5/95	Minimum parking bay sizes for Blue Badge parking
British Parking Association Parking Bay Sizes	UK parking trade association guidance on parking bay sizes
Essex Legal Services	Legal Opinion
Parking bay standards adopted by neighbouring authorities	Benchmarking
Media articles - The AA, The Times	Are cars getting too big for parking bays? Ministers support increase in parking bay size
Electric Vehicle ownership – RBKC, LBH&F, Brighton & Hove CC, UK car sales	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 [here](#) for ease of reference.

Table 2

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

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

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

	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	As above. This will significantly impact disability groups; <ol style="list-style-type: none"> 1. partially sighted who use the back edge of footways as an aid to movement guide. 2. wheelchair users being obstructed from using the footway due to overhanging vehicles or pushed into the carriageway and oncoming vehicular traffic.
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 [here](#).

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.

Table 4

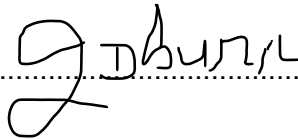
Planned action	Objective	Who	When	How will this be monitored (e.g., via team/service plans)
Adoption of report recommendations	The recommendations will provide the	Traffic & Highway inspections	As observed	Via team service plans and annual

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

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



Signed (lead officer):



Signed (Executive Director/Head of Service):

Once signed, please send a copy of the completed EA (and, if applicable, CCIA)

to Angela Dress Angeladress@southend.gov.uk.

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

Southend-on-Sea City Council

Agenda
Item No.

8

Report of Executive Director
(Neighbourhoods and Environment)

To

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

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

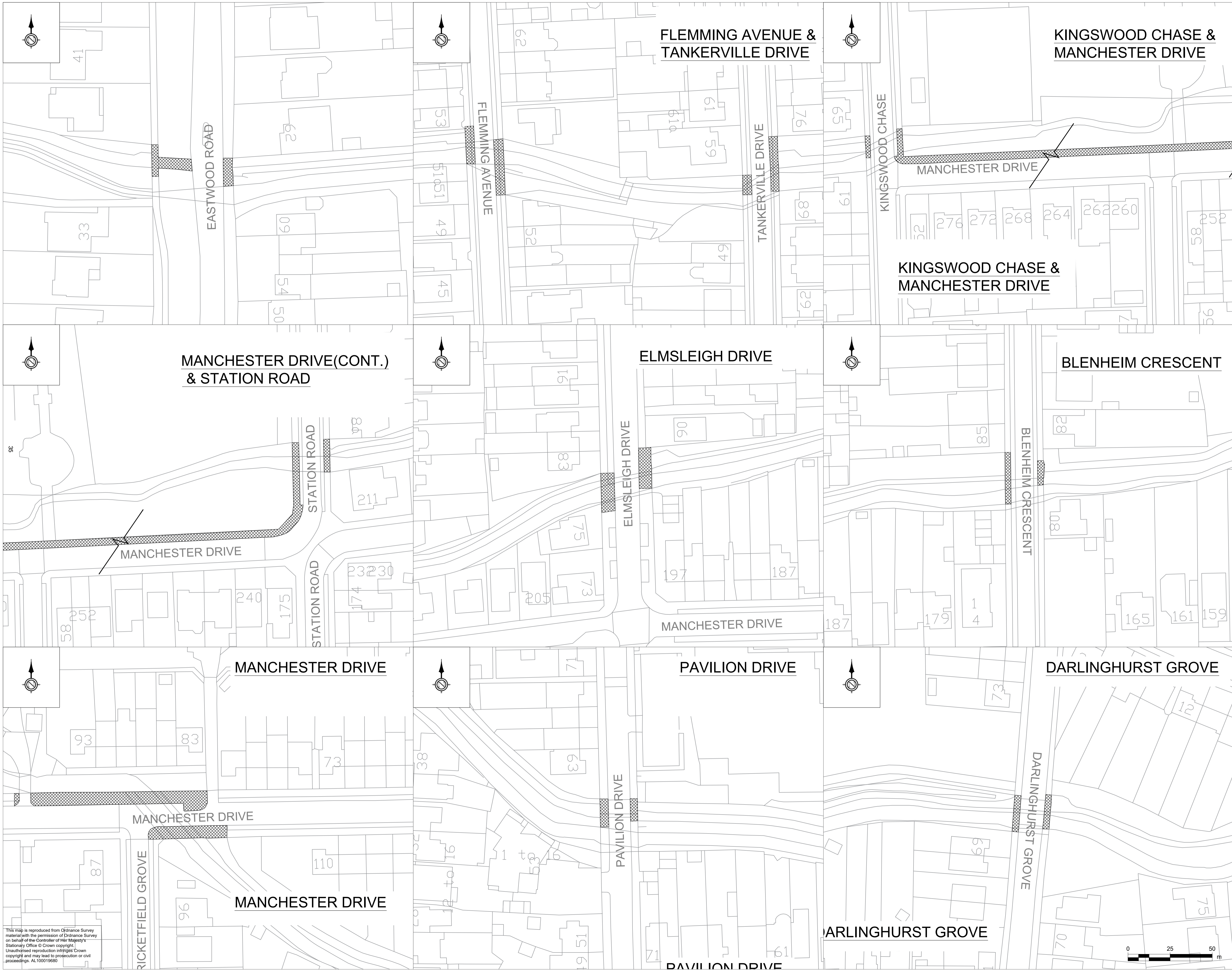
6.7.1 No EIA needed at this time

6.9 Community Safety Implications

None

7. **Appendices**

7.1 General arrangement drawings Sheets 1, 2.

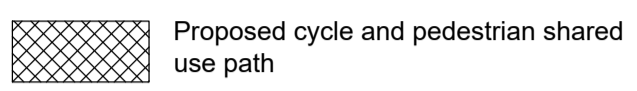


SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks

Construction	NONE
Maintenance / Cleaning	NONE
Use	NONE
Decommissioning / Demolishing	NONE

KEY:



Rev.	Description	Drn	App	Date
xx				

Southend-on-Sea City Council
 Neighbourhoods and Environment
 PO Box 5560, Civic Centre
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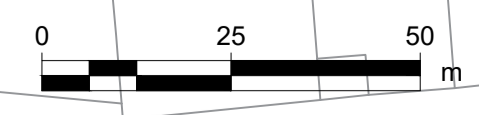
Project Title
Tranche 2
Traffic Regulation Order
 Drawing Title
Prittle Brook Greenway
General Arrangement Sh 1 of 2

Drawn	Date	Review	Date
SC	04/08/2022	JB	09/08/2022
Checked	Date	Approved	Date
AG	15/08/2022	JM	15/08/2022
Scales @ A1		Revision	

Drawing Status: Preliminary

Drawing Number: SBCC11142-100-SBC-GEN-PB-DE-OR-0001

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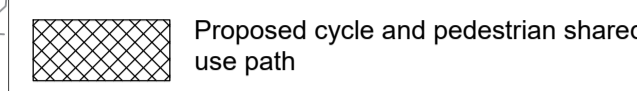
**MANCHESTER I
EASTWOOD BO MANCHESTER DRIVE**

**SAFETY, HEALTH AND ENVIRONMENTAL
INFORMATION**

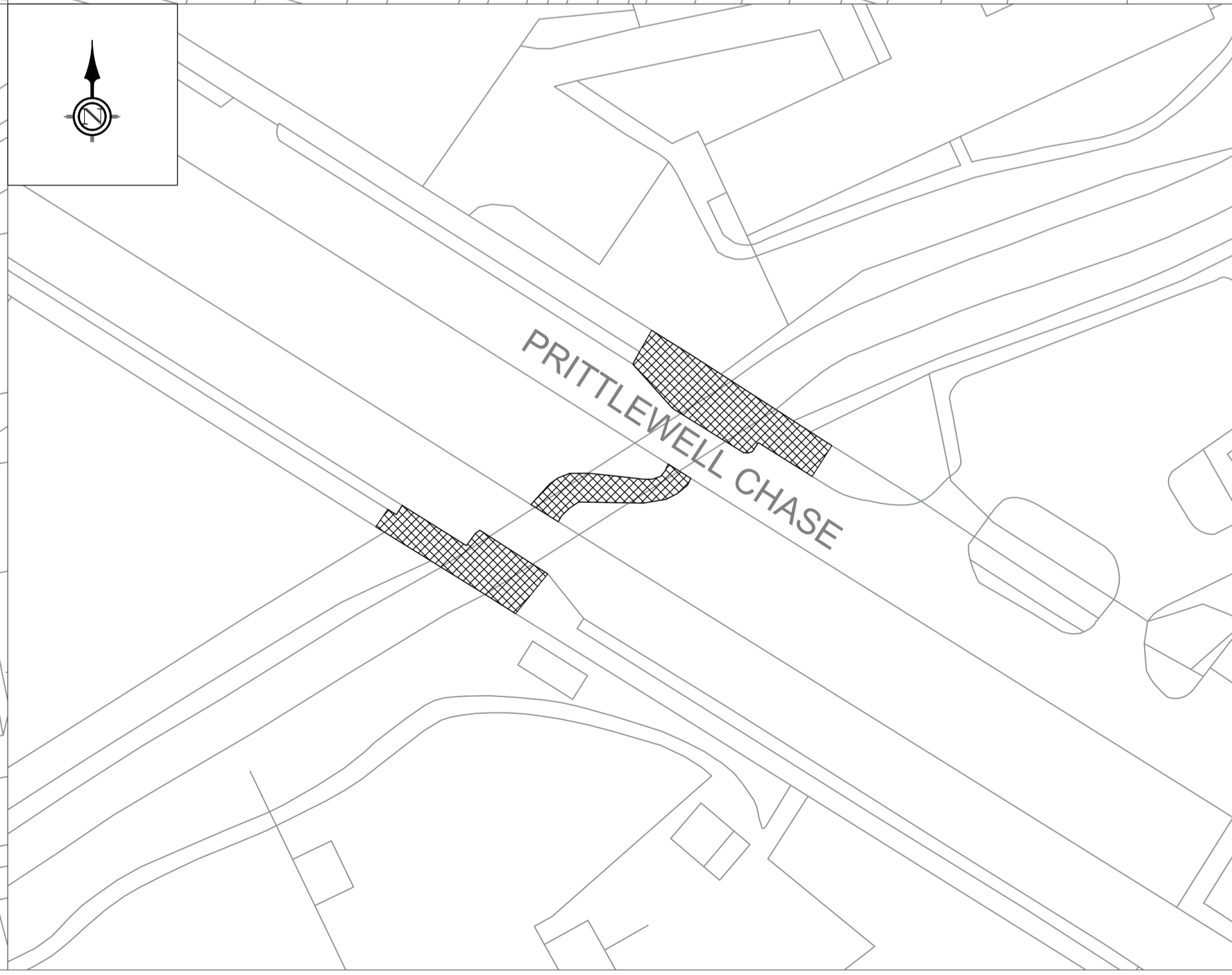
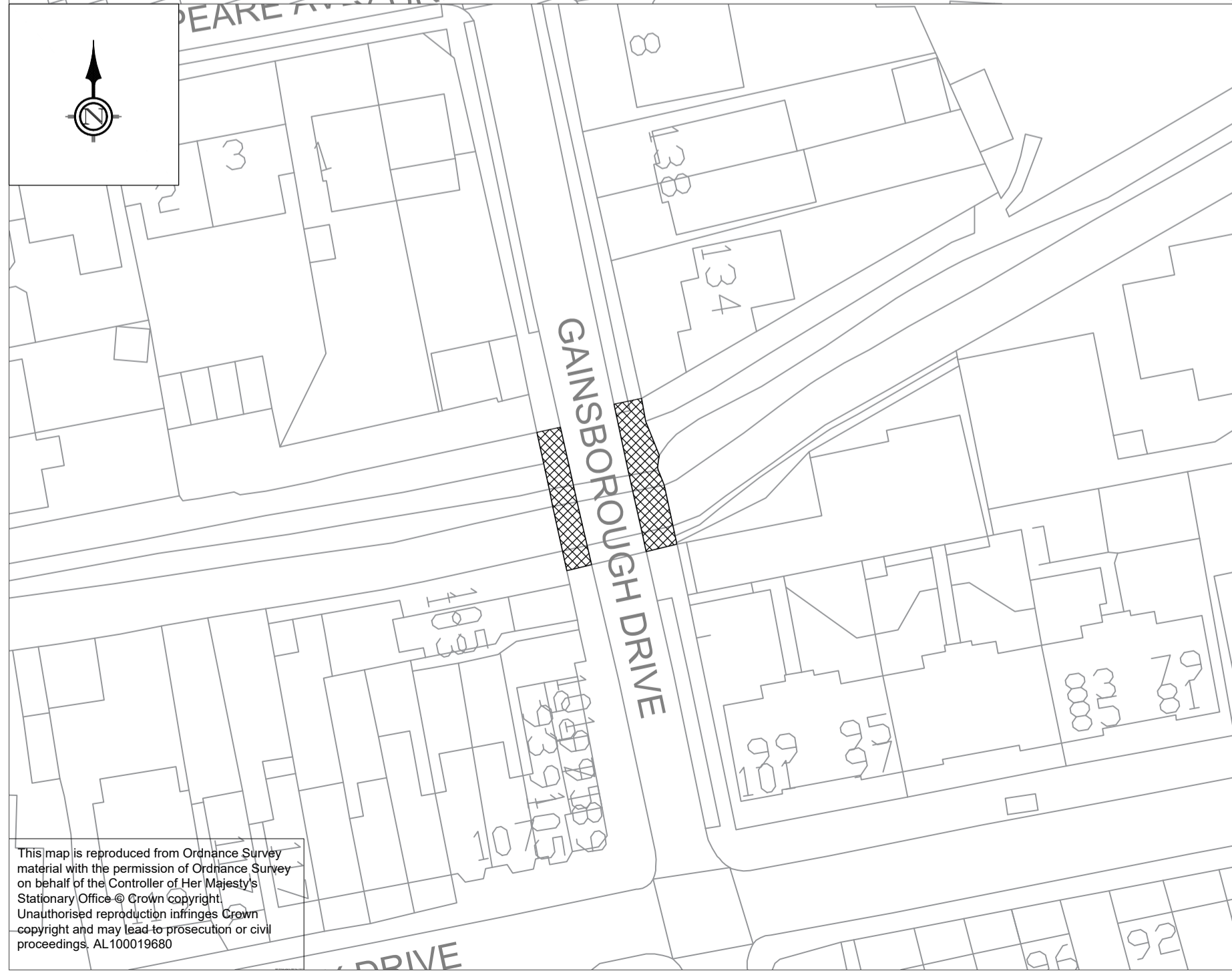
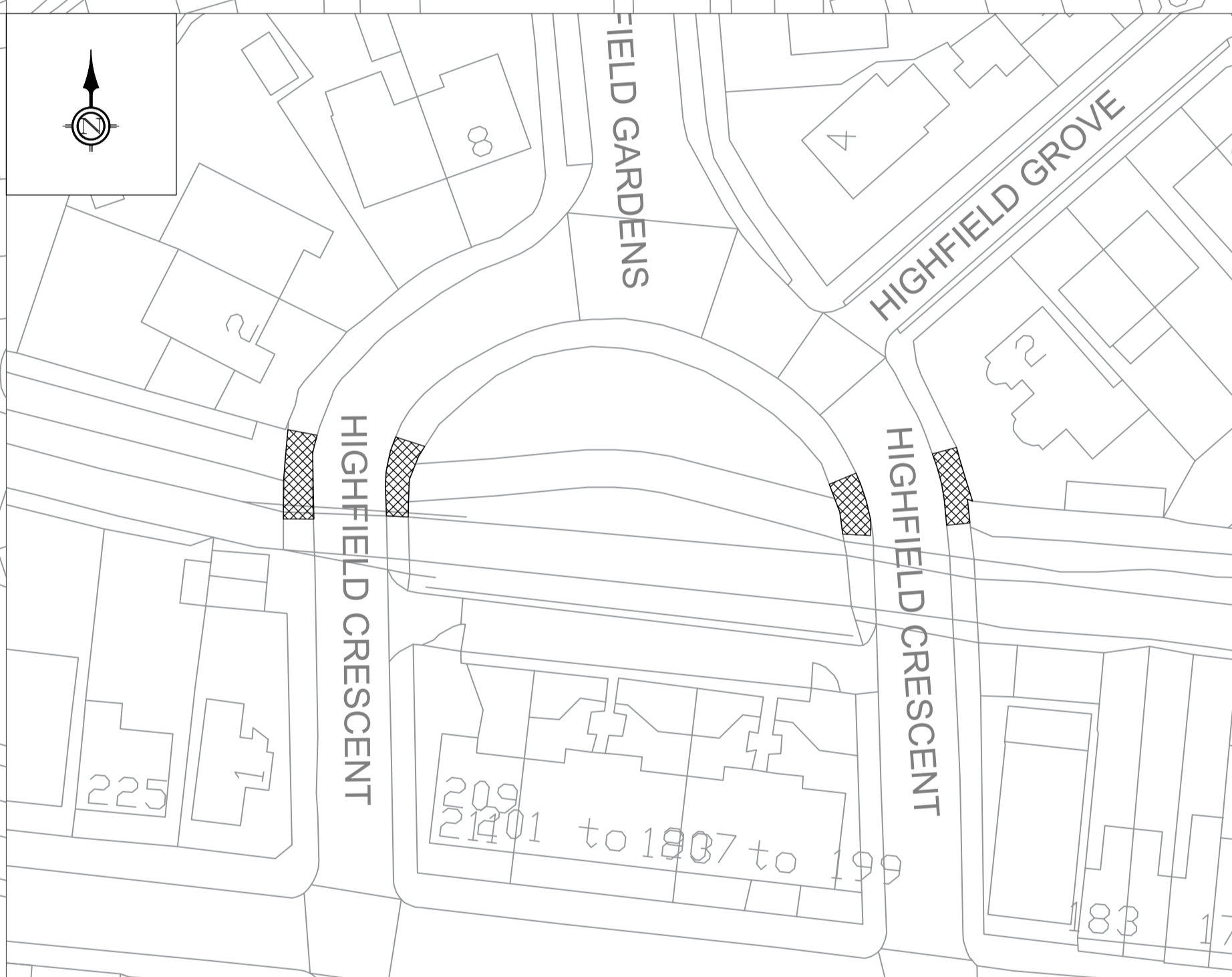
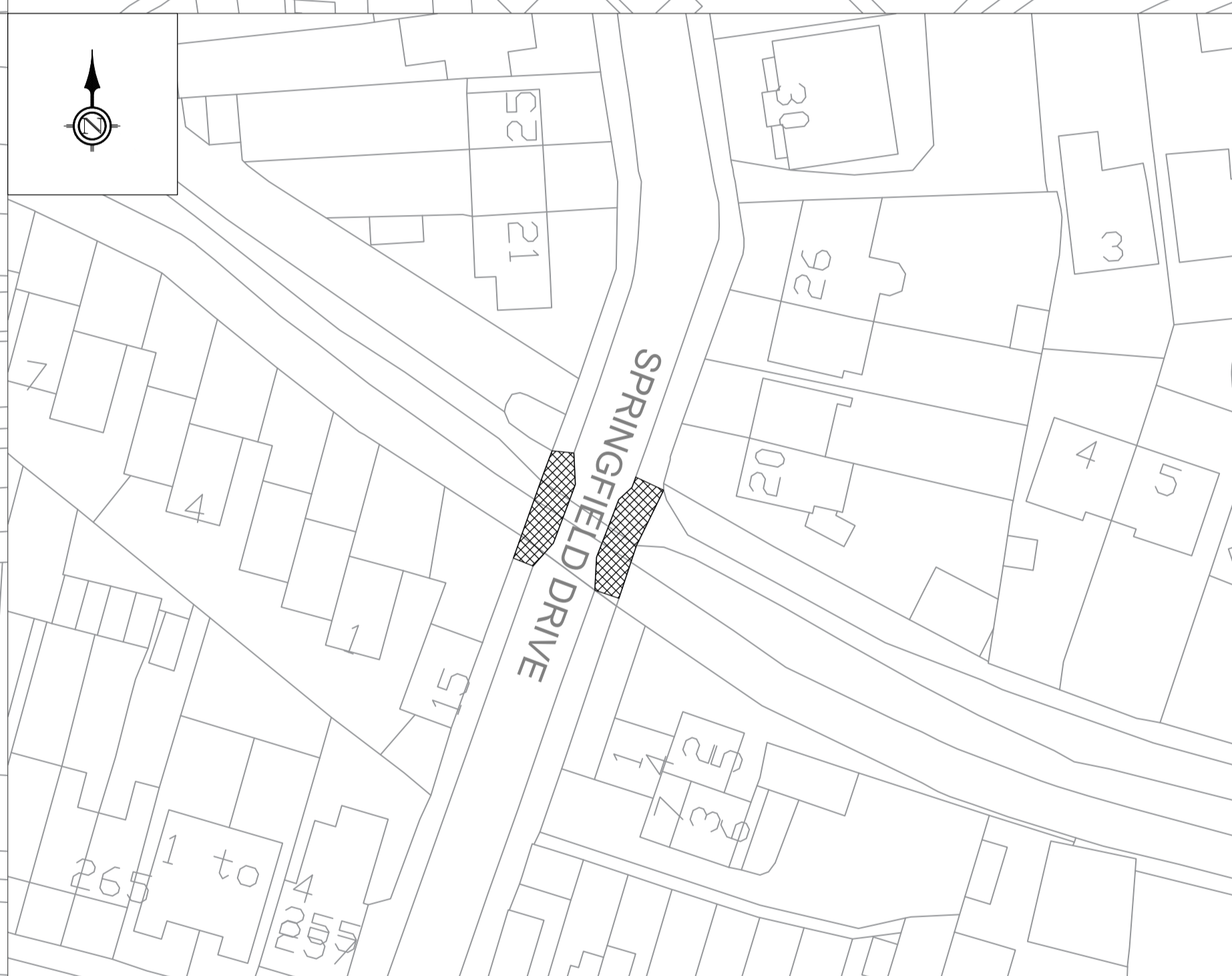
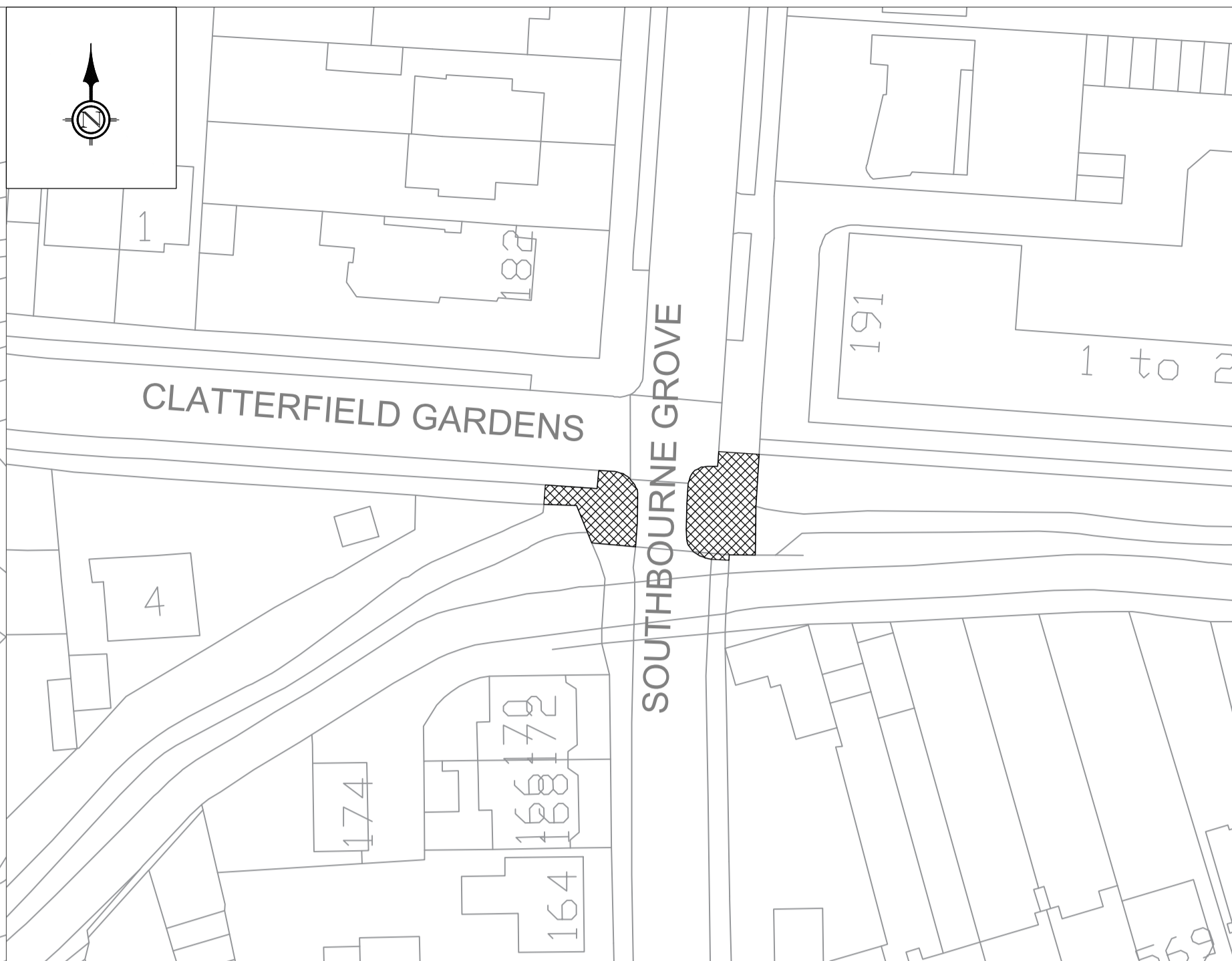
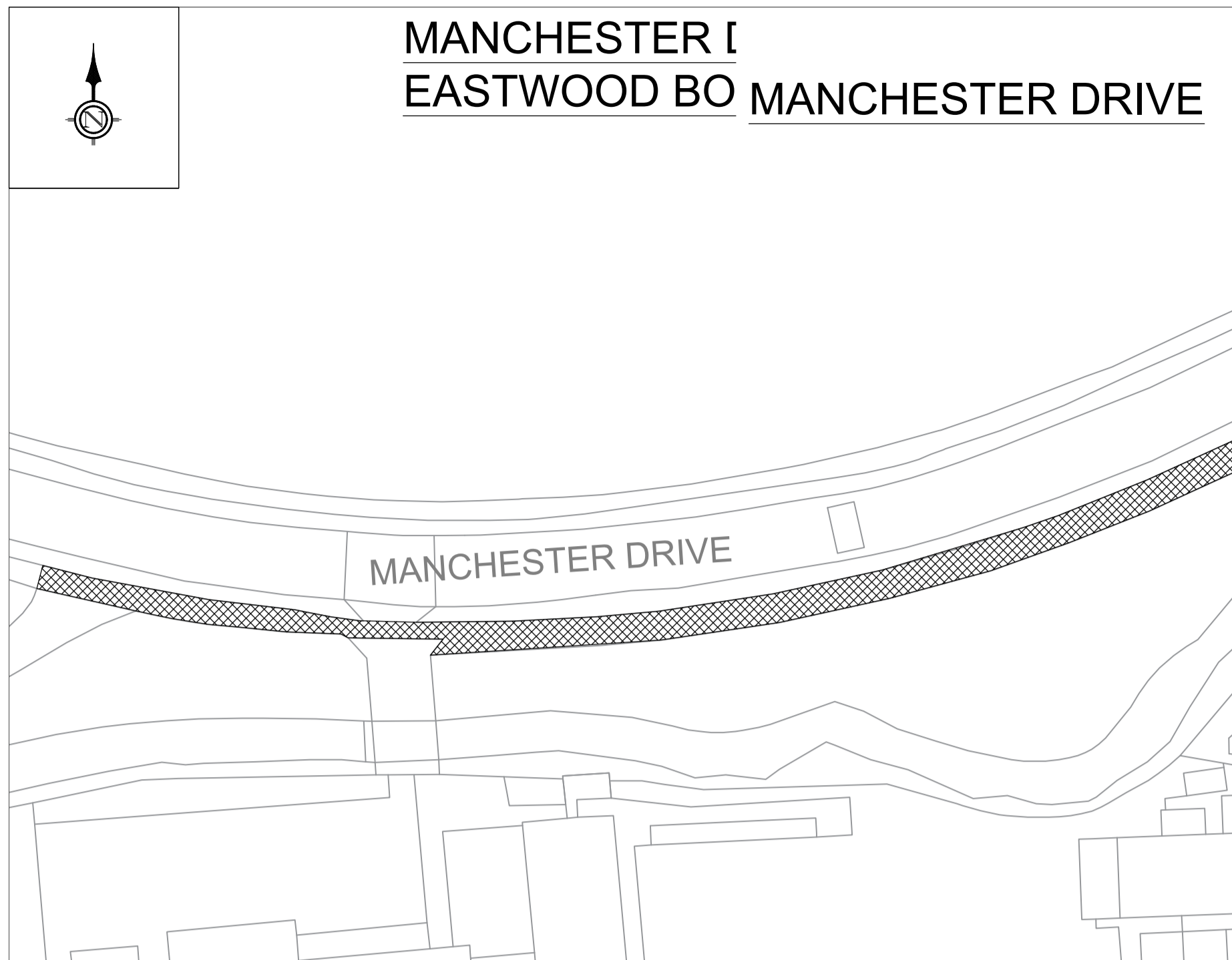
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks

Construction	NONE
Maintenance / Cleaning	NONE
Use	NONE
Decommissioning / Demolishing	NONE

KEY:



Proposed cycle and pedestrian shared use path



Rev.	Description.	Drn	App	Date
-			xx	xx

**Southend-on-Sea
City Council**

Neighbourhoods and Environment

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

Project Title
**Tranche 2
Traffic Regulation Order**

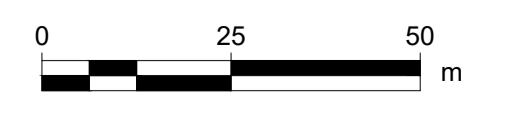
Drawing Title
**Prittle Brook Greenway
General Arrangement Sh 2 of 2**

Drawn	Date	Review	Date
SC	04/08/2022	JB	09/08/2022
Checked	Date	Approved	Date
AG	15/08/2022	JM	15/08/22
Scales @ A1		Revision	

Drawing Status **Preliminary**

Drawing Number
SBCC1142-100-SBC-GEN-PB-DE-OR-0002

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Southend-on-Sea City Council

Agenda
Item No.

9

Report of Executive Director
(Neighbourhoods and Environment)

To

Traffic Regulation Working Party & Cabinet Committee

On

Monday 20th 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**

None

7. **Appendices**

Appendix 1 – Draft London Road Design Proposals

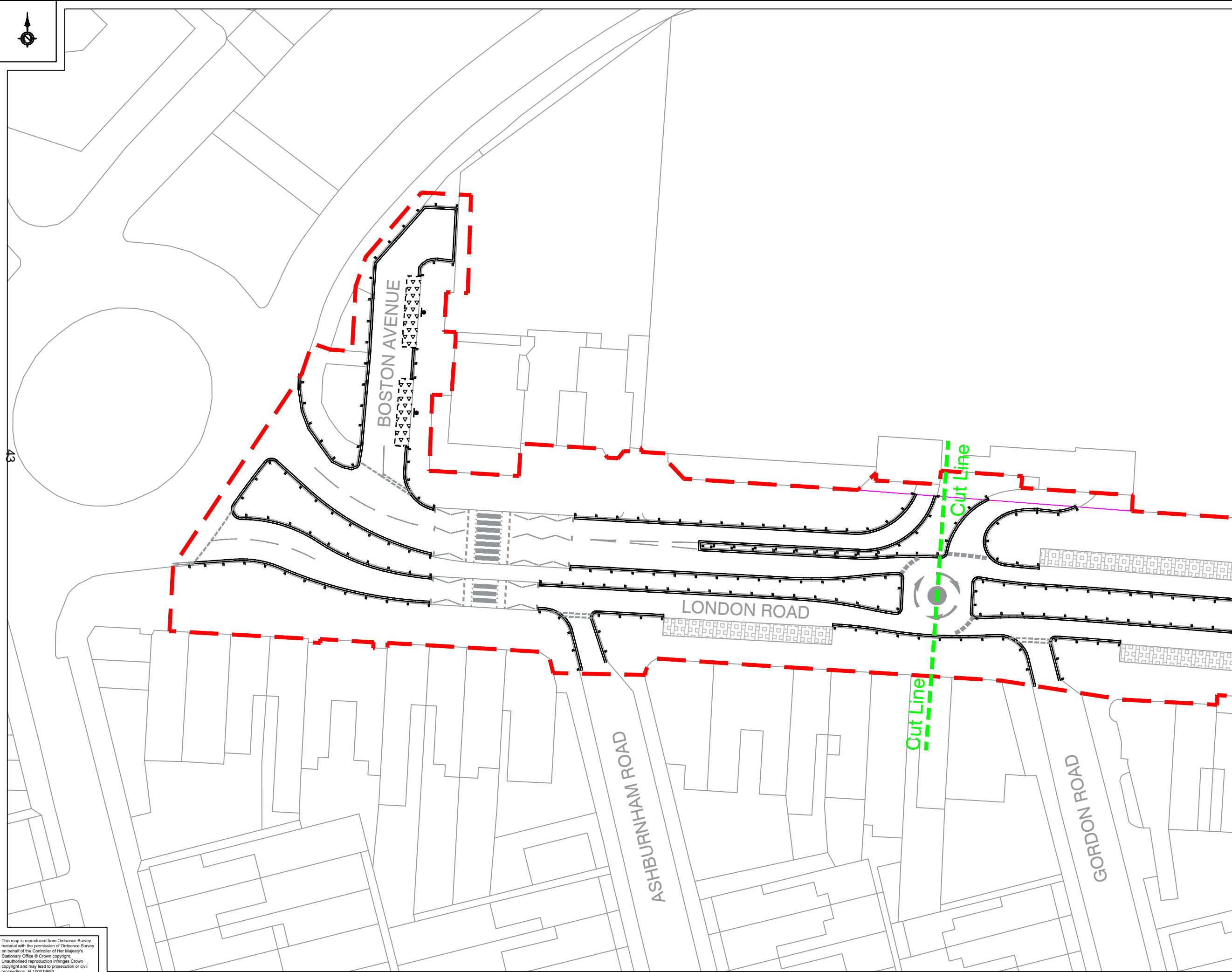
Appendix 1



Proposed London
Road Parking Restrict



43



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks

Construction	NONE
Maintenance / Cleaning	NONE
Use	NONE
Decommissioning / Demolishing	NONE

Notes:

- All road markings and signage are to be in accordance with the Traffic Signs Regulations and General Directions (TSRGD) 2016.
- Where proposed road markings tie into existing road markings they shall be correctly aligned with dimensions shown in the Traffic Signs Regulations and General Directions (TSRGD) 2016.
- All road marking and sign pole locations indicated are approximate and must be agreed on site with the engineer prior to install.
- Sign faces shown not to scale. Refer to Sign schedules for sign dimensions.
- This drawing is to be read in conjunction with drawing No. XXXXXXXX & XXXXXXXX
- Do NOT scale this drawing. All dimensions to be checked and verified on site

Key:

- Proposed Double Yellow Lines - No Waiting at Any Time (TSRGD Schedule 7, Part 4, Item 1 - 1018.1)
- Proposed Double Kerb Blips - No Loading at Any Time (TSRGD Schedule 7, Part 4, Item 3 - 1020.1)
- Proposed No Stopping at Any Time Except Taxis (TSRGD Schedule 7, Part 4, Item 7 - 1028.5)
- Proposed 'Loading Only 7pm - 7am' (TSRGD Schedule 7, Part 4, Item 6 - 1028.4)
- Proposed 'Pay by Phone - TBC' Bay (TSRGD Schedule 7, Part 4, Item 6 - 1028.4)
- Proposed new sign pole & sign plate
- Proposed new sign plate on lamp column
- Existing Road Markings - To be refreshed as part of the scheme
- Scheme Extents
- Existing 'Pay at Machine' Bays
- Existing 'Electric Vehicle Recharging Point Only Bays
- Existing 'Car Club Permit Holders Only Bays

Rev.	Description	Dm	App	Date

Southend-on-Sea
City Council
Neighbourhoods and Environment
PO Box 5560, Civic Centre
Victoria Avenue, Southend on Sea, SS2 6ZQ

Project Title
**S-CATS Project
London Road**
Drawing Title
**Signs and Lines
1 of 3**

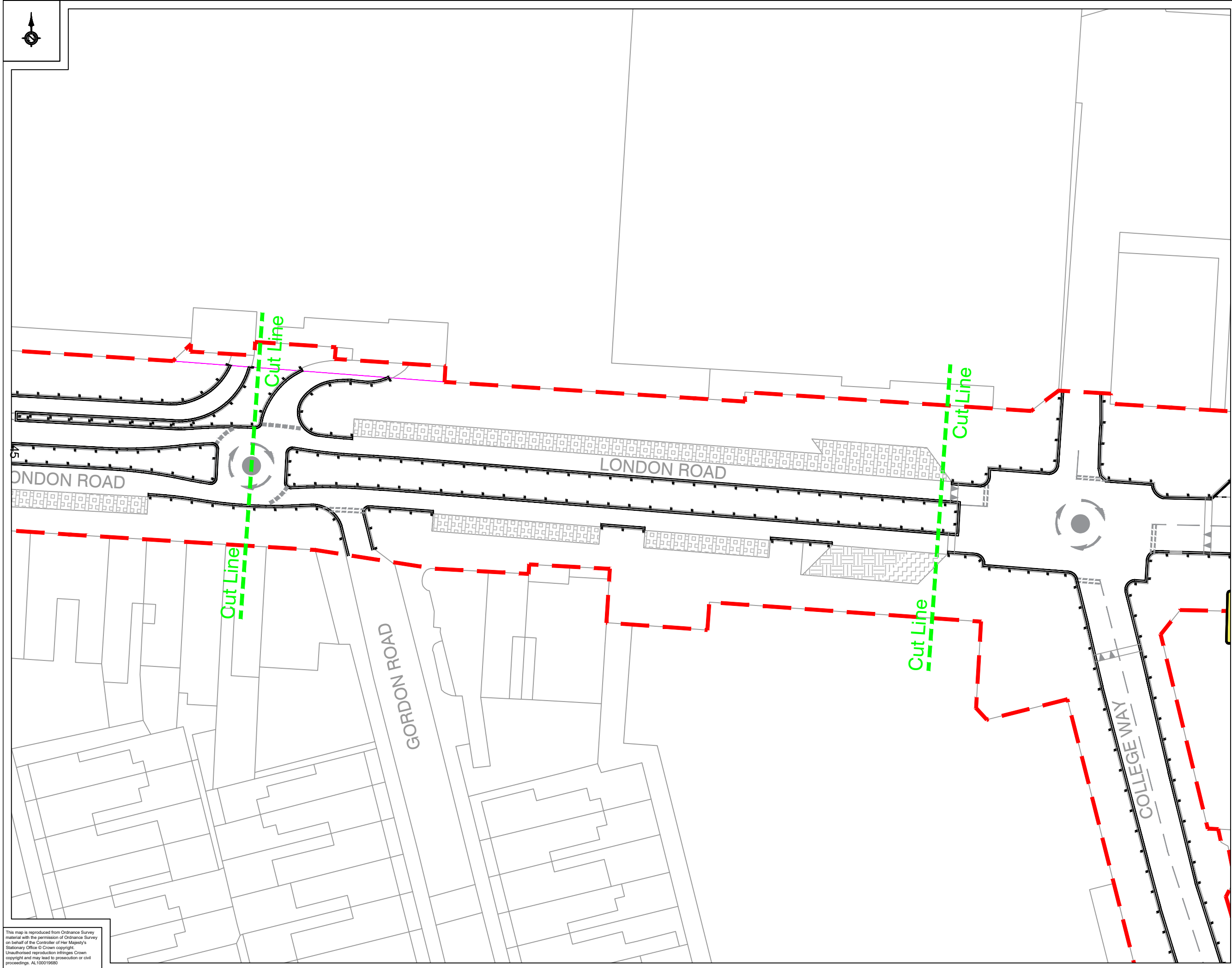
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AG	16/01/2023	XX	XX/XX/XXXX
Checked	Date	Approved	Date
XX	XX/XX/202X	XXX	XX/XX/XXXX
Scales @ A1		Revision	
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Drawing Status Preliminary

Drawing Number SBCC-XXXX

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Maintenance / Cleaning	NONE
Use	NONE
Decommissioning / Demolishing	NONE

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Rev.	Description	Dm	App	Date

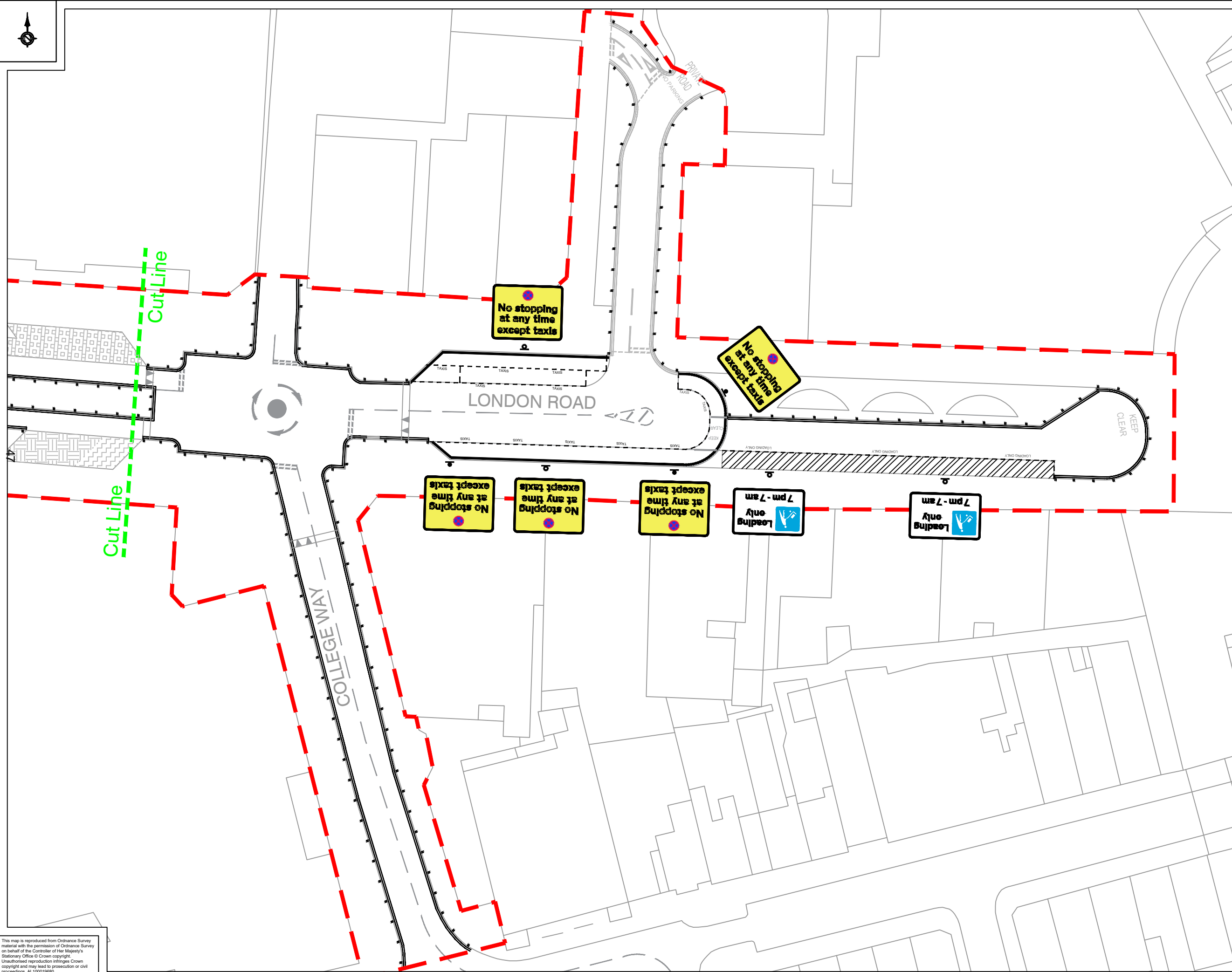
Southend-on-Sea City Council
Neighbourhoods and Environment
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Victoria Avenue, Southend on Sea, SS2 6ZQ

Project Title
**S-CATS Project
London Road**
Drawing Title
**Signs and Lines
2 of 3**

Drawn AG	Date 16/01/2023	Review XX	Date XX/XX/XXXX
Checked XX	Date XX/XX/202X	Approved XXX	Date XX/XX/XXXX
Scales @ A1 1:500		Revision	
Drawing Status Preliminary		Drawing Number SBCC-XXXX	

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Rev.	Description	Dm	App	Date

Southend-on-Sea City Council
 Neighbourhoods and Environment
 PO Box 5560, Civic Centre
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Project Title
S-CATS Project
London Road
 Drawing Title
Signs and Lines
3 of 3

Drawn	AG	Date	16/01/2023	Review	XX	Date	XX/XX/202X
Checked	XX	Date	XX/XX/202X	Approved	XXX	Date	XX/XX/202X
Scales @ A1		1:500		Revision			
Drawing Status		Preliminary					
Drawing Number		SBCC-XXXX					

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