

Southend-on-Sea Borough Council

**Agenda
Item No.**

Report of Deputy Chief Executive (Place)
to
Traffic and Parking Working Party and Cabinet
Committee
on
13th September 2018

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

Request for Waiting Restrictions
Earls Hall Avenue.

Cabinet Member: Councillor Moring
Part 1 Public Agenda Item

1. Purpose of Report

- 1.1.1 For the Traffic and Parking Working Party and the Cabinet Committee to consider a petition from residents of Earls Hall Avenue and Mayfield Avenue requesting a waiting restriction prohibiting parking at any time on the south side of Earls Hall Avenue from the access gates to the school to the driveway of No. 46 Earls Hall Avenue.

2. Recommendation

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

- a) Thank the petitioner for taking the time to compile the petition and;**
- b) Agree to take no further action in regard to the other requested works.**

3. Background

- 3.1 Earls Hall Avenue runs from Victoria Avenue to Mayfield Avenue to the rear of Southend High School for Boys. The road is approximately 670 metres in length featuring residential premises, access to the school and school playing fields.
- 3.2 The street is subject to a speed limit of 30mph and waiting restrictions are provided as shown on the plan at Appendix 1 to this report.
- 3.3 The request does not meet the criteria adopted by this Committee as no collisions resulting in personal injury have been recorded. Officers have been unable to assess traffic flows and congestion as the petition was submitted to the Council meeting of 19th July 2018,

shortly before the commencement of the school holidays. Parking and traffic flows around schools are lower during school holidays therefore any surveys undertaken may not be representatives of a normal school day. A photograph submitted on the petition has been provided in Appendix 2 to this report.

- 3.4 The area in which the waiting restrictions have been requested does feature a slight bend however, the extent of the restrictions requested, as shown in Appendix 1 to this report, appear to be commence a considerable distance from the bend in both directions.
- 3.5 It is understood that residents may be frustrated by the school parking, the school has a popular sixth form unit and with the growing numbers of sixth form pupils along with the increasing likelihood of young drivers choosing to drive to school, parking is likely to be pressured.
- 3.6 There is a concern that prohibiting parking to the extent requested will likely result in these vehicles being displaced into neighbouring streets resulting in additional requests.
- 3.7 In the event Members wish to take action, it is suggested that the resulting proposal should be shortened considerably from that requested.

4. Other Options

- 4.1 Agree to the waiting restriction as requested. As no evidence is available to ensure the request meets the criteria set by this committee. Making changes to a road layout or reducing the speed should be considered in the context of a benefit and dis-benefits. How does the financial costs to implement such measures compare to costs being incurred due to collisions, traffic delays or other factors. Any resulting negative impact on adjacent streets or areas should also be a factor. Implementing waiting restrictions on an individual basis does not remove the issue but merely moves it in the next street or area.

5. Reasons for Recommendations

- 5.1 To ensure any action is appropriate to the issue and results in a beneficial impact without negatively impacting on adjacent streets.

6. Corporate Implications

6.1 *Contribution to Council's Vision & Corporate Priorities*

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

6.2 *Financial Implications*

- 6.2.1 The source of funding for minor maintenance will be from allocated budgets, where funding is provided from alternative budgets, this is highlighted as appropriate.

6.3 *Legal Implications*

6.3.1 None if the recommendation is agreed.

6.4 *People Implications*

6.4.1 Staff time will be required to organise the maintenance.

6.5 *Property Implications*

6.5.1 None

6.6 *Consultation*

6.6.1 None.

6.7 *Equalities and Diversity Implications*

6.7.1 Any highway maintenance is provided for the benefit of all road users and takes account of all users of the public highway including those with disabilities.

6.8 *Risk Assessment*

6.8.1 The requests have been assessed against collision data and vehicle monitoring data.

6.9 *Value for Money*

6.9.1 All highway works are undertaken by term contractors appointed through a competitive tendering process.

6.10 *Community Safety Implications*

6.10.1 The requests were assessed against collision and monitoring data.

6.11 *Environmental Impact*

6.11.1 None, however, should the recommendation not be agreed and Members decide to proceed with speed reduction measures, increased congestion and pollution can be increased by reducing speeds.

7. **Background papers**

None

8. **Appendices**

Appendix 1 – Street Plan

Appendix 2 – Resident's Petition - photograph