

Southend-on-Sea Borough Council

Agenda
Item No.

Report of Executive Director
(Neighbourhoods & Environment)

to

Traffic Regulation Working Party
and Cabinet Committee

on

27th July 2020

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

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

1. Purpose of Report

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

2. Recommendation

- 2.1 For Information Purposes only.

3. Background

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

Rochford Road

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

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

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

Eastwoodbury Lane

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

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

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

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

Reasons for Implementation of the Experimental Traffic Orders

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

5. Corporate Implications

5.1 Contribution to the Southend 2050 Road Map.

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

5.2 Financial Implications

5.2.1 Costs for implementation of these Orders will be met from the capital funding that has been agreed for this project.

5.3 Legal Implications

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

5.4 People Implications

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

5.5 Property Implications

- 5.5.1 None

5.6 Equalities and Diversity Implications

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

5.8 Risk Assessment

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

5.9 Value for Money

- 5.9.1 Works associated with this scheme will be undertaken by the Council's term contractors, selected through a competitive tendering process to ensure value for money.

5.10 Community Safety Implications

- 5.10.1 The Experimental Traffic Regulation Orders in these Roads will likely to lead to improved community safety.

5.11 Environmental Impact

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

6. Background Papers

- 6.1 None