

# Southend-on-Sea Borough Council

Agenda  
Item No.

Report of Executive Director  
(Neighbourhoods & Environment)

to

**Traffic Regulations Working Party  
and Cabinet Committee**

on

**2<sup>nd</sup> November 2020**

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## Traffic Regulation Orders - Objections (Junction Protection)

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

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### 1. Purpose of Report

- 1.1 For the Traffic Regulation Working Party and the Cabinet Committee to consider details of objections and support for Traffic Regulation Orders in respect of various proposals for junction protection across the Borough.

### 2. Recommendation

- 2.1 **That the Traffic Regulation Working Party consider the comments received to the Orders during the public consultations and recommend to the Cabinet Committee to agree with the officer recommendations and implement the Traffic Orders as drawn**
- 2.2 **That the Cabinet Committee consider the views of the Traffic Regulation Working Party, following consideration of the representations received and agree the appropriate course of action.**

### 3. Background

- 3.1 The Cabinet Committee periodically agrees to advertise proposals to implement waiting restrictions in various areas as a result of requests from Councillors and members of the public based upon an assessment against the Council's current policies.
- 3.2 The proposals shown on the attached **Appendix 1** were advertised through the local press and notices were displayed at appropriate locations informing residents and businesses of the proposals and inviting them to make representations in respect of the proposed restrictions. This process has resulted in the comments detailed in **Appendix 1** of this report. Officers have considered these comments and where possible tried to resolve them. Officer observations are provided to assist Members in their considerations and in making an informed decision.

#### **4. Reasons for Recommendations**

Junction protection aims to reduce congestion, improve sightlines and safety for all road users.

#### **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. 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 formal statutory consultative process for Traffic Regulation Orders has been followed.

##### **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 The formal statutory consultation has been undertaken including advertisement of the proposal in the local press, on street at each location and letter drops to adjacent properties.

##### **5.7 Equalities and Diversity Implications**

5.7.1 Any implications have been considered in designing these schemes.

##### **5.8 Risk Assessment**

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

##### **5.9 Value for Money**

5.9.1 All works resulting from the scheme design are to be undertaken by term contractors appointed through a competitive tendering process ensuring value for money.

## 5.10 **Community Safety Implications**

5.10.1 The proposals in **Appendix 1**, are likely to lead to improved community safety once implemented.

## 5.11 **Environmental Impact**

5.11.1 There is no significant environmental impact as a result of introducing this Traffic Regulation Order saved for reduced idling emissions as a result of improved traffic flow .

## 6. **Background papers**

None

## 7. **Appendices**

**Appendix 1** – List of road junctions advertised, summary of comments received and officer observations.



### Details of representations received and Officer Observations relating to the Report on Traffic Regulation Orders

<b>Item</b>	1
<b>Location</b>	Various Junctions
<b>What is this request for</b>	To deter parking on the corner of the roads by the introduction of junction protection
<b>Proposal</b>	To introduce No Waiting & No Loading at Anytime
<b>Consultation dates</b>	17 <sup>th</sup> August to 7 <sup>th</sup> September 2020
<b>Stakeholder feedback</b>	None
<b>Consultation feedback</b>	See below

Road	Proposed Description	Comments Received	Officer Comments/Recommendation
Thorpe Hall Avenue	From its junction with the roundabout at Acacia Drive northwards for approx.. 30m	1 Letter of Support Received but would like restrictions extended to entrance to car park of flats	The proposed restriction is an extension of existing junction protection and the length as advertised is considered adequate. Proceed to implementation.
Constable Way	From its junction with Raphael Drive north-westwards for a distance of 15m	No Comments Received	Proceed to implementation.
	From its junction with Turner Close south-eastwards for a distance of 20m		
Elm Road	From its junction with Wakering Avenue eastwards for a distance of 20m	No Comments Received	Proceed to implementation.
Eastern Avenue Service Road (Royston Avenue)	From its junction with Eastern Avenue north-westwards for approx.12m	No Comments Received	Proceed to implementation.
	From its junction with Eastern Avenue south-eastwards for approx.12m		
	From its junction with Royston Avenue south-eastwards for approx.40m		
Cromwell Road/ The Access Road to The Brambles	From its junction with the access road to The Brambles eastwards for approx.12m	No Comments Received	Proceed to implementation.
	From its junction with the access road to The Brambles westwards for approx.12m		
	From its junction with Cromwell Road northwards for a distance of 8m		
Hermitage Road	From its junction with Cossington Road eastwards for a distance of 10m	No Comments Received	Proceed to implementation.
Grosvenor Road/ Whitefriars Crescent	From its junction with Whitefriars Crescent southwards for approx.16m	No Comments Received	Proceed to implementation.
	From its junction with Whitefriars Crescent northwards for a distance of 13m		
	From its junction with Grosvenor Road westwards for a distance of 13m		
Cavendish Gardens/ Holyrood Drive	From its junction with Holyrood Drive westwards for a distance of 12m	No Comments Received	Proceed to implementation.
	From its junction with Holyrood Drive eastwards for a distance of 12m		
	From its junction with Cavendish Gardens southwards for a distance of 8.5m		

Eastwood Road North/ Highbank Close	From its junction with Highbank Close south-westwards for a distance of 16m	No Comments Received	Proceed to implementation.
	From its junction with Highbank Close north-eastwards for a distance of 15m		
	From its junction with Eastwood Road North south-eastwards for a distance of 10m		
Green Lane/ Parkway Close	From its junction with Parkway Close westwards for a distance of 12m	4 letters of support and 1 general letter of support on this and other roads and 1 letter of objection received. Main comments in support were	These 3 junctions are all in close proximity of each other and are in the vicinity of the local school. Site observations have shown that parents either park in the roads or close to the junctions at drop off and pick up times as there is an entrance to the school from 2 of these closes and 1 from Green Lane itself. Outside of these times all junctions are heavily parked. Green Lane is a busy road at all times of the day with traffic and buses using it to connect to Rayleigh Road. Part of the road is on a bend, there is a mixture of double yellow lines, the school keep clear and bus stops which result in traffic parking close to the junctions making visibility at times dangerous when entering and exiting. All 3 roads are closes with off street parking (driveways) for the residents. The introduction of junction protection at the entrances to all three roads would help improve visibility and safety for all road users.
	From its junction with Parkway Close eastwards for a distance of 12m		
	From its junction with Green Lane southwards for a distance of 10m		
Green Lane/ Roach Vale	From its junction with Roach Vale north-westwards for a distance of 13m	Fully Support; will help with entering and exiting roads; will deter parking by parents at drop off and pick up times for nearby school.	Proceed to implementation.
	From its junction with Roach Vale south-eastwards for a distance of 12m		
	From its junction with Green Lane north-eastwards for a distance of 10m		
Green Lane/ Byfield	From its junction with Byfield north-westwards for a distance of 10m	Main comments for objections in relation to Roach Vale include the amount of yellow lines throughout the district is reducing capacity to cope with the parking; loss of parking; residents from Green Lane use the road for parking reducing space for residents of Roach Vale; restrictions along Green Lane will only cause traffic to speed; restrictions are not required and adds additional costs	Proceed to implementation.
	From its junction with Byfield south-eastwards for a distance of 12m		
	From its junction with Green Lane southwards for a distance of 12m		
Green Lane/ Wren Avenue	From its junction with Wren Avenue eastwards for a distance of 13m	4 letters of support main comments include the introduction of further measures to reduce speed of traffic; lines need to be further along Green Lane to deter parking for the school; would also like restrictions or traffic calming to deter speeding around bend further east in Green Lane	Site observations at the junction show that the provision of junction protection would help improve visibility; other comments made need to be investigated further as separate measures and have been added to future works programme for investigation and possible introduction of traffic calming measures.  Proceed to implementation.
	From its junction with Wren Avenue westwards for a distance of 12m		
	From its junction with Green Lane southwards for a distance of 10m		

<p>Green Lane/Nobles Green Road</p>	<p>From its junction with Nobles Green Road westwards for a distance of 15m</p> <p>From its junction with Nobles Green Road eastwards for a distance of 12m</p> <p>From its junction with Green Lane southwards for a distance of 40m</p> <p>From its junction with Green Lane southwards for a distance of 20m</p>	<p>4 letters of support received; 1 general letter of support on other roads and 1 letter of objection received. Main comments in support were the fact that there are problems with residents parking and the bus and cars having problem turning into Green Lane; the owner of corner property; would like speed reduction measures in the road and road resurfaced; fully supportive of the proposals.</p> <p>Comments against the proposal from the occupier of the corner property are the restrictions are too long; buses only have problems when cars park at the junction and loss of on street parking space. Restrictions are unnecessary.</p>	<p>The junction of Nobles Green Road and Green Lane is a busy junction. Nobles Green Road runs between Rayleigh Road and Green Lane in a north/south direction, the road is a hill with the crest at the junction with Green Lane. Buses use the road to travel southbound into Rayleigh Road. The request for the yellow lines has been requested by the bus company as the buses have problems turning into the Nobles Green Road. Buses travel down this road every 15 mins. The road is busy at all times of the day as traffic use it to gain access to Rayleigh Road. It is also used as rat run to avoid traffic delays further along Rayleigh Road. Site visits confirm that traffic parking at the junction are causing problems for both buses and cars turning into Nobles Green Road. At times vehicles encounter difficulties turning into Green Lane due to the narrowing of the road caused by the parked vehicles. The corner property has off street parking.</p> <p>Proceed to implementation.</p>
<p>Green Lane/ Dandies Drive</p>	<p>From its junction with Dandies Drive eastwards for a distance of 12m</p> <p>From its junction with Dandies Drive westwards for a distance of 12m</p> <p>From its junction with Green Lane southwards for a distance of 12m</p>	<p>2 letters of support and 1 general letter of support on this location and other roads; main comments are: will help with buses turning into Green Lane; will help to improve visibility and safety; would like restrictions on North side of Green Lane to help keep junction clear for turning; would like restrictions to go up to the bus stop.</p>	<p>The junction of Dandies Drive and Green Lane is a busy junction. Dandies Drive runs between Rayleigh Road and Green Lane in a north/south direction, the road is a hill with the crest at the junction with Green Lane. Buses use the road to travel northbound into Green Lane. Site observations have shown that the provision of the lines will help with visibility especially for north bound vehicles at the junction as it will give a clearer view for turning traffic. The request for restrictions on the northside will be investigated for possible implementation in the future.</p> <p>Proceed to implementation.</p>
<p>Hudson Road / Hudson Crescent/ Lambeth Road</p>	<p>From its junction with Lambeth Road westwards for a distance of 12.5m</p> <p>From its junction with Lambeth Road eastwards for a distance of 12m</p> <p>From its junction with Hudson Road northwards for a distance of 12m</p>	<p>1 letter of support main comment in favour of proposals and are needed</p>	<p>Site observations at the junction show that the provision of junction protection would help with visibility.</p> <p>Proceed to implementation.</p>

Hudson Road / Hudson Road / Pinewood Avenue	From its junction with Pinewood Avenue eastwards for a distance of 13m	1 letter of support main comment in favour of proposals and are needed; 1 letter of objection received main comments will impact on parking in other local roads if proposals go ahead. Would like the reduction to length of the yellow lines.	Site observations at the junction show that the provision of this junction protection would help with visibility.  Proceed to implementation.
	From its junction with Pinewood Avenue westwards for a distance of 12m		
	From its junction with Hudson Road southwards for a distance of 10m		
Eastwood Rise/ Springwater Road	From its junction with Springwater Road south-westwards for a distance of 15m	16 letters of support main comments include fully support; dangerous junction for crossing due to parked cars; visibility when turning is bad; lines needed badly; whole heartedly support; long overdue.	An over whelming support from the residents. Site observations at the junction show that the provision of junction protection would help with visibility as cars park right up to the junction. This is a busy junction with cars using it as a rat run to avoid traffic on Rayleigh Road and as a rat run through to Green Lane.  Proceed to implementation.
	From its junction with Springwater Road north-eastwards for a distance of 12m		
	From its junction with Springwater Road north-eastwards for a distance of 15m		
	From its junction with Springwater Road south-westwards for a distance of 12m		
	From its junction with Eastwood Rise south-eastwards for a distance of 12m		
From its junction with Eastward Rise north-westwards for a distance of 12m			
Oaken Grange Drive/ Alton Gardens/ Hampton Gardens	From its junction with Alton Gardens westwards for a distance of 12m	1 letter of objection received; main points raised include will move traffic further south along Hampton Gardens towards the bend in the road, The road is used as a rat run to avoid congestion around Cuckoo Corner Roundabout and the Bell traffic Lights; the flow of traffic needs to be improved; resident in Hampton Gardens has planted box hedging causing sight problems near the bend.	The comments received do not have a direct impact on the proposals as they are not adjacent to the junction. Site observations show that this is a busy junction, and the introduction of junction protection will help with the visibility for traffic turning in and out of Alton Gardens/Hampton Gardens at the junction of Oaken Grange Drive. Traffic flow is likely to improve after the Bell junction works have been completed.  Proceed to implementation.
	From its junction with Alton Gardens eastwards for a distance of 12m		
	From its junction with Oaken Grange Drive northwards for a distance of 12m		
	From its junction with Oaken Grange Drive southwards for a distance of 12m		
Canewdon Road/ Retreat Road	From its junction with Retreat Road westwards for a distance of 12m	No Comments Received	Proceed to implementation.
	From its junction with Retreat Road eastwards for a distance of 15m		
	From its junction with Canewdon Road southwards for a distance of 10m		
Eastwood Road North/ Chalfont Close	From its junction with Chalfont Close south-westwards for a distance of 16m	No Comments Received	Proceed to implementation.
	From its junction with Chalfont Close north-eastwards for a distance of 17.5m		
	From its junction with Eastwood Road North northwards for a distance of 10m		