

# 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**

Report prepared by: Ed Brown,  
Engineer - Civil Engineering

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**Traffic Regulation Order (Waiting Restriction, No U-Turn Restriction)**

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

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## **1. Purpose of Report**

- 1.1 The Chair has agreed that this item be considered at this meeting as an urgent additional item on the basis that a decision is required on the progression of the installation of the traffic controlled junction scheme at this location at the earliest opportunity on the grounds of highway safety.
- 1.2 For the Traffic Regulations Working Party and the Cabinet Committee to agree to the commencement of consultation and implementation of Traffic Regulation Orders in Bournemouth Park Road and Eastern Avenue in accordance with the statutory processes.

## **2. Recommendation**

- 2.1. **That the Traffic Regulations Working Party approve the commencement of the consultation and implementation of the no waiting restriction referred to in Appendix 1 on Bournemouth Park Road and No U-Turn restrictions on Eastern Avenue and recommend the Cabinet Committee to:**
  - (a) **Agree to the commencement of the statutory consultation process for the introduction of waiting restrictions referred to in Appendix 1 and, subject to there being no objections received following statutory notice, implement the waiting restriction. Any unresolved objections will be referred back to the Working Party and Cabinet Committee for consideration; and**
  - (b) **Agree to the commencement of the statutory consultation process for the introduction of the no U-Turn restrictions on Eastern Avenue to referred to in Appendix 1 and, subject to there being no objections received following statutory notice, implement the no U-Turn restrictions. Any unresolved objections will be referred back to the Working Party and Cabinet Committee for consideration.**

### **3. Background**

- 3.1 The Cabinet Committee periodically agrees to advertise proposals to implement traffic regulation orders that are required for various highway network improvement schemes across the borough. The Bournemouth Park Road Junction Improvement scheme would assist in improving traffic flows by signalling the junction with Eastern Avenue. It will also make the current banned right turn movement from Bournemouth Park Road to Eastern Avenue. This scheme will improve and regulate traffic flows through the junction whilst assisting in unlocking a number of development opportunities in the area. Provision has been made for the proposed Southend United Football Club Stadium development at Fossetts Way. If this development were to be constructed then the proposed signal arrangement at the Bournemouth Park Road junction will compliment the proposed stadium access signalised junction which is in close proximity.
- 3.2 All requests are assessed and investigated against the policy criterion agreed criteria by the Cabinet Committee in November 2018.

### **4. Scheme Proposals**

- 4.1 This scheme seeks to address the issues highlighted in section 3 by signalling the Eastern Avenue/Bournemouth Park Road junction.
- 4.2 There is currently a ban on right turning traffic from Bournemouth Park Road to Eastern Avenue. This scheme will allow this vehicle movement as traffic models indicate this will be a requirement following the implementation of the Queensway Regeneration Scheme. In order to achieve this, several physical changes to the highway are required which are explained in sections 4.3-4.7 and the drawings in Appendix 11.1
- 4.3 Kerb realignment to the central reserve on the eastbound approach to Bournemouth Park Road to allow the construction of an extended right turn lane to the junction.
- 4.4 Installation of traffic signals and associated ducting at the junction with Bournemouth Park Road to ensure the safety of right turning vehicles both in and out of Bournemouth Park Road and to maintain traffic flows preventing excessive queuing at the junction.
- 4.5 Kerb realignment on Bournemouth Park Road at the junction with Eastern Avenue to allow for the construction of a traffic island to assist pedestrians crossing the junction and to provide an additional lane on approach to the traffic signals.
- 4.6 There are associated changes to traffic signs, street lighting and road markings as shown in the drawings in section 12. Background Information.
- 4.7 To allow the above changes to the highway, some alterations to Statutory Undertakers Plant are required on Eastern Avenue both at the junction with Bournemouth Park Road and transversely across the east and westbound carriageways of Eastern Avenue. Cadent (Formerly National Grid) and UK Power Networks apparatus is affected.

## **5. Corporate Implications**

### **5.1 Contribution to the Southend 2050 Road Map**

- 5.1.1 Ensure the highway network is effectively managed while maintaining safety and improving traffic flows. This is consistent with the Council's Vision and Corporate Priorities of Opportunity & Prosperity and Connected & Smart.

### **5.2 Financial Implications**

- 5.2.1 Funding for this scheme comes from the successful National Productivity Investment Fund bid secured in 2018.

### **5.3 Legal Implications**

- 5.3.1 The formal statutory consultative process for Traffic Regulation Orders will be 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 Formal consultation will be undertaken including advertisement of the proposals in the local press and on street as appropriate.

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

- 5.7.1 Any implications have been taken into account in designing the scheme.

### **5.8 Risk Assessment**

- 5.8.1 The proposals are designed to improve highway safety and traffic flows and as such, are likely to have a positive impact. Works are however proposed in potentially sensitive area given existing traffic flows and the proposed SUFC development, which will require support from residents, commuters, and business owners. Effective communication with all Stakeholders through multiple channels clearly identifying the benefits of the proposals and the resultant positive impact on traffic flows will mitigate this risk. Another potential risk is traffic delays during construction. Well planned traffic management operating at off peak times outside of high seasonal periods will limit traffic delays during construction.

## **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.

## **5.10 Community Safety Implications**

5.10.1 The proposals in **Appendix 1m**, if implemented, is likely to lead to no change in community safety.

## **5.11 Environmental Impact**

5.11.1 There is no significant environmental impact as a result of introducing this Traffic Regulation Order.

## **6. Background papers**

None

## **7. Appendices**

**Appendix 1** – List of requests

**Appendix 2** – Scheme plans

## APPENDIX 1

<b>Item</b>	1
<b>Location</b>	Bournemouth Park Road
<b>Proposed by</b>	Ed Brown
<b>What is this request for</b>	Measures to prevent the additional lane from becoming blocked by parked cars which would reduce capacity of the improved junction.
<b>Proposal</b>	To extend the existing No Waiting at Any Time parking restriction, on the northbound carriageway, for a further 43m to the south of the junction with Eastern Avenue
<b>Current Restrictions (if any)</b>	No Waiting at any time parking restriction of junction protection both sides at its junction with Eastern Avenue. 30m on the western side and 46m on the eastern side to the existing bus stop.
<b>Reason for request</b>	To Facilitate the signalisation of the Bournemouth Park Road junction with Eastern Avenue.
<b>Has this request been made previously (if so when)</b>	No
<b>If this request was made previously what was the outcome</b>	-
<b>Who will be consulted</b>	All Councillors, Statutory Consultees and affected Residents.
<b>When will consultation take place</b>	If agreed it will processed immediately to allow the construction works to commence early in the new year.
<b>Officer Comments</b>	Bournemouth Park Road is on a bus route and if the proposed Southend United Football Club stadium development is constructed it is in very close proximity to this junction and parking could become a significant problem with increased congestion due to parking in nearby roads. This restriction if implemented will ensure that the carriageway is unobstructed and reduce the potential for congestion in the area. If this restriction were implemented then 3 half on carriageway parking bays will have to be removed.
<b>Officer Recommendations</b>	Recommend to proceed to statutory advertisement and implementation subject you objections
<b>Any other information</b>	None

<b>Item</b>	2
<b>Location</b>	Eastern Avenue
<b>Proposed by</b>	Ed Brown
<b>What is this request for</b>	Measures to prevent causing their vehicle to make a U-Turn from the westbound carriageway to the eastbound carriageway through the central reserve.
<b>Proposal</b>	To introduce a No U-Turn from the westbound carriageway to the eastbound carriageway through the central reserve order on Eastern Avenue
<b>Current Restrictions (if any)</b>	There is currently a No U-Turn TRO in place for traffic travelling on the eastbound carriageway to the westbound carriageway through the central reserve on Eastern Avenue.
<b>Reason for request</b>	To Facilitate the signalisation of the Bournemouth Park Road junction with Eastern Avenue.
<b>Has this request been made previously (if so when)</b>	No
<b>If this request was made previously what was the outcome</b>	-
<b>Who will be consulted</b>	All Councillors, Statutory Consultees and affected Residents.
<b>When will consultation take place</b>	If agreed it will processed immediately to allow the construction works to commence early in the new year.
<b>Officer Comments</b>	Should this restriction not be implemented when the scheme is constructed there is a risk of collisions due to motorists making this manoeuvre.
<b>Officer Recommendations</b>	Recommend to proceed to statutory advertisement and implementation subject you objections
<b>Any other information</b>	None