

# Southend-on-Sea Borough Council

Report of Executive Director  
(Neighbourhoods & Environment)

to

**Traffic Regulations Working Party  
and Cabinet Committee**

on

**22<sup>nd</sup> February 2021**

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**Agenda  
Item No.**

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## Traffic Regulation Order Objections (Junction Protection)

**Place Scrutiny Committee - Cabinet Member: Councillor Woodley  
Part 1 Public Agenda Item**

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### **1. Purpose of Report**

- 1.1 For the Traffic Regulations 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 consultation 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 policy.
- 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 the Members in their considerations and in making an informed decision.

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

- 4.1 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 – Details of representations 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 by the introduction of junction protection
<b>Proposal</b>	To introduce No Waiting at Anytime
<b>Consultation dates</b>	27 <sup>th</sup> November to 18 <sup>th</sup> December 2020
<b>Stakeholder feedback</b>	None
<b>Consultation feedback</b>	See below

Road	Proposed Description	Comments Received	Officer Comments/Recommendation
Thorpe Hall Avenue	To introduce No Waiting at Anytime  From a point approx. 30m north of its junction with the roundabout at Acacia Drive northwards for approx. 16m	<b>4 letters of objection received main points raised include:</b> - vehicles do not cause problems; only 1 parking space in car park at rear; helps to deter speeding vehicles; would send cars to other roads; problems being caused by vehicles from Acacia Drive; reduce waiting times to during the day; instal traffic calming and zebra at junction.	The proposed restriction is an extension of existing junction protection which already has been extended to deter parking outside majority of the flats near to the junction. and does not achieve anything extra.  <b>Recommend not to proceed</b>
High Street Shoebury	To introduce No Waiting at Anytime  Outside Nos 72-74 High Street Shoebury	<b>6 letters of objection received: 1 from Ward Cllr and 5 others, main points raised include:</b> - Strongly object will cause further disruption and hardship for residents in High St and opp in Shoebury Ave; lack of parking; problem being caused by large vehicles entering Shoebury Ave for Ind Estate where entrance is from a residential road; will create chaos; no- where for residents to park; residents have more than 1 car; permit parking was not allowed in this part of High Street; and vehicle crossover requests have been refused ;will move more cars into Neighbouring Roads; no justification; no one in favour of proposal; traffic flows work well; will not help parking by reducing space	This proposed restriction was at the request of users of the industrial estate whose entrance is in Shoebury Avenue and who reported they were having difficulty in turning out of the road unfortunately, there is no other way for lorries to go but to turn into the High Street. Observations on site show that although there are cars parked opposite the junction, the section of road is wide enough to allow the lorries to turn.  <b>Recommend not to proceed</b>
Eastwood Road	To introduce No Waiting at Anytime  From its junction with Belfairs Drive southwards for 22m and northwards for 20m	<b>1 letter of support</b> – but would like lines extended to go over frontage of property to deter cars from overhanging the driveway	This proposal was introduced for safety reasons for traffic exiting out of Belfairs Drive into Eastwood Road and the proposed marking will extend to the boundary of the resident’s property south of the junction, it is considered that the lengths are sufficient to improve visibility and are not to stop cars from parking up to the driveway. <b>If it is agreed to extend the restrictions, then the proposal would need to be readvertised</b>  <b>Recommend to proceed as advertised</b>

<p><b>Gunners Road</b></p>	<p><b>To introduce No Waiting at Any Time From a point opposite the northern boundary of No. 27 Gunners Road south-westwards for a distance of 66m</b></p>	<p><b>3 letters of objection received, and 1 letter of support received main points raised include:</b>  <b>Objections</b> – No benefits for residents; reduce times of restrictions to deter commuters; its commuters that are causing problems; need to consult with residents more; was not what they wanted; should be for whole length of Gunners Road as requested by residents; and the problem is on the other side of the road   <b>Support</b> – agrees with proposals and thanks Council for assessing situation and addressing problems in road</p>	<p>This proposal was requested by a Ward Cllr and agreed by Cmte to look at restrictions on the bend on the west side of the road. Taking in the comments raised by residents if the restrictions are provided, they will not benefit the residents in the long run.   <b>Recommend do not proceed but to look at whole length of Gunners Road as part of parking strategy.</b></p>
<p><b>Clifton Drive</b></p>	<p><b>To introduce No Waiting at Any Time</b>   <b>From its junction with Seaforth Road westwards for approx. 12m</b>   <b>From its junction with Manor Road eastwards for approx. 12m</b></p>	<p><b>4 letters of objection, 2 letters of support received main points raised include:</b>  <b>Objections</b> - Already trouble finding parking space; reduce waiting times to during the day; residents parking scheme needed; large vehicles and emergency vehicles can access around corners as they are currently; no room for parking during the day by residents; will reduce amount of parking space; will increase speeds; area has too many HMO's and is heavily parked by visitors to seafront, for the railway station and nearby restaurant; extension to double yellow lines not needed; will have effect on residents going about their daily lives as parking will be reduced; join Clifton Drive into the Cliffs Area Permit Parking Scheme; road is not enforced; do not need loss of parking spaces; increase of lines will result in at least 8-12 fewer parking spaces and which could result in those who have driveways being blocked; majority that park in the road are not residents; overflow car park for Argyll House as there is not sufficient space in their car park.   <b>Support</b> - improve the flow of emergency vehicles and service vehicles on the bends; provide sufficient distance to provide some parking spaces; provide sufficient distance to deter speeding on the bends and will reduce the likelihood of speed and accidents in Clifton Drive. Would like to see Residents Parking scheme in the road; best thing that could happen; needs parking only on one side of road to enable large vehicles easy access; fail to see why it's being objected to can only be positive changes to the street and for it's residents;</p>	<p>The parking problems in this road was brought to the attention of the Committee by former Cllr J Garston who asked for us to look at the provision of restrictions on the south side of Clifton Drive to help with the flow of traffic along this stretch of road and was approved for Officers to investigate and advertise the appropriate waiting restrictions.   Following site visits and observations of parking in the area, it was determined that the best option would be to increase the lengths of yellow lines on both sides of the road at each end of Clifton Drive where it joins Seaforth and Manor Roads to help with traffic flow on the corners but not taking away other parking spaces on the south side; what has been advertised is an extension of approx. 5m of additional yellow line on the ends of each yellow line in Clifton Drive taking the total lengths to approx. 12m..   <b>Recommend to proceed as advertised</b></p>