

Southend-on-Sea Borough Council

Agenda
Item No.

Report of Executive Director Neighbourhoods and Environment
To
**Traffic Regulations Working Party
and Cabinet Committee.**

On

10th June 2021

Report prepared by: Sharon Harrington, Head of Traffic Management &
Highways Network

Borough wide junction protection scheme

Cabinet Member: Councillor Ron Woodley
Deputy Leader (Cabinet Member for Transport, Capital & Inward Investment)

Part 1 (Public Agenda Item)

1. Purpose of Report

- 1.1 This Report is to identify locations where additional waiting restrictions are needed to manage and maintain access at various junctions throughout the Borough. The objective is to improve access and safety by improving visibility at junctions.

2. Recommendations

- 2.1 It is recommended that Cabinet; -

Junction Protection Proposals

- 2.2 Approves the following proposals regarding junction protection waiting restrictions for formal consultation (Ward plans displaying the extent of the proposed waiting restrictions can be seen in Appendix 1).
- a) Confirm authorisation for formal consultation of the Traffic regulation Order (TRO) on the proposals identified in Appendix 1.
 - b) If there are no specific objections to proposed junctions that they be introduced without further reference to the Traffic Regulation Working Party or Council Committee.
 - c) If specific junctions do receive formal objections, then the affected proposals be subject to a follow on report to address the reasons for the objections and for Officers to include appropriate recommendations to resolve the objection details.
 - d) Revise proposals where appropriate to comply with request from residents without compromising the pay and display restrictions.

3. Background

- 3.1 The Council in response to concerns and complaints regarding obstruction to junctions through inconsiderate parking are looking to address this issue throughout the borough.

- 3.2 The proposal is to introduce no waiting at any time (NWAAT) as the default on each junction that currently does not have any protection. In addition, where single yellow lines are in use these will be upgraded to double yellow lines. (NWAAT).
- 3.3 To provide detailed proposals, the Council commissioned the review of each junction to produce suitable proposals to be considered and implemented subject to the Council Traffic Regulation Order policy.
- 3.4 There are approximately 450 junctions within the borough that needed this appraisal, and the details of these recommendations can be seen in the plans attached in Appendix 1 to this report.
- 3.5 It is anticipated that the proposals set out in this Report will improve the traffic flow for all vehicles and improve visibility and safety at junctions with minimal impact on parking capacity.

4. Reasons for recommendations

- 4.1 Junction protection aims to reduce congestion and to improve safety for all road users.

5. Further Implications

5.1 Corporate Implications 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 Equalities and Diversity Implications

- 5.6.1 Any implications have been considered in designing these schemes.

5.7 Risk Assessment

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

5.8 Value for Money

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

5.9 Community Safety Implications

5.10 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

7.1 **Appendix 1** – Ward plans displaying the extent of the proposed waiting restrictions.

