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Southend-on-Sea Borough Council

Department of the Chief Executive

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Date: 6 March 2017

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Dear Councillor

CABINET COMMITTEE - THURSDAY, 9TH MARCH, 2017

Please find enclosed, for consideration at the next meeting of the Cabinet Committee taking place on Thursday, 9th March, 2017, the following report(s) that were unavailable when the agenda was printed.

Agenda No Item

9. **Additional Parking Spaces around the Seaway Car Park Area (Pages 1 - 8)**
Report of Deputy Chief Executive (Place)

Yours faithfully

Encs

Distribution

1. Agenda and reports to all Members of the Cabinet Committee for attendance

Southend-on-Sea Borough Council

Agenda
Item No.

9

Report of Deputy Chief Executive (Place)
to
**Traffic and Parking Working Party and
Cabinet Committee**
on
9th March 2017

Report prepared by: Zulfiqar Ali, Group Manager, Traffic
Management & Highways Network

Request for Additional Seafront Parking Places

Portfolio Holder – Councillor Tony Cox
A Part 1- Agenda Item

1. Purpose of Report

- 1.1 The Traffic and Parking Working Party & Cabinet Committee is asked to consider a request from the Seafront Traders Association for additional parking places along streets adjacent to Seafront and surrounding Seaway Car Park and decide on the way forward.

2. Recommendation

- 2.1 That the Traffic and Parking Working Party and the Cabinet Committee:-
- i) **Note the contents of the report and Officers observations.**
 - ii) **Consider the views of the Working Party and Officers' recommendations in the attached appendix 1 and agree to:**
 - a) **Proceed with Officers' recommendations on a priority basis; or,**
 - b) **Proceed with Officers' recommendations, with any changes; or,**
 - c) **Take no further action.**

3. Background

- 3.1 Following discussions with the Council, the Seafront Traders submitted a set of proposals which they consider will provide additional parking for visitors to the seafront which are shown in attached (Appendix 1) with officers' views and recommendations.

4. Potential areas for possible consideration.

- 4.1 Officers have assessed the Seafront Traders' proposals particularly around the streets along the Seafront and their assessment/observations and recommendations are shown in the attached appendix 1

It needs to be noted that all the above proposals if agreed will be subject to formal consultation.

5. Reasons for Recommendations

- 5.1 The proposals are considered to assess their suitability, feasibility and impact on potential for improving parking in the area and recommended where appropriate.

6. Corporate Implications

- 6.1 Contribution to Council's Vision & Corporate Priorities

Any resulting changes from these proposals will contribute to the Council's corporate priorities in terms of safety, accessibility and supporting local businesses and will contribute to a Safe and Prosperous Southend.

6.2 Financial Implications

If agreed these schemes will have financial implications which will need to be met from the existing budgetary resources. However, the resources are limited and the Working Party and Cabinet Committee has an ongoing agreed priority programme based on its earlier decisions. Unless the Committee agrees to allocate a high priority, these will be added to the bottom of the list and undertaken subject to availability of financial and staffing resources.

6.3 Legal Implications

Where requests involve any requirement for a need to introduce or amend a Traffic Regulation Order, the relevant statutory procedures will be followed including the requirement for formal consultation with affected frontagers' and advertisement in the local press.

6.4 People Implications

There are limitations in staff time and an increase in workload places additional strain on limited resources which may lead to delays in investigations and reporting back to the Working Party and Cabinet Committee. There will clearly be staffing resource implications which will have to be considered depending on the extent of the works agreed/required for design, consultation and implementation where required.

6.5 Property Implications

None

6.6 Consultation

Formal and informal consultation will be carried out, as required, and directed by this Committee. In addition all Ward Councillors are to be informed of the consultation process prior to its commencement.

7. Background Papers

Seafront Traders Proposals

8. Appendices

Appendix 1

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Appendix 1- Seafront Area - Additional Parking Bays Proposals

Location	Comments / observations	Recommendation
Lucy Road	5 No Bays - There is an existing 6.5m crossover in place enabling access to the old waste depot.	Recommended no further action
Eastern Esplanade (opp. Beach Road junction)	<p>Bays (7 No.) proposed in the lay-by area is a drop-off area for coaches / buses, this facility would be lost if bays were provided here. Parking bays (4No.) outside Sea life adventure centre are feasible, close to the crossing point. Unless this was needed for a loading / drop off area by Sea life adventure centre.</p> <p>Parking bays at angle (Echelon),opposite Beach Road junction, are not feasible due to the varying size of the planting area (width varies from 1m to 4m on a gradient). Footway width reduced from 4m to 1.1m which may have a negative impact on high pedestrian demand / footfall along this busy area.</p> <p>The area is currently under consideration for the amendment of parking bays to allow coach pick up points from 4pm daily.</p>	<p>Recommend No further action</p> <p>Recommend No further action</p> <p>Agree to note officers' comments and authorise officers to proceed with the statutory process for coach pick up points from 4pm daily.</p>
Burdett Road	Bays (5 No.) suggested near the junction with Eastern Esplanade, are already in place. The parking bays are 9am – 9pm, for 30 mins parking and no return with 4 hours.	The facility was provided to enable loading/unloading and servicing for the nearby businesses along with short term customer parking. Removal of the facility may disrupt these

	<p>Changing this from short stay parking to long term car parking would not have much impact visually.</p>	<p>activities.</p> <p>Recommend No further action</p>
<p>Beach Road</p>	<p>Bays (5 No.) suggested near the junction with Eastern Esplanade, are already in place. The parking bays are 9am – 9pm, for 30 mins. Parking and no return within 4 hours.</p>	<p>The facility was provided to enable loading/unloading and servicing for the nearby businesses along with short term customer parking. Removal of the facility may disrupt these activities. However this can be looked at for long term parking</p> <p>Recommend No further action</p>
<p>40-57 Eastern Esplanade</p>	<p>40-57 Eastern Esplanade is a conservation area. The properties at the eastern end appear to be using their frontage for parking although this is to the detriment of the conservation area. The additional bays proposed here and opposite would not make a material difference to the character of the conservation area.</p> <p>Bays proposed near No. 57 Eastern Esplanade (Forge Way junction), not feasible due to drop kerb access for No. 55. However, it may be possible to have 1 / 2 bays at this location.</p> <p>Bays proposed on the opposite side of Forge Way access point, these are already in place (4 No. bays) and may be extended to long term use</p>	<p>Recommended to proceed with statutory consultation</p> <p>Recommended to proceed with statutory consultation</p> <p>Recommended to proceed with statutory consultation</p>

<p>Hartington Road</p>	<p>Bays feasible at this location (need to leave 10m DYL) at junction with Hartington Place for safety. Could possibly get additional 7 spaces</p> <p>The road is fairly narrow although parking may be possible in some areas. The road is however primarily residential with residents rarely being able to park near to their homes in peak periods.</p> <p>Concerns that additional parking for visitors will increase traffic movements in the streets and further prevent residents parking nearby.</p>	<p>Recommend no further action</p>
<p>Pleasant Road</p> <p>7</p>	<p>Not all the bays proposed are feasible as the road narrows down from 6.5m width to 4.5m. Also opposite No. 3 Pleasant Road there is a footway cross-over, where it won't be appropriate to place bays. However, few additional bays may be created</p>	<p>Recommended officers undertake further assessment and proceed to statutory consultation.</p>

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