

Southend-on-Sea Borough Council

Agenda
Item No.

Report of Corporate Director for Place

to

**Traffic & Parking Working Party & Cabinet
Committee**

on

16th June 2016

Report prepared by:

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Management and Road Safety Team

West Leigh Area – Report on Ward Councillor Consultation for Parking Controls

**Executive Councillor: Councillor Cox
A Part 1 Public Agenda Item**

1. Purpose of Report

- 1.1 To advise Members of the results of a consultation on parking controls and seek views as to the way forward.

2. Recommendation

2.1. That the Traffic and Parking Working Party and the Cabinet Committee:-

- a) Recognise the efforts of the Ward Councillors in compiling and distributing the questionnaires and collating responses;**
- b) Note officers comments in paragraph 3.9, and Appendix 1 regarding the outcome of the consultation and decide on the way forward.**

3. Background

- 3.1 This committee considered a Member request in September 2014 regarding the implementation of parking controls in an area of the West Leigh ward. The committee decided that ward Members should undertake a consultation with residents of the wider area in accordance with the agreed policy relating to parking schemes.
- 3.2 The ward Members undertook an informal consultation with residents involving a considerable number of properties. The consultation letter made suggestion that to deal with commuter parking the parking control scheme may operate for one or two hours during the day and could restrict parking, say between 2pm to 3pm and that there will be a reasonable charge for the permits for those we need them. The residents were asked to indicate if they support the proposal of a permit controlled parking scheme and indicate their preference as to its

operational hours. The results of this phase of consultation are detailed in this report.

3.3 Officers assisted Ward Members in devising consultation questionnaire and the selection of the area. Members delivered questionnaires to all addresses within the selected area which included the following roads:

1. Berkley Gardens
2. Burnham Road
3. Canvey Road
4. Chapmans Walk
5. Cottesmore Gardens
6. Crescent Road
7. Dale Road
8. Dynevor Gardens
9. Hadleigh Road
10. Hamboro Gardens
11. Harley Street
12. Herschell Road
13. Leigh Gardens
14. Marine Close
15. Marine Parade
16. Medway Crescent
17. Park Road
18. Quorn Gardens
19. Ray Walk
20. Salisbury Road
21. Tattersall Gardens
22. Thames Drive
23. Theobalds Road
24. Western Road

3.4 Members are asked to note that these roads are in close proximity to Leigh on Sea Railway Station and while a number of streets are subject to a part day waiting restriction, some streets remain available for all day parking by non-residents.

3.5 There are 1649 properties within the selected area and 292 responses have been logged which equates to a 17% response rate and the majority of these responses are in favour of parking controls (62%). However, as Members are aware the current policy, requires at least 40% responses from the properties in the area and at least 70% of those responding must support the proposal in its overall context. As such the actual response rate in this case of 17% is well short of the minimum agreed policy threshold of 40%. However there are streets within the area where there is varying degree of support. Members are asked to note that the current policy states that any residents parking scheme are considered on an areawide basis unless there are exceptions due to proximity of schools etc.

3.6 Further work has been undertaken to establish where residents are supportive of parking controls and where higher levels of responses have been received.

Appendix 1 contains a breakdown of the streets, the number of properties, the number of responses and the percentage of support.

- 3.8 Members will note from the breakdown, one street meets the previously agreed threshold for a response rate of 40%; however, there are a small number of streets where the support for parking controls is higher than the required 70%. While these responses are supportive of controls, the response level is still below the agreed policy criteria.
- 3.9 As the overall consultation response falls below the agreed policy thresholds, justification for an areawide parking control scheme is unmet. However, there is a varying degree of response/support from streets within the area and ward councillors have specific concerns regarding the impact of the commuter parking which led to the consultation exercise. Members are asked to note that 10 out of 24 streets consulted already have limited hour parking restrictions in their streets. It is the view of the ward councillors that those with restrictions already in their streets are happy and didn't feel the need to respond. Whilst others who have no such restrictions and suffer from the impact of the commuter parking have responded. Streets with current level of restrictions are shown in bold on the attached **Appendix 1**. In view of this unique situation, members may wish to take into account ward councillors' representations in this regard before making any decisions in this regard. Committee's views are sought in this regard.

4. Other Options

- 4.1 Proceed with the formal proposal for a parking scheme. As the results do not meet the required level of response, this is not an appropriate option.

5. Reasons for Recommendation(s)

- 5.1 Following a survey of all residential streets, the response fails to meet the Council's criteria for progressing with a Parking Management Scheme.

6. Corporate Implications

6.1 Contribution to Council's Vision & Corporate Priorities

- 6.1.1 Meets the objectives of the Local Transport and Implementation Plan and the Council's aims of a Safe and Prosperous Southend.

6.2 Financial Implications

- 6.2.1 Should any works be agreed, costs would be met through existing capital budgets.

6.3 Legal Implications

- 6.3.1 Statutory consultation would be undertaken for the implementation of any waiting restrictions.

6.4 *People Implications*

6.4.1 Any agreed works will be met within existing resources.

6.5 *Property Implications*

6.5.1 None.

6.6 *Consultation*

6.6.1 Statutory consultation will be undertaken.

6.7 *Equalities and Diversity Implications*

6.7.1 None identified at this stage.

6.8 *Risk Assessment*

6.8.1 Any works will be subject to assessment for safety.

6.9 *Value for Money*

6.9.1 Any works are undertaken by term contractors appointed through the competitive tendering process.

6.10 *Community Safety Implications*

6.10.1 Actions resulting from proposals are designed to safely accommodate parking.

6.11 *Environmental Impact*

6.11.1 Effective parking controls help to improve the quality of the local environment.

7. Background Papers

7.1 Consultation results

7.2 Parking Management Policy Guidelines

8. Appendices

8.1 Appendix 1

Appendix 1 – West Leigh Area - Results of Parking Consultation

Road Name	No of Properties	No of responses returned	No. in Favour	No. Against	% Returned	% returned in favour	% returned against
Dale Road	23	12	12	0	52%	100%	0%
Dynevor Gardens	17	6	5	1	35%	83%	17%
Cottesmore Gardens	56	17	10	7	30%	59%	41%
Harley Street	40	12	7	5	30%	58%	42%
Canvey Road	78	22	15	7	28%	68%	32%
Herschell Road	81	23	15	8	28%	65%	35%
Marine Parade	110	26	19	7	24%	73%	27%
Leigh Gardens	35	8	3	5	23%	38%	63%
Burnham Road	79	16	12	4	20%	75%	25%
Crescent Road	77	15	10	5	19%	67%	33%
Theobalds Road	37	7	3	4	19%	43%	57%
	1649	291	179	112	18%	62%	38%
Western Road	200	33	18	15	17%	55%	45%
Berkley Gardens	57	9	7	2	16%	78%	22%
Medway Crescent	43	7	3	4	16%	43%	57%
Marine Close	40	6	3	3	15%	50%	50%
Quorn Gardens	73	11	2	9	15%	18%	82%
Chapmans Walk	57	8	4	4	14%	50%	50%
Ray Walk	15	2	2	0	13%	100%	0%
Park Road	42	5	1	4	12%	20%	80%
Hamboro Gardens	27	3	2	1	11%	67%	33%
Tattersall Gardens	115	13	7	6	11%	54%	46%
Salisbury Road	127	11	6	5	9%	55%	45%
Thames Drive	86	8	6	2	9%	75%	25%
Hadleigh Road	134	11	7	4	8%	64%	36%

Percentage Returns 17%
 Overall Percentage
 In Favour 62%

Note: 10 streets out of 24 currently have one hour parking restrictions. These have been highlighted above.