

Southend-on-Sea Borough Council

Report of Corporate Director of Enterprise, Tourism and
the Environment

to

**Traffic and Parking Working Party
And Cabinet Committee**

On

2nd November 2009

**Agenda
Item No.**

Report prepared by: Cheryl Hindle-Terry, Team Leader
(Demand Management)

**Parking Management Schemes
Shoebury Station Area
Executive Councillor: Councillor Waite
*A Part 1 Public Agenda Item***

1. Purpose of Report

For Members to consider the outcomes of a recent informal consultation and recommendations for further action.

2. Recommendation

- 2.1 That Members consider the report and agree with officer recommendations to:
- 2.2 Not proceed to the formal consultation stage to implement a Parking Management Scheme in the Shoebury Station Area and the advertisement of various Traffic Regulation Orders designed to prohibit parking at dangerous areas.

3. Background

- 3.1 Members should note that this consultation is not connected with the Shoebury High Street improvement scheme.
- 3.2 Parking is incredibly pressured in many areas of the town due to many factors such as the level of car ownership, the lack of off street parking potential and restrictions on parking due to traffic flow and access requirements. The pressure is hugely exacerbated in this area due to the numbers of commuters parking on street to access Shoebury Station.
- 3.3 As part of the Local Transport Plan programmed works for 2008, surveys of parking levels ascertained that the area suffers with non resident parking which effectively displaces residents from their streets and preliminary designs were created. The designs and conditions of the schemes were reported to Cabinet on 16th June 2009 and agreement given to proceed with an informal consultation to assess residents views.

- 3.4 The Consultation commenced on 10th August 2009 and involved delivery of information and a questionnaire to each property in the areas, two “drop in sessions” held in the area on an evening and a Saturday afternoon and high colour posters advertising the consultation and drop in sessions were erected on the affected streets.
- 3.5 This process was very effective and resulted in a good turnout at both of the sessions and a very good percentage of completed questionnaires (26.5%)
- 3.6 The responses have been analysed resulting in the recommendation and details of the responses and analysis process are set out below.

Road Name	Yes	No	Unsure	Total Road Response
Ashanti Close	0	1	0	1
Beach Court	0	1	0	1
Blackgate Road	2	15	0	17
Dane Street	0	0	2	2
Elm Road	4	9	2	15
Friars Street	2	11	0	13
George Street	2	3	1	6
Gunners Road	11	19	2	32
High Street	23	37	14	74
Hinguar Street	2	7	3	12
John Street	2	2	2	6
Peel Avenue	0	1	0	1
Rampart Street	0	1	0	1
Rampart Terrace	1	0	0	1
Rosewood Lane	0	1	0	1
Shoebury Avenue	2	3	2	7
Smith Street	2	7	1	10
Southchurch Avenue	1	2	0	3
Terminal Close	0	0	1	1
The Goslings	1	0	0	1
Wakering Avenue	10	29	7	46
Wallace Street	0	5	2	7
Total	67	152	39	258
Percentages	25.96%	58.91%	15.11%	26.5% Response Rate

- 3.7 The information indicates a majority against the introduction of a PMS.
- 3.8 During the survey process, various locations were identified such as junctions which currently have no waiting restrictions, these areas are considered dangerous and therefore we need to propose restrictions to prohibit parking.

4. Other Options

- 4.1 Introduce the PMS. This option is not viable, residents expect a fair process to be undertaken where their views are considered.

5. Reasons for Recommendations

- 5.1 To reflect the opinions of residents while attempting to remove potential accident sites.

6. Corporate Implications

6.1 Contribution to Council's Vision & Corporate Priorities

The recommendation reflects the wishes of the residents which leads to an excellent Council and proposals to prohibit parking at dangerous locations leads to safer roads.

6.2 Financial Implications

Costs for waiting restrictions to be met from previously agreed budgets through the Local Transport Plan

6.3 Legal Implications

The formal statutory consultative process will be completed in accordance with the requirements of the legislation and any resulting objections referred to the Traffic and Parking Working Party for their consideration as required by the Constitution of the Council.

6.4 People Implications

Staff time as required to organise and monitor the required works, will be met from existing resources.

6.5 Property Implications

None

6.6 Consultation

As above

7. Background Papers

None

8. Appendices

None