

Southend-on-Sea Borough Council

Agenda
Item No.

Report of Corporate Director for Place
to
**Traffic and Parking Working Party and
Cabinet Committee**
on
30th May 2013

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**Chalkwell and Leigh Area
Parking Issues**

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

1. Purpose of Report

For the Traffic and Parking Working Party and Cabinet Committee to consider the outcome of a consultation undertaken by Chalkwell and Leigh Wards Members to assess resident support for Parking Management Scheme and controls.

2. Recommendation

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

- i) Note the results of the initial consultation undertaken by the Ward Councillors as shown in appendix 1.**
- ii) Agree that no further action is taken with regard to introducing comprehensive Parking Management/Controls in the Chalkwell/Leigh as the outcome of the consultation does not meet the initial requirements of the new Policy on Residents Parking Schemes agreed by Cabinet on 8th January 2013.**
- iii) Agree to authorise officers to advertise the new and/or amended waiting restrictions as a result of the survey as detailed in section 5 of the report.**

3. Background

- 3.1** Members are aware of the extensive background to history of the issues in this area and the fact that this issue has been subject of previous consultations and investigations and discussions at this committee on a number of previous occasions. At your meeting on 8th January 2013, having received report form officers and representations form the Chalkwell Parking Group as well as other residents, the Cabinet Committee agreed to receive a further report at a future

meeting of the Traffic & Parking Working Party and Cabinet Committee for consideration following completion of the initial consultations of the Councillors of the Wards affected.

- 3.2 Members developed and agreed a questionnaire which they used in both wards, decided on the scope of the area to be included based on their local knowledge of their wards and on the basis of the complaints that they had received through their interaction with their constituents. Officers assisted Members in developing the questionnaire for consistency. The consultation process commenced in March 2013 and concluded in early April 2013. Members knocked on doors and hand delivered a short questionnaire to every property within the defined area along with a pre paid envelope for the questionnaire to be returned. It was also agreed that whilst Members undertake their own surveys, officers will consider suggestions put forward by the Chalkwell Parking Group.

4. Outcome of the consultation

- 4.1 In total ward councillors covered 22 Streets within the combined area, covering 10 streets in Chalkwell and 12 Leigh.
- 4.2 As Members are aware, the agreed policy criteria for progression of Parking Management Schemes are made of various stages. A key stage is the need for Ward Councillors to demonstrate to the Traffic and Parking Working Party and the Cabinet Committee that the proposals have a degree of local support with supporting evidence. The policy also requires that there must be a response to the consultation from at least 40% of the affected constituents within the consultation area and at least 70% of the respondents must support the proposals. Flexibility within the response levels has been agreed at 1% or 2%.
- 4.3 The detailed analysis of the consultation is shown in Appendix 1. In summary key outcome of the consultation are as follows:-
- In total 1182 completed questionnaires were sent to all properties within the area selected by the Chalkwell and Leigh Ward Councillors.
 - 274 questionnaires were returned, equating to 23.2%
 - 173 respondents (63.1%) felt there was a need for a Parking Management Scheme in the area.
 - 177 respondents (64.5%) favoured one hour residents only parking.
 - 125 (45.6%) were in favour of selling permits to Leigh Road businesses to park in during the residents' only parking hour at a charge of £250 a year.
 - 258 (94.2%) of the respondents were residents of the area and 20(7.3%) were the businesses.
- 4.4 As can be seen from the above and the appendices, overall 23.2 % of those consulted responded to the questionnaire with 63.1% in favour of proposals. This clearly falls short of the minimum policy thresholds. This response rate was achieved despite members knocking on doors and delivering questionnaires personally. The overall response of 23.2% falls well short of the minimum required by the policy. Again, 63.1% support for residents parking proposal is below 70% support that the policy requires. Whilst this may be said to be not too

far from 70% threshold, the fact that this support is only from 23.2% of the respondents makes it difficult to justify departing from the policy.

- 4.5 It is also apparent from the outcome of the consultation survey that the level of response varies considerably amongst the parts of the two wards. In Leigh, there was a response of 16.6% whilst in Chalkwell it is 33.9%. Similarly response from individual roads within each area varied as is shown on the appendix 1.
- 4.6 It is noted that in some cases the number of responses are so small as to make any statistically significant evaluation. Notwithstanding this, there are roads within each area which have individually attracted good returns and level of support for parking controls in individual roads but collectively do not meet the policy requirements both in terms of the level of response and the degree of support needed. The primary purpose of the new policy was to ensure there is a collective approach to parking management schemes which deal with problems in an holistic manner and on an area wide basis to develop effective proposals to deal with problems rather than moving them on to the neighbouring areas. This approach has been a cause of concerns by residents where parking management action has resulted in moving parking and traffic to the adjoining area resulting in an ongoing "ripple displacement effect". This approach also leads to misconceptions about the Council introducing such schemes to raise revenue also cause severe practical difficulties of having disjointed and unco-ordinated action that leads to further frustration amongst residents and additional costs. The essence of the new policy was to ensure there is a collective support for future schemes and the schemes meet the needs of the area rather than individual streets. As such Members are asked to bear in mind the spirit of the new policy and consider this holistically rather than on the basis of individual roads.
- 4.7 Members are aware that officers have been looking at ways to improve situation in individual roads where possible and various initiatives have been undertaken in the past. These being:-
- Removal and reduction of existing restrictions to increase parking
 - Introduction of waiting restrictions to resolve perceived hazards such as bends or junctions
 - Provision of bays with limited waiting restrictions to deter all day parking and provide short term parking for Doctors/Dental Surgery and Leigh Rail Station.
 - Proposals to remove alternate month parking in several roads

5. Other Options

- 5.1 Members asked officers to look at other options, suggestions and concerns of the Chalkwell Parking Group and other residents. As such Officers have examined the issues and are proposing to progress the following measures with a view to assist residents and business. These are shown below:-.

5.1.1 Increase limited waiting arrangements on Leigh Road and Broadway

Proposals to increase the existing waiting limit from 1 to 2 hours have been progressed however Broadway West, Rectory Grove and Elm Road were also

included within this proposal for consistency and to avoid confusion to motorists. The Traffic Regulation Order has been confirmed and new signage indicating the revised limit has been erected. It is expected that this will reduce shoppers parking in residential streets and help to alleviate some concerns.

5.1.2 Consider two side parking arrangements within specified roads and review existing areas of waiting restrictions where appropriate –

Investigations to determine whether such arrangements will be safe and practical are underway. Clearly this exercise will take into account the level of support in individual roads in determining the most appropriate course of action.

5.1.3 Introduce pay and display arrangements in Belton Way East and West

This proposal has been advertised and comments being received. Outcome of consultation process will be reported to the next scheduled meeting of the Traffic and Parking Working Party.

- 5.2 The above proposals are intended to assist in reducing any parking pressure, improving traffic flows and safety of road users. Members are asked to agree these as part of this report so that officers can instigate necessary design and implementation processes to implement these. The results have been further analysed into levels of responses from each area and also a road by road breakdown.

6. Reasons for Recommendations

- 6.1 The recommendations are in accordance with the agreed policy for Parking Management Schemes.

7. Corporate Implications

- 7.1 Contribution to Council's Vision & Corporate Priorities.

- 7.1.1 Ensuring parking is managed while maintaining adequate access for emergency vehicles and general traffic flow.

7.2 Financial Implications

- 7.2.1 The cost of the proposals in section 4 of the report will be met from the existing budgets. However should Members wish to progress a Parking Management Scheme, this will need to be examined along with the rest of the Traffic & Parking Workload and funding priorities as additional funding will need to be allocated.

7.3 Legal Implications

- 7.3.1 The statutory consultative processes related to works in Section 4 of the report will need to be completed in accordance with the requirements of the legislation.

7.4 People Implications

7.4.1 The proposals contained in Section 4 will be progressed and implemented within the existing staff resources.

7.5 Property Implications

7.5.1 None

7.6 Consultation

7.6.1 Statutory consultation is required to introduce or amend any waiting restrictions.

8. Background Papers

Previous reports dated from March 2012, January 2013

The document of suggestions from the Chalkwell Parking Group presented to the Traffic and Parking Working Party in September 2012

Agreed policy as to Parking Management Schemes from January 2013.

9. Appendices

Appendix 1 results of the Members' consultation