

Southend-on-Sea Borough Council

Agenda
Item No.

Report of Corporate Director for Place
To
**Traffic & Parking Working Party & Cabinet
Committee**
On
23rd September 2014

Report prepared by:
Cheryl Hindle-Terry - Team Leader, Parking, Traffic
Management and Road Safety Team

Holland Road Area – Report on Ward Councillor Consultation for Parking Controls
Executive Councillor: Councillor Terry
A Part 1 Public Agenda Item

1. Purpose of Report

- 1.1 To advise Members of the results of the consultation on parking controls and seek views as to a 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;**
- b) **Take no further action as the outcome of the consultation does not meet minimum policy thresholds for public consultation,**

3. Background

- 3.1 This committee considered a Members' request on 2nd January 2014 to introduce a Parking Management Scheme in Holland Road. The committee decided that in line with the current policy, the controls should only be considered on an area wide basis and that Members would need to consult residents in a defined area to be selected with support from officers.
- 3.2 The ward Members undertook an informal consultation with residents. The results of this phase of consultation are detailed in this report.
- 3.3 Ward Members devised a consultation questionnaire which was delivered to all addresses within the selected area. This included the following roads:
- 1) Clifton Drive
 - 2) Holland Road
 - 3) Lydford Road

- 4) Manor Road
- 5) Milton Avenue
- 6) Palmeira Avenue
- 7) San Remo Parade
- 8) Seaforth Road
- 9) Shorefield Road
- 10) Station Road (part)
- 11) The Leas
- 12) Westcliff Avenue
- 13) Winton Avenue

- 3.4 Members are asked to note that these roads are in close proximity to Westcliff Station and the Cliffs Pavilion, both of which attract high numbers of vehicles.
- 3.5 All responses were logged with only one response per property being recorded. This has been the practice throughout all parking consultations since 2009. All duplicate responses received from the same property have been thoroughly checked to ensure the responses are consistent. No duplicate questionnaires returned have been found to contain different responses to the questions asked.
- 3.6 Questionnaires were delivered to 1031 properties and 205 responses have been logged which equates to a 26% response rate. While the majority of these responses are in favour of parking controls (68%), the response level falls below the agreed policy threshold of 40% response.
- 3.7 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, no 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%. This is detailed in Appendix 2 and shows the streets where more than 70% of responses are supportive of controls however the response level is still below the agreed policy criteria.
- 3.10 As the response falls below the agreed policy thresholds, no further action is recommended.

4. Other Options

- 4.1 Provide waiting restrictions. This is not a viable option within this area as the majority of properties have no off street parking facility and residents would have no parking available.

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 2