

Public Document Pack
SOUTHEND-ON-SEA BOROUGH COUNCIL

Place Scrutiny Committee

Date: Monday, 25th November, 2019

Time: 6.30 pm

Place: Committee Room 1 - Civic Suite

Contact: Tim Row - Principal Democratic Services Officer

Email: committeesection@southend.gov.uk

A G E N D A

1 Apologies for Absence

2 Declarations of Interest

3 Questions from Members of the Public

4 Minutes of the Meeting held on Monday 7th October 2019

****** ITEMS CALLED-IN/REFERRED DIRECT FROM CABINET
held on Tuesday 5th November 2019**

5 Parking Review Scope

Minute 509 (Agenda Item No. 4, Cabinet report circulated separately)
Called-in by Councillors Flewitt, McGlone, Cox and Davidson

6 Notice of Motion - Climate Change and Southend-on-Sea - A Green City

Minute 512 (Agenda Item No. 7, Cabinet report circulated separately)
Called in by Councillors Cox and Davidson

7 Notice of Motion - Dog Poo DNA

Minute 513 (Agenda Item No. 8, Cabinet report circulated separately)
Called-in by Councillors Aylen, K Evans, Cox and Davidson

8 Southend 2050 Outcome Success Measures - Quarter 2 Report 2019/20

Minute 522 (Cabinet Book 2, Agenda Item 22 refers)
Referred direct to all three scrutiny committees

****** ITEMS CALLED-IN FROM CABINET COMMITTEE
held on Monday 4th November 2019**

9 Requests for Waiting Restrictions

Minute 504 (Cabinet Committee Agenda Item No. 6)
Called-in by Councillors Cox and Davidson

****** ITEMS CALLED-IN FROM THE FORWARD PLAN**

None

****** PRE-CABINET SCRUTINY ITEMS**

None

****** OTHER SCRUTINY MATTERS**

None

TO: The Chair and Members of Place Scrutiny Committee:

Councillor A Moring (Chair),

Councillors M Flewitt (Vice-Chair), B Ayling, J Beck, A Bright, K Buck, L Burton, A Chalk, D Cowan, T Cox, M Dent, George, D Jarvis, S Wakefield, C Walker, N Ward and P Wexham

SOUTHEND-ON-SEA BOROUGH COUNCIL

Meeting of Place Scrutiny Committee

Date: Monday, 7th October, 2019
Place: Committee Room 1 - Civic Suite

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Present: Councillor A Moring (Chair)
Councillors B Ayling, J Beck, A Bright, K Buck, L Burton, A Chalk,
D Cowan, T Cox, M Dent, N Folkard*, D Garne*, George, D Jarvis,
S Wakefield, N Ward and P Wexham
(*Substitute in accordance with Council Procedure Rule 31.)

In Attendance: Councillors I Gilbert, C Mulroney, M Terry and R Woodley (Cabinet Members)
A Lewis, S Dolling, P Geraghty, C Robinson, Mr M Gatrell,
M Ambrose, A Richards, G Gilbert, S Harrington, N Hunwicks,
J Martin, A Keating and T Row

Start/End Time: 6.30 pm - 8.30 pm

374 Apologies for Absence

Apologies were received from Councillors Flewitt (substitute: Councillor Folkard) and Walker (substitute: Councillor Garne).

375 Declarations of Interest

The following interest were declared at the meeting:

- (a) Councillors Gilbert, Mulroney, Terry and Woodley (Cabinet Members) – Disqualifying non-pecuniary interests in all the called-in/referred items; attended pursuant to the dispensation agreed at Council on 19th July 2012, under S.33 of the Localism Act 2011;
- (b) Councillor Ayling – Agenda Item No. 6 (Parking on Seafront and High Street Areas) – Non-pecuniary interest: Submitted petitions to Council on behalf of residents;
- (c) Councillor Bright – Agenda Item No. 6 (Parking on Seafront and High Street Areas) – Non-pecuniary interest: Lives in the High Street area;
- (d) Councillor Cox – Agenda Item No. 8 (Notice of Motion - Seaway Car Park) – Disqualifying pecuniary interest (withdrew);
- (e) Councillor Wakefield – Agenda Item No. 5 (Fire Safety) – Non-pecuniary interest: Works for South Essex Homes; and
- (f) Councillor Woodley – Agenda Item No. 9 (Notice of Motion - Climate Emergency Declaration) – Non-pecuniary interest: Council representative on the LGA which was mentioned during the debate.

376 Questions from Members of the Public

The Committee noted the responses to the questions that had been submitted by Mr Grubb and Mr Webb to the Cabinet Member for Environment and Planning, the Cabinet Member for Transport, Capital Inward Investment and the Cabinet Member for Business, Culture and Tourism. Copies will be forwarded to them as they were not present at the meeting.

377 Minutes of the Meeting held on Monday, 8th July, 2019

Resolved:-

That the Minutes of the meeting held on Monday, 8th July, 2019 be received, confirmed as a correct record and signed.

378 Fire Safety

The Committee considered Minute 314 of Cabinet held on 17th September 2019, which had been called in to Scrutiny, together with a report of Deputy Chief Executive (Place) setting out the progress in delivering the Council's Fire Safety Review, which had been established following the Grenfell Tower fire on 14th June 2017.

Resolved:-

That the following decisions of Cabinet be noted:-

"1. That the work undertaken by the Council and South Essex Homes with respect to Fire Safety including independent fire engineer assessments of two typical tower blocks and proposals to undertake Type 4 Fire Risk Assessments in a further two typical blocks be noted and endorsed.

2. That the Council's response to the Government Consultation 'Building a Safety Future: Proposals for reform of the building safety regulatory system' be noted and endorsed.

3. That a further update be provided to Cabinet in spring 2020.

4. That it be noted that a request to increase the Fire Improvement Works capital budget for 2019/20 has been included in the Corporate Budget Performance – July 2019/20 report."

That the following recommendation of Cabinet be noted:-

"5. That £750k p.a. be added to the Fire Improvement Works capital budget for the five years from 2020/21 to 2024/25, to be financed by corporate borrowing." ||

Note: The decisions in 1-4 above constitute an Executive Function. The decision in 5 above constitutes a Council Function.

Cabinet Members: Councillors Gilbert and Terry

379 Parking on Seafront and High Street Areas

The Committee considered Minute 316 of Cabinet held on the 17th September 2019, which had been called in to Scrutiny, together with the report of the Deputy Chief Executive (Place) setting out recommendations on a number of highway proposals.

Resolved:-

1. That the following decisions of Cabinet be noted:-

“1. That the content of the report be noted, including the assessment of the proposals.

2. That the recommendations in respect of each of the highway proposals, be approved.”

2. That, in accordance with Council Procedure Rule 39, the matter be referred to full Council. ||

Note: This is an Executive Function
Cabinet Member: Councillor Woodley

380 Petition - Street Lighting and CCTV in Pleasant Road Area

The Committee considered Minute 319 of Cabinet held on 17th September 2019, which had been called in to Scrutiny. This related to a petition presented by Councillor Collins on behalf of residents, requesting improved street lighting and increased CCTV coverage for the Pleasant Road area.

In response to a questions, the Director for Public Protection agreed to provide an update on the installation of additional CCTV cameras to the Committee.

Resolved:-

That the following decision of Cabinet be noted:-

“1. That subject to the availability of funding, infill street lighting be installed in Hartington Road, Pleasant Road and Hartington Place.

2. That as part of the CCTV upgrade programme, CCTV be included in Hartington Road and Pleasant Road”

Note: This is an Executive Function
Cabinet Member: Councillor Terry

381 Notice of Motion - Seaway Car Park

The Committee considered Minute 321 of Cabinet held on 17th September 2019, which had been called in to Scrutiny. This related to the Notice of Motion in connection with the Seaway Car Park development, presented to Council at its meeting on 18th July 2019.

Resolved:-

1. That the following decision of Cabinet be noted:-

“1. That the Notice of Motion is rejected to ensure the Council’s contractual position is not fettered and that the current planning application can be dealt with through the normal process.

2. That it be noted that consideration is being given to options to create additional parking in the vicinity of Seaway Car Park.”

2. That, in accordance with Council Procedure Rule 39, the matter be referred to full Council. ||

Note: This is an Executive Function

Cabinet Member: Councillors Gilbert and Robinson

382 Notice of Motion - Climate Emergency Declaration

The Committee considered Minute 322 of Cabinet held on 17th September 2019, which had been called in to Scrutiny, together with the report of the Deputy Chief Executive (Place) which had been prepared in response to the Notice of Motion presented to Council on 18th July 2019.

Resolved:-

That the following decision of Cabinet be noted:-

“1. That in taking forward the Motion, the current position in respect to the Council’s own CO2 emissions which have already been reduced by 75%, be noted. Subject to completion of the current capital programme and that proposed in the 2050 outcomes, the Council is expected to achieve net-zero by 2024/5.

2. That in taking forward the Motion, the implications of the proposed Declaration of Climate Emergency and its potential impact on all areas of the Council, be noted.

3. That in taking forward the Motion, the Council’s leadership opportunity be noted, but that achieving net-zero for the Borough by 2030 will require coordinated actions across all parts of the Borough and will be an enormous undertaking which may take resources from other priorities.

4. That Cabinet lobby Government (via LGA) with other Local Authorities to ensure that funds are made available to increase the work towards achieving carbon neutral status.”

Note: This is an Executive Function

Cabinet Member: Councillor Mulroney

383 Review and Update of Tree Policy

The Committee considered Minute 328 of Cabinet held on 17th September 2019, which had been called in to Scrutiny, together with the report of the Deputy Chief Executive (Place) on the development of a new Tree Policy.

The Cabinet Member for Environment & Planning undertook to provide a written response to a number of questions regarding some aspects surrounding a new Tree Policy; the responses would be circulated to all Councillors for their information.

Resolved:-

That the following decision of Cabinet be noted:-

“1. That the adoption of an interim approach to tree management, including planting as set out in Appendix 2 to the submitted report, until the new Tree Policy for the borough is adopted be approved.

2. That the adoption of a new Tree Policy as per the approach set out in Appendix 1 of the report, be approved.

3. That the Council promotes and enhances the donated tree scheme working alongside residents, businesses, organisations and other interested parties who would like to support tree planting within the Borough.”

That the following recommendation of Cabinet be noted:-

“4. That funding (as identified in paragraph 6.3 of the report) be allocated for the planting and maintenance of an additional 1,000 standard trees in the next three planting seasons. This is in addition to the usual c300 replacement trees planted each year.”

Note: The decisions in 1-3 above constitute an Executive Function. The decision in 4 above constitutes a Council Function.

Cabinet Member: Cllr Mulroney

384 Southend 2050 Outcomes Success Measures Report - Quarter 1

The Committee considered Minute 333 of Cabinet held on the 17th September 2019, which had been called in for Scrutiny, together with the report of the Chief Executive outlining the Southend 2050 Outcomes Success Measures for 2019/20 (first quarter).

Resolved:-

That the following decision of Cabinet be noted:-

“That the Quarter 1 performance from 1 April – 30 June 2019 be noted.”

Note: This is an Executive Function

Cabinet Member: Councillor Gilbert

385 Annual Comments, Compliments and Complaints

The Committee considered Minute 337 of Cabinet held on 17th September 2019, together with a report of the Chief Executive providing performance information about comments, compliments and complaints received across the Council for

2018/19. This had been referred direct by Cabinet to all three Scrutiny Committees for consideration.

Resolved:-

That the following decision of Cabinet be noted:-

“1. That necessary changes be made to the Comments, Compliments and Complaints Policy as described in paragraph 5.2 of the submitted report.

2. That the Council’s performance in respect of comments, complaints and compliments for 2018/19 be noted and that the report at Appendix A be referred to each Scrutiny Committee and the reports at Appendix B and Appendix C be referred to the People Scrutiny Committee.”

Note: This is an Executive Function

Cabinet Member: Councillors Terry, Harp and Jones

386 Requests for Waiting Restrictions (Thorpe Bay Gardens)

The Committee considered Minute 308 of Cabinet Committee, which had been called in to Scrutiny together with the report of the Deputy Chief Executive (Place). This related to the proposed introduction of new waiting restrictions at various locations in the Borough and the introduction of speed humps in Thorpe Bay Gardens to address anti-social behaviour in the form of speeding.

Resolved:-

1. That the following decisions of Cabinet Committee be noted:-

“1. That the Deputy Chief Executive (Place) be authorised to publish the relevant statutory notice and undertake the necessary consultation for a traffic regulation order(s) for the following requests and, subject to there being no objections received following statutory advertisement, to arrange for the order to be sealed and the proposals implemented:

(i) the introduction of no waiting at any time restrictions on the north side of Lundy Close, the relocation of the existing disabled parking bay to the south side of Lundy Close and the making of individual parking bays to regulate indiscriminate parking;

(ii) the introduction of new and the relocation of the existing disabled parking bays in Warrior Square between the High Street and Chichester Road;

(iii) the relocation and extension of the existing loading bay in Warrior Square between the High Street and Chichester Road and its conversion to a dual purpose taxi rank/loading bays

(iv) the relocation and reduction of the number of disabled parking bays, the introduction of a loading bay to enable loading from 7.00 am to 7.00 pm Mondays to Fridays and 8.00 am – 1.00 pm Saturdays, together with the relocation of the existing Fire Service lane in Whitegate Road between the High Street and Chichester Road;

(v) the introduction of a loading bay, the hours of which to be from 7.00 am to 7.00 p.m. Mondays to Fridays and from 8.00 am to 1.00 pm Saturdays. The loading bay to be a dual purpose with a taxi rank at all other times;

(vi) the introduction of two new parking bays for disabled persons on the highway and the introduction of a loading bay, the hours of which to be from 7.00 am to 7.00 p.m. Mondays to Fridays and from 8.00 am to 1.00 pm Saturdays, in York Road at its junction with Chichester Road;

(vii) the introduction of no waiting at any time restrictions in Cannonsleigh Crescent, Leigh on Sea on the corner on the north side opposite the school entrance.

2. That the Deputy Chief Executive (Place) requested to investigate the feasibility of introducing no waiting at any time restrictions on the south side of Lundy Close opposite the designated parking lay by and, if appropriate, the Deputy Chief Executive (Place) be authorised to publish the relevant statutory notice and undertake the necessary consultation for the relevant traffic regulation order and, subject to there being no objections received following statutory advertisement, to arrange for the order to be sealed and the proposals implemented.

3. That the proposed introduction of speed humps in Thorpe Bay Gardens to address anti-social behaviour in the form of speeding, not be progressed.”

2. That, in accordance with Council Procedure Rule 39, the matter be referred to full Council.

Note: This is an Executive function
Cabinet Member: Councillor Woodley

387 Hadleigh Road Area

The Committee considered Minute 309 of Cabinet Committee held on the 12th September 2019, which had been called in to Scrutiny, together with a report a report of the Deputy Chief Executive (Place). This sought approval to authorise the advertisement and introduction proposed traffic calming measures in Hadleigh Road, Leigh on Sea and the adjacent side roads as illustrated in Appendix 1 to the submitted report, in accordance with the statutory processes.

Resolved:-

That the following decisions of Cabinet Committee be noted:-

“That the Deputy Chief Executive (Place) be authorised to publish the relevant statutory notice and undertake the necessary consultation for the introduction of the traffic calming measures as set out in Appendix 1 to the submitted report and the plan displayed at the meeting and, subject to there being no objections received following statutory advertisement, to arrange for any traffic regulation order(s) to be sealed and the proposals implemented.”

Note: This is an Executive function
Cabinet Member: Councillor Woodley

388 In-Depth Scrutiny Project - Domestic Waste Recycling

Further to Minute 153 of its meeting held on 8th July 2019, the Committee considered the project plan in relation to the agreed joint in-depth scrutiny project 2019/20 entitled "To review the level of domestic waste recycling in the Borough, in order to examine what influences residents in terms of their recycling habits and the barriers to achieving a higher rate of recycling and to consider ways of working with residents to improve domestic waste recycling".

The Committee also received an oral update on the progress that had been made with the study to date.

Resolved:-

That the project plan be agreed.

Note:- This is a Scrutiny Function.

Chair: _____

Southend-on-Sea Borough Council

Report of Deputy Chief Executive (Place)

To

Cabinet

5th November 2019

Report prepared by:
Peter Geraghty, Director of Planning and Transport

Parking Review - Scope

Relevant Scrutiny Committee(s): Place Scrutiny
Cabinet Member: Councillor Ron Woodley
Part 1 (Public Agenda Item)

1. Purpose of Report

This report sets out an approach and timeline to develop a suite of parking policies using service design principles which once completed will form a comprehensive parking strategy for the Borough.

The report seeks approval from Cabinet to progress with the strategy and policy review.

2. Recommendations

- 2.1 Members endorse the approach to develop a parking strategy
- 2.2 Members agree the proposed policy objectives, priorities and timetable for introducing policy measures.

3. Background

- 3.1 Councillors will be very aware that issues around the availability of and access to car parking, particularly in the town centre and residential areas across the town, has become not only a significant issue but also a highly contentious one too.
- 3.2 To an extent, this was also reflected in the 2018 residents perception survey where three of the top five issues raised about living in the local area were highways and parking related:
 - Poor quality roads / pavements – 36%
 - Lack of parking 31%
 - Traffic congestion 31%

3.3 The Southend 2050 ambition, Connected & Smart theme, reflects these issues and sets a number of outcomes for delivery in the five year period to 2023 that seeks to address them.

3.4 The joint administration since June 2019, have implemented the following:

- Re-introduction of the 1 hour price band on Western esplanade;
- Re-introduction of the 1 hour price band in the town centre;
- Removal of off-street car park restrictions on blue badge holders whose permit was not issued by Southend-on-Sea Borough Council
- 22 new parking spaces have also been created since June 2019
 - 12 – Pitmans Close Car Park
 - 5 Western Road / Clarence Street
 - 5 Lucy Road

3.5 Although there is understandably a focus on the availability of parking spaces for vehicles, a parking strategy also needs to focus on a number of key themes, some of which are set out below:

- Parking charges in car parks and on the street;
- Permit charges for residents and businesses including virtual permits;
- Car park zoning, access and signage;
- Pavement parking;
- Parking enforcement ;
- Payment methods including cashless;
- Parking and waiting restrictions including junction protection to ensure the safety of both vehicle users and pedestrians.

3.6 Reflecting the issues set out above it is proposed to develop a suite of parking policies for each of these themes that combine to form a comprehensive approach to parking across Southend – this work will form an important part of an overarching Transport Strategy that the Council will need to develop to update / replace the existing Local Transport Plan 3.

3.7 It is further proposed that the approach to parking will seek to secure the following strategic outcomes:

- Reduce congestion;
- Improve road safety;
- Make best use of the parking space available;
- Pricing policy and tariff inconsistency;
- Managing peak periods of visitor demand;
- Enforce parking regulations fairly and efficiently;
- Provide appropriate parking where needed;
- Optimise income;

- Ensure that the low emissions and air quality strategy for Southend-on-Sea is at the heart of our decision making.
- Encourage modal shift
- Support for residents to travel across the borough
- Air quality around schools
- Footway parking enforcement
- New technology and innovation

3.8 It will be based around the four key principles of a safe, fair, consistent and transparent parking service.

3.9 It is proposed to use service design principles to develop the policy suite and parking approach and project management approaches that will ensure their effective and timely delivery.

3.10 Given the significant number of stakeholders that are affected by parking policies it is proposed to undertake a short and intensive initial 'discovery' exercise to obtain a deep understanding of the issues and challenges as they are experienced by users in practice.

3.11 The delivery of the approach and priorities can only be achieved by recognising that there are groups and stakeholders for whom access to parking is vitally important to their daily lives.

3.12 This will involve working with Councillors, local community groups, residents and residents associations, businesses, Business Improvement District, seafront traders, voluntary sector bus operators, taxi drivers, train operators, emergency services and other key stakeholders and partners.

3.13 The initial phase will also include the opportunity to have focused and considered discussion with users supported by analysis of financial data including activity data from the Mobon App, car park usage and payment data, customer complaints and parking enforcement data.

3.14 Following the initial phase, work will be undertaken to analyse the information, and use this to develop a series of policy responses, which will be subject to further detailed discussion with Councillors, stakeholders and partners before being formally presented to Cabinet and Council for adoption and implementation.

3.15 In undertaking the parking review and developing a suite of parking policies, there are a number of complex issues that will need to be acknowledged: ones that are not easy to resolve nor easily reconciled with national government transport policy guidance.

3.16 The Council's current approach to parking has been subject to significant criticism from particular business sectors who consistently reference them as being 'anti-car'. In developing its policy framework, the Council will need to balance the need for appropriate levels of parking with nationally set transport policy objectives that seek to encourage sustainable modes of

travel, with congestion reduction, air quality improvement and climate change mitigation measures. This will be particularly important as the Council undertakes work to update and replace the current statutory Local Transport Plan (LTP3) production of a new transport strategy which will become LTP4 – effective sign-off from the Department for Transport (DfT) is a pre-requisite of being eligible for DfT LTP funding allocations and capital grants.

3.17 As referenced earlier in the report, the issues associated with parking are complex, therefore it is proposed to prioritise work on developing a new approach to the provision of permits and charging policy in the first instance.

3.18 The following is a timetable for the development of specific tasks:

Policy	Generation of Options and Proposals for Consideration Date	Target Cabinet Date	Target Implementation Date
Resident permit scheme	January 2020	February 2020	April 2020
Approach to charging and zoning for parking in car parks	January 2020	February 2020	April 2020
Policy on pavement parking	March 2020	June 2020	August 2020
Policy on parking enforcement and to tackling persistent parking fine evaders	March 2020	June 2020	August 2020
Policy on Electric Vehicle (EV) car clubs and charging points	June 2020	September 2020	September 2020
Introduce policy relating to how people pay for parking	July 2020	September 2020 (depending on Government consultation)	September 2020

6. Other Options

Given that the Council's current approach to parking has been subject to significant criticism doing nothing is not an option – the Council could choose to develop the strategy as a single piece of work but this would delay work which could be progressed at a quicker pace and therefore this is not considered to be an option.

7. Reasons for Recommendations

7.1 In line with the Council's Vision and Aspirations, this approach ensures that the views and needs of our customers, residents and businesses are at the heart of the new service design and parking approach.

7.2 Furthermore, the new strategy will align not only with their needs and views but enable a future proof for service innovation, climate change and efficiency.

8. Corporate Implications

8.1 Contribution to the Southend 2050 Road Map.

8.2 Opportunity & Prosperity:

- To make parking in Southend more accessible for residents;
- To make parking in Southend more accessible for neighbouring boroughs i.e.: Castle Point and Rochford;
- To support the businesses of Southend

8.3 Safe & Well:

For all car parks to receive/maintain ParkMark accreditation

- To ensure all junctions feature waiting restrictions to maintain visibility and access
- To regularly review parking restrictions to ensure safety and suitability to the ever-changing road environment

8.4 Connected & Smart:

- Virtual permits/vouchers
- Car parks to be area based with relevant charging
- Map based directional information to access car parks better
- Better use of online resources to identify available spaces
- Increase pay by phone and cashless parking

8.5 Financial Implications

8.5.1 The Council's parking services generates significant levels of income principally from parking charges, permits and parking enforcement. These

funds are used to support the maintenance of parking assets and to associated highways infrastructure.

8.5.2 Parking income can also be subject to significant volatility and can be effected both positively and negatively by seasonal weather changes. It will be important to ensure that income opportunities are optimised whilst at the same time providing fair, equitable and appropriate parking charges to local residents, businesses and visitors.

8.5.3 It is likely that the suite of policies that form the Council's parking approach will require both capital investment and revenue funds to support their delivery – resource requirements will be considered as part of the annual budget process which will also include the setting of parking charges.

8.6 Legal Implications

8.6.1 The parking service is required to work within an established legal framework which any new policy proposals will of necessity have to comply with.

8.7 People Implications

8.7.1 To support the timely preparation and delivery of this approach additional support has been engaged on a temporary basis to provide both additional capacity as well as technical expertise.

8.7.2 The service design process will also be supported by the Council's corporate design and policy teams.

8.8 Property Implications

8.8.1 Although the Council operates a significant number of car parks with associated parking infrastructure, as well as off street parking bays across the Town, there are none that immediately arise as a consequence of this report. Should implications arise as a result of the emerging policy proposals they will need to be considered as part of the annual budget cycle referred to in paragraph 8.5.3 above.

8.9 Consultation

8.9.1 Parking policy proposals will be developed through significant engagement and deliberative discourse and discussion with key stakeholders and partners as reflected in paragraph 3.12 above

8.10 Equalities and Diversity Implications

8.10.1 It will be important as the Council's Parking Policy approach is developed, that proposals are subject to appropriate equalities and diversity impact assessments to ensure that the key principles of a safe, fair, consistent and transparent parking service are adhered to.

8.10.2 The decision taken by the Joint Administration to allow Blue Badge Holders whose permit has been issued by authorities other than the Council from using off street car parks, will enable permit holders to park without charge for using these facilities.

8.10.2 Impact assessments will be undertaken for each task associated with the parking review

8.11 Risk Assessment

8.11.1 Parking income will be subject to the volatility set out in the financial implications – it will be important as the suite of parking policies are developed that appropriate risk assessment and sensitivity analysis are undertaken to ensure the Policy objectives referred to in the substantive report are delivered – seemingly small changes to parking fee structure can have potentially significant unintended consequences.

8.12 Value for Money

8.12.1 The provision of car parks, parking schemes and associated parking infrastructure is a significant cost as well as source of income to the Council. The Council provides parking facilities for a number of reasons and in differing contexts: this includes supporting the town centre, secondary retail centres, seafront tourism, congestion reduction and residential parking stress. It's important in doing so, that it is clear what its policy objectives are and that the funds it expends represent value to the public purse. As such, each of the policies will be subject to a value for money assessment to ensure that this is the case.

8.13 Community Safety Implications

8.13.1 One of the key strategic policy outcomes expected from this approach is to support improved road safety by actively encouraging considerate and appropriate parking across the Borough and ensuring that parking restrictions and enforcement activity are focused on priority areas like the Town Centre and residential areas.

8.14 Environmental Impact

8.14.1 The Council has recently declared a Climate Change Emergency and the proposed mitigation measures are detailed in a separate report on this cycle's Cabinet agenda. It is important to note that 29% of emissions in the Borough result from vehicles. As such, it is important that parking policies support the delivery of Connected & Smart and Safe & Well outcomes as well as supporting congestion reduction and improved air quality outcomes.

9. Background Papers

N/A

10. Appendices

N/A

Southend-on-Sea Borough Council

Report of Deputy Chief Executive (Place)

To

Cabinet

On

5th November 2019

**Agenda
Item No.**

6

Report prepared by: Jeremy Martin, Energy and Sustainability
Manager

Climate Change and Southend-on-Sea – A Green City

Relevant Scrutiny Committee(s): Place Scrutiny

Cabinet Member: Councillor C Mulroney

1. Purpose of Report

- 1.1. To support delivery of the Climate Emergency Declaration as well as the 2050 Green City outcome, and to update on the activities and projects currently being undertaken in respect to Climate Change, Green City and towards achieving net-zero emissions by 2030.
- 1.2. To advise members of the breadth of activity being undertaken to seek to address Climate Change and promote the Green City ambition and 2050 outcomes.
- 1.3. To respond to the Notice of Motion submitted to Council on 24 October 2019.

2. Recommendation

- 2.1 That Cabinet notes the work that is being undertaken to tackle Climate Change which will be used to establish the action plan to achieve net-zero emissions by 2030.
- 2.2 That Cabinet notes that Adapting to Climate Change to deal with the impacts of embedded emissions will need to take equal priority with Climate Change Mitigation such as achieving net-zero emissions.
- 2.3 That Cabinet notes the new Low Carbon and Sustainability Strategy that will be brought forward in 2020 to cover the period 2020-2030.
- 2.4 That Cabinet lobby Government (via LGA) with other Local Authorities to ensure that funds are made available to increase the work towards achieving carbon neutral status.

3. Notice of Motion

3.1 A Notice of Motion was presented to Council on 24 October 2019 with the following proposals followed by the individual responses to them. The report then goes on to give details of the programmes which are progressing over the whole range of the Climate Change agenda. An action plan is being prepared as required by the Declaration. Other elements of the Declaration will also be progressed.

- Report back on climate change progress every 6 months - The current Low Carbon Energy and Sustainability Strategy already includes an annual report that is published. Officers are considering alternative means of reporting in the intervening period which would serve the dual purpose of a user friendly update for residents and businesses.
- Introduce free parking for electric vehicles in our car parks - Measures to promote ownership and use are already being brought forward including preferential treatment for EVs in parking, residents parking schemes. Taxi licensing will also be reviewed to encourage the take-up of EV taxis. In both respects, Battery EVs (BEV) rather than hybrids will be prioritised.
- Support and promote the development of car-sharing - The Council already supports the EV e-car club and is working on measures to promote this although the current car club is relatively poorly used and is loss making. The Council also already has processes for alternative travel advice which will be strengthened and promoted through engagement.
- Ensure rapid transition of own Council's vehicle fleet to electric vehicles - Changing the Council fleet to EVs is accepted as an ambition but most of the vehicles are operated by others and subject to existing contracts. The directly operated vehicles have been switched to a lower carbon fuel already and do very low mileage. Therefore, the real impact from this measure will be restricted to 'setting an example' so the replacement is proposed on a replacement vehicle basis as vehicles reach their end of life.
- Put in place electric vehicle charging points at council owned locations and facilitate rapid rollout of curb side charging facilities in residential streets - Alternative business models for EV charging are being studied in Southend within two Innovate UK (IUK) projects to drive down the cost of EV infrastructure and to de-link the cost of the infrastructure from the volume of EV charging which is a current market constraint. The other approved IUK projects working across the country are testing other business models for on-street charging and the Council will engage with these projects to understand the opportunities. If these models prove successful, a large rollout of EV charging is envisaged.
- All new homes and buildings built in Southend should be carbon neutral - This measure will depend on the national planning framework without which it cannot be implemented. The Council will engage with the existing lobby groups seeking to have the net-zero buildings measures in planning reinstated.

- Retrofit of all council-owned social housing, schools and other council properties to Energy Performance Certificate C or higher - The current project to examine the energy efficiency of South Essex Homes properties is concentrating on the approximately 118 homes that are rated E and below. It should be noted that not all properties can be improved to band C especially schools using current technologies.
- Reduce energy use in own estate and only use and purchase energy from renewable energy suppliers - Energy use in the Council's own estate has been reduced systematically over the last 10 years by all parties - demonstrated by the 75% reduction in reported levels of CO2 in the CRC returns each year. As of 1 October 2019, all electricity is purchased from Green sources and further energy efficiency projects proposals are being brought forward.
- Use council land to drawdown carbon by accelerating tree planting – The Council is revising its tree policy and has commissioned a canopy survey. It has also resolved to plant an additional 1000 standard trees over the next three years. Space availability means that trees cannot just be the solution but only a small part of it – other forms of GI must be brought forward in Council land and buildings as an example for others to implement including indoor and vertical measures such as green walls.
- Amend Councils corporate vehicle purchase or lease policy to only permit zero emissions vehicles from May 2020 - All procurement and purchasing policies will be amended to include their impact on emissions within the purchasing criteria.

4. Background

- 4.1 The Intergovernmental Panel on Climate Change published its Report on Global warming in October 2018 describing the damage that warming at 2°C would inflict compared with 1.5°C and recommending that net-zero emissions be reached by 2030.
- 4.2 In September 2019, the Council declared a Climate Emergency. There is an opportunity to take a community leadership role in this work which will require coordinated actions across all parts of the Borough including households, businesses and agencies in Southend to take advantage of the opportunities associated with achieving net-zero for the Borough by 2030. This will be an enormous undertaking which may take resources from and at times conflict with other priorities.
- 4.3 In the context of the Southend 2050 ambition, the main focus of this work will fall primarily within the Safe and Well Category and the 'Green City' outcome. However, to truly achieve the whole Borough outcome, most parts of the Council and 2050 Outcomes will be involved in delivering and encouraging others to deliver the changes in behaviour and actions required from all parts of the community.

- 4.4 The work on emissions reduction and climate adaptation is currently managed through the Low Carbon Energy and Sustainability Strategy 2015-2020. During the next year, a new Sustainability Strategy will be brought forward linked to the 2050 outcomes covering all aspects of energy, climate change, green infrastructure and adaptation. It is likely that a 10 year strategy will be appropriate for the period from 2020 to 2030. In parallel, a new Waste Strategy will be brought forward in 2020 with a target of moving the Borough to a zero waste to landfill, zero waste or a waste to product position.
- 4.5 Emissions within Southend were 568,000 tCO₂e in 2017 based on the latest available estimates by the Office for National Statistics (ONS). This is a reduction of 35% from 2005 mostly achieved from the reduction in grid emissions from electricity. The 2017 CO₂ data by source within Southend can be broken down in 2 ways – by sector or by fuel:

By Sector

Sector	Percentage
Industry and Commercial	23%
Domestic	48%
Transport	29%

By Fuel

Fuel	Percentage
Electricity	27%
Gas	41%
Other	32%

- 4.6 The Council's own emissions from buildings were baselined at 8,000tCO₂e in 2014 and projects have been delivered directly or indirectly reducing these by around 75%. It should be noted that the cost to the Council of these projects to date has been £19m with the costs recovered from savings and revenue over 20-25 years. The Council will be responsible for additional emissions from other activities but as its own vehicle fleet is small and does very low mileage, these emissions will be small in comparison.
- 4.7 Work proposed within the 2050 Outcome Delivery Plans for 2020/21 contains enough to move the Council to a net-zero position or better following completion.
- 4.8 The Local Plan is also being updated and this will bring an opportunity for the planning system to contribute to achieving net-zero especially in setting the direction and standards that the area wishes to achieve. It should be borne in mind, however, that the vast majority of properties in the Borough that will be in use in 2030 and even 2050 are already built and therefore retrofit and adaptation will be a key activity.
- 4.9 Achieving net-zero emissions within the whole borough will require contributions from all parts of Southend, households, business, charities and public sector. This undertaking will need to form part of the communications and strategies across all parts of the Council and Borough agenda.

- 4.10 The Council should also recognise that a drive towards eliminating emissions is only a part of the Climate Equation and may conflict with the other priorities of the Council. Adaptation to Climate Change already embedded in the system will be as important as Climate Mitigation through emissions reduction.
- 4.11 Whilst the concept of improving environment and cutting emissions may be welcomed by most of the public, some actions that are necessary to achieve the objective of net-zero may not be so popular.
- 4.12 Ongoing significant work and proposed future work falls into 5 categories with summaries of the individual actions attached in Appendix A. This work will form the basis of the action plan to achieve net zero emissions by 2030 across Southend:
- Energy management, generation and efficiency;
 - Greening and Nature Based Solutions;
 - Air Quality;
 - Transport Solutions;
 - Adaptation to Climate Change.

5. Reasons for Recommendation

- 5.1 Major reductions in emissions are required across the world to mitigate against climate change and hold global warming to less than 2°C, preferably 1.5°C.
- 5.2 The Council already has an active team working to investigate problems and to demonstrate solutions in several projects funded by EU and UK sources. Combined with ongoing development through associated functions within the Council, Southend has a rapidly rising reputation for innovation and action on Climate Change which will be needed to achieve challenging targets.

6. Corporate Implications

6.1 Contribution to the Southend 2050 Road Map

The primary 2050 outcome that the Green City work will affect will be *Safe and Well: We act as a green city with outstanding examples of energy efficient and carbon neutral buildings, green open spaces, streets, transport and recycling.*

It is likely that to achieve the commitments made in the Climate Emergency Declaration actions will be needed in every 2050 outcome and every function of the Council as well as across the whole community.

6.2 Financial Implications

The work described in this paper is already funded or is subject to 2050 or grant applications already submitted. Further actions to achieve net-zero will require funding as they are developed. Several of the existing projects are focussed on the business cases for Greening and Climate Change exactly to support

achieving funding for the actions required. It should be noted that Green infrastructure projects will have ongoing maintenance costs which will require funding if they are to remain effective. These costs should be set against the substantial benefits that can be achieved but which may accrue to other entities, especially health.

The total value of implementation of the commitments to achieve net-zero has not been costed and not all will fall onto the Council but are likely to be very large – almost certainly above £1-1.5bn. Some could be delivered within existing resources as part of work underway to deliver the Southend 2050 ambition while others could be achieved through reprioritisation of existing resources. There are some actions which must involve partners and their resources including households and businesses. Some of the large, significant interventions would likely require additional funding through borrowing, grant funding or private sector funding which is available for profitable projects in this arena. It may be that the Council will need to act as a co-investor and/or be prepared to guarantee counter-party risk especially within early projects. It is likely that many of the projects required to meet the commitments will also have economic advantages in revenue available and potential economic growth.

Any proposals for additional investment and/or disinvestment will need to be considered within outcome delivery plans and the outcome based budgeting approach, as part of Council budget setting and in year financial management.

6.3 Legal Implications

None at this time. In delivering individual delivery actions the legal implications of each action would be considered.

6.4 People Implications

The work described in this paper is already resourced and funded through the current project and Council budgets and from bids to be awarded. Future work will require additional resources and funding and it should be noted that the current team leading on Energy and Climate Change are almost wholly funded from the projects that they deliver including EU project funds. Over time, this funding approach may not be sustainable and may require a review.

The work to tackle poor Air Quality (AQ) is essential to Green City ambitions being a natural and complementary area of work to Sustainability, Energy management and greening.

6.5 Property Implications

Some of the future actions to reduce emissions and generate electricity will have property implications and the usual process would be followed at the appropriate time. Of the ongoing work, where there are property implications, these have been fully accounted for within the project approval.

6.6 Consultation

This report describes work being completed in several functions, Highways/Major Projects, Air Quality, Parks and the Climate Change team. Climate change, air quality, waste and plastics are high profile national priorities.

6.7 Equalities and Diversity Implications

An Equalities Assessment has not been undertaken on the totality of the project report and individual assessments would need to be undertaken for the various projects and policy changes as part of their development.

6.8 Risk Assessment

A risk assessment has not been undertaken on the report as, where appropriate, risk assessments are undertaken in relation into the various interventions.

6.9 Community Safety Implications

Community Safety will need to be reviewed as part of each intervention.

6.10 Environmental Impact

The Green City work has immediate effects on Climate Change mitigation although many projects are focussed on adaptation and on business models to accelerate progress. The actions to achieve the requirements of the Climate Emergency Declaration will have very large environmental impacts only when the actions are taken to deliver on the commitments made. A net 568,000tCO₂ will be required to be removed from direct sources in Southend. It should be noted that reaching net-zero in Southend will contribute to reduction in global warming but will not, of itself, protect the Borough from future climate change impacts. This is both because there are substantial impacts already baked into the system but also because similar, effective action would be required by every other local authority and nation across the globe.

6. Background Papers

- Air Quality Strategy;
- Low Emissions Strategy;
- Tree Policy.

7. Appendices

- A. Current projects and activities including proposed 2050 initiatives and funding bids submitted and awaiting approval.

Section A. Energy Management, Generation and Efficiency plus Waste

2Impresz	An Interreg North Seas funded project focussed on working in schools to achieve energy savings through behaviour change proposed and delivered by children (15%) and small, retrofit technology (15%). Now in its 3 rd year, the project is working with 20 schools having started with a pilot (Chalkwell Junior) and includes plastic and greening initiatives with pupils. The project is delivered with partners across Belgium, Holland, Denmark and Germany.
EMPOWER2.0	An Interreg North Seas funded project, EMPOWER deals with identifying the barriers to households becoming prosumers – a generator of energy whilst also being a consumer. The project includes demonstrator projects which in Southend are focussed on testing opportunities to rebalance supply from renewables generation and demand in winter and finding ways for flats to join the energy flexibility markets whilst other partners are working on consumer finance to larger community projects. Substantial consumer engagement will be delivered across Essex working together with Essex County Council.
Council and School Buildings Solar	Solar projects are being brought forward for buildings where the Council owns the building but it is operated by others, for schools and car parks in conjunction with VPACH below. These will form the base for subsequent projects to be brought forward as funds allow and are expected to be profitable and cash positive each year over a 20-30 year timescale.
Energy Efficiency in Council Buildings	As part of an ongoing programme, projects are brought forward for energy efficiency generally funded by Salix 0% loans over 5 years. 5 year paybacks are the norm although longer projects can be delivered. Several lighting and draught proofing projects have already been implemented including the pier, Beecroft and a car park. New projects include the Civic Centre lighting to be started in 2019.
LEAP	The Council subscribe to Local Energy Advice Programme (LEAP) that provides free energy saving visits and advice to vulnerable households including an income maximisation service. The criteria, however, are very widely drawn and the service is effectively open to around 30+% of Southend. To date, over £200k per annum has been released for households either as energy savings or as additional income from benefits not previously claimed.
Southend Energy	Southend Energy is an energy tariff scheme delivered through local branding. Currently provided by a partnership with OVO

	Energy Ltd, the Council are working to move the contract to Robin Hood Energy. Since its launch in May 2015, the Southend Energy Scheme has engaged with over 8% of all households and contributed savings of £1.6m per year.
Electric Car Club	<p>The electric car club was launched in partnership with e-Car Club within an Innovate UK (IUK) project in 2017. Eight cars were externally funded of which two are permanently booked to the Council in working hours as pool cars. Generally, car clubs result in an average of 12-14 cars being removed from the road for every car deployed provided they are marketed correctly. Being Electric Vehicles (EVs) means that they are also low emission and provide an opportunity for local people to try an electric car without pressure from sales people.</p> <p>The scheme currently loses e-Car Club money and requires further invigoration and investment to grow and provide a genuinely useful service locally. More local take-up is also required or e-Car Club may be forced to close the scheme.</p>
LoCase	LoCase is an EU project managed by Kent County Council that provides grants to local businesses to invest in low carbon solutions or projects. The grants included electric vehicles. LoCase is drawing to a close and grants are currently not available until LoCase 2 becomes available.
Plasticity	An Interreg 2Seas project, Plasticity focusses on circular economy solution to increase recycling. The project will map out the waste flows in the commercial sector in Southend and allow better recycling and processing options to be deployed. The project will engage with companies that produce products from recycled material as well as consumers to show how better presentation of waste material can lead to better recycling. The project will also contribute to the new waste strategy.
Queensway Energy Centre	The Queensway development will be served by a central energy centre which will produce heat and some electricity. Work is ongoing to determine the best way to deliver this operation and the overall balance of energy to be produced with a commitment to become a net energy generator if this can be made to be viable. Options to take the energy centre off site are being investigated as an initiative combined with other projects to increase the potential impact on emissions.
Leigh Port Infrastructure Study	In conjunction with funding from the North Thames Fisheries Local Action Group a study has been commissioned into the economic impact of energy supply and demand imbalances in the Leigh Port area and immediate surrounds. It is believed that the local electrical infrastructure is proving inadequate and details are to be gathered to inform the assessment.

South Essex Homes Energy efficiency	Work has started on an assessment of energy efficiency in South Essex Homes properties. An assessment of EPCs has shown that average SAP scores of 70 could be raised to 77 by implementing all of the measures recommended in EPCs completed. The cost would be £39m with annual benefits to tenants of around £700k per annum and 2,860 tCO ₂ e. Implementation planning work has started on the properties identified as having EPCs at E or below being the properties that most need energy upgrades.
Domestic Homes Energy database	In 2017, the Council commissioned a database from the Energy Savings Trust of all EPC in the Borough showing how properties can be upgraded when funds become available. This database has already been used to target funding from first time central heating and is now being upgraded to 2019 data. This database was used to identify the opportunities and costs from upgrading all domestic properties in Southend which average SAP score 60 and could be upgraded to 77 saving 17% of all emissions in the Borough (cost £1bn). The £1bn is a reference figure which indicates the scale of work needed to make domestic properties energy efficient – new technology and different approaches may improve the situation. The bulk of this funding is likely to come from householders or government grant.
Non-Domestic Properties Energy database	Work is starting to identify ways to build a database of energy efficiency measures for non-domestic buildings across the Borough to help to identify ways in which measures can be targeted as other programmes develop and to support engagement with businesses.
Feasibility into Wave and Tidal	The Council retains an ambition to generate from tidal movements under the pier. The technology continues to improve and whilst the natural energy resources are lower in the East than the West of England, there are resources that could be tapped when turbines that will operate at relatively low water flows emerge.
<u>Future Funding</u>	Projects not currently funded or awaiting award of funding.
Remedy – Smart Local Energy Solutions Design	The Council have applied for funding within an IUK call for projects for Smart Local Energy Systems. The bid matches a consortium of industrial partners with 2 universities, a large social landlord and 2 Councils to create a pathway to a new localised energy system with targets of decarbonisation and substantial cost reduction for households (25%+) from energy efficiency and prices. The project would run from 1 Jan 2020 for 2 years.
LECSEA	The Council are involved in a bid for funding from Interreg 2Seas for a project to set up a Local Energy Community as one

	mechanism to allow local people to be part of the solution for energy generation, efficiency and supply. This bid will be submitted in late October and, if awarded, will start in January 2020 for 3 years.
LoCASE 2	LoCase2 is a proposed project working with Kent County Council to provide further grants to businesses to encourage them to invest in energy efficiency projects in their buildings and car fleets. If awarded, the project will also include a local grant scheme for schools to install solar PV.
<u>2050 Outcomes</u>	Within the 2050 Outcome Review process, projects are proposed to be implemented in the period from 2020 onwards. These still need to be fully worked up into feasible projects with clearly defined inputs and desired outcomes that will be achieved.
APBP Solar	A project is proposed to install a large solar installation close to the new Airport Business Park subject to planning permission. If approved and installed, this installation would provide enough power to provide 1.3% of all the electricity demand in Southend.
Civic Centre CHP/Battery	<p>The Civic Centre is a major consumer of heat and electricity whilst also being in a strategically good location to be a mode on any future heat network. This proposal seeks to install Combined Heat and Power units and batteries to make the Civic Centre a net electricity generator relieving some of the pressure on the local grid and saving 1,400 tCO₂ each year (0.25% of the total).</p> <p>This proposal may be extended to support parts of Queensway within the context of the development of a wider heat network for Southend.</p>
Local Construction Skills Improvement for Deep Retrofit	To achieve significant emissions reduction, energy efficiency needs to be implemented in domestic homes. There is, however, a skills shortage within the construction industry across the whole of the UK. There are initiatives in London and elsewhere that are succeeding in tackling this problem and this project would seek to duplicate some of these within Southend.
Encouraging Households to Implement Energy Efficiency	Several measures to encourage energy efficiency in homes have been tried over the years with varying degrees of success. This project would seek to engage with households to support them to improve homes, improve heat availability whilst also lowering cost and emissions. This work will link closely to project Remedy, not least in seeking ways to assist householders to fund deep energy retrofit.

Section B. Greening and Nature Based Solutions

SPONGE 2020	Funded by Interreg 2Seas, SPONGE 2020 concentrates on Sustainable Drainage Solutions (SuDS) and specifically, innovation in stakeholder engagement.
Naturesmart	NSCiti2S (Naturesmart) is an Interreg 2Ses funded project to design and test a new business model for Green Infrastructure (GI). Led by Southend, the project is working across 4 countries and 8 cities with support from 3 Universities. Taking Natural Capital Economics as its base and using data gathered from structured interviews and 8 pilots, the project will seek to create a business model focussed on local authorities as investors. The final business case is expected to help decision making to support an increase in investment in GI.
SARCC	Sustainable and Resilient Coastal Cities is an Interreg 2Seas project to demonstrate the use of Nature Based Solutions (NBS) to combat sea level rise. Led by Southend, the project is working across 4 countries and 8 cities with support from 3 Universities, a charity and a small enterprise. The project will build 7-8 demonstrations to show how green infrastructure and working with natural flows and structures can reduce the 'grey infrastructure' traditionally used for coastal defence.
Queensway Flood Strategy	The current site in Queensway is around 95% impermeable with the surface water runoff largely draining downhill into lower lying areas which can flood. Within the development proposals, a massive improvement in flood protection is planned with most storm water being held on site and released slowly as well as planned to be used for grey water solutions. This will be achieved through a combination of attenuation, surface SuDS and green roofs.
Tree Policy	An interim Tree Policy was adopted by Cabinet in September 2019 in advance of a new Tree Policy for adoption in 2020. This will be supported by a Tree Canopy assessment..
Naturalisation	The consideration of introducing new areas of naturalisation on suitable highways verges is being introduced. The naturalisation will be assessed based on the individual location and could include reduced grass cutting, increasing the beneficial flowering grassland plants and successional bulb planting. The naturalised area will benefit the local natural environment.
1,000 New Trees	During the 2019, 2020 and 2021 planting seasons the Council will be planting a total of 1000 additional new standard trees. During this time the council will continue to plant trees within our highways tree management program and donated tree scheme.

Native Whips	Continued planting areas of native whips (small trees) at suitable locations within the Borough. The Council is also introducing a newly donated whip scheme so that residents, businesses and visitors can become more involved in tree planting in naturalised areas.
State of Nature Surveys	The habitat surveys on the state of nature in Southend-on-Sea will be updated. As with the original survey, interested groups and volunteers will be involved in the survey work. The results of the state of nature survey can be used to help minimise any net loss of habitat within the Borough.
Parkland and Green Space	The Council currently maintains around 570 hectares of parkland and green space across the Borough. Greenspace has many benefits both for the environment and the quality of life for those who live, work and visit the borough.
Street Trees	The Council maintain 20,000 street trees, woodland and parkland trees. Trees have many benefits including: Cooling air by 2 0C to 8 0C, Save energy used for heating by 20 to 30%, absorb up to 150kg of CO2 per year, help filter urban pollution and fine particulates, provide habitat, food and protection to plants and animals and increasing biodiversity, improve physical and mental health, increase property values by 20%, improve the visual amenity of an area and trees are increasingly recognized for their importance in managing runoff.
Highways Verges	The Council manages and maintains many miles of soft landscaped highways verge. Verges planted with grass or shrubs have many benefits to the environment and the health and wellbeing of residents.
Water Leaks	A program of replacement of water pipework on Council-owned allotment sites is being undertaken. This will reduce the risk of water leaks and the impact these can have on the environment.
Green Waste	Green waste generated from grounds maintenance activities collected for recycling. Recycling green waste reduces material going to landfill.
<u>Future funding</u>	Projects not currently funded or awaiting award of funding.
<u>2050 Outcomes</u>	Within the 2050 Outcome Review process, projects are proposed to be implemented in the period from 2020 onwards. These still need to be fully worked up into feasible projects with clearly defined inputs and desired outcomes that will be achieved.
Park City	London has declared its intention to be the world's first Park City. Southend is seeking to also become a Park City to promote its

	green spaces for leisure, sport and amenity purposes recognising the enormous benefit from green space especially in mental health. As Southend is at the bottom quartile for green space and has significant new housing needs, green space needs to be protected as much as possible and perhaps enhanced by using alternative green infrastructure solutions.
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Section C. Air Quality

Air Quality Action Plan	The Council's first Air Quality Action Plan was formally accepted by DEFRA and adopted by Council July 2018
Low Emissions Strategy	The Council's first Low Emission Strategy was adopted by Council December 2018
Air Quality Steering Group	Air Quality Steering Group consisting of Elected Members/Directors formed and meets on a two monthly basis. Real-time monitoring pre and post construction to be undertaken
Bell Junction	The Bell Junction (Air Quality Management Area - AQMA) infrastructure re-design to commence in July 2020
Air Quality Detailed Assessment	Air Quality Detailed Assessment study of busy junctions of Victoria Avenue/Priory Crescent/West Street due to be completed December 2019.
Real Time AQ Monitoring Feasibility	Feasibility work into a real time AQ measurement system to support decision making and analysis as well as public engagement. This work is progressing from identifying accurate sensors into trials to test selected equipment and a trial of the management processes in 2020/21.
AQ on A127	Air Quality Targeted Feasibility Study of a link of A127 in Southend completed in 2018 as a result of a Ministerial Direction served on the Council Funding Stream applications e.g. DEFRA AQ Grant
Clean Bus Technology - retro-fitting of buses using the A127	Buses using the A127 are being retrofitted with Selective Catalytic Reduction technology and particle traps which can reduce emissions by up to 90%.
<u>Future Funding</u>	Projects not currently funded or awaiting award of funding.
DEFRA AQ	A bid is being prepared for submission to implement the first part of a real time air quality network following on from the feasibility programme.

Section D. Transport Solutions

Sunrise	Funded by Horizon 2020, Sunrise is a project that delivers co-creation in projects to deliver greening and adaptation to climate change. Sunrise is working together with S-CATS to deliver the new environment in London Road close to the town centre.
S-CATS	This project is linked to improving green infrastructure in the town centre, initially focused into London Road and Victoria Circus.
South Essex Alternative Transport Planning (SEAT)	Building on the success of the award winning Forward Motion programme, SEAT is a project delivering alternative transport to households. A key way to achieve a reduction in the 29% of emissions associated with transport is helping households find alternative ways to move around often saving money and time compared with using their cars.
V2Street	Funded by Innovate UK (IUK), V2Street is a collaborative research project examining how Electric Vehicles can be used to help the National and local electricity grids manage the peaks in demand and reduce the grid reinforcement necessary. This project focusses on areas with no off-street parking seeking to use the available revenue to offer better access to charging and lower costs from the revenues that are available. This is particularly important in the context of how many households in Southend do not have access to home charging.
Taxi Infrastructure	The Council has received funding for 4 rapid chargers to create a taxi only EV charging facility. Taxis and light commercial vehicles are estimated to account for 20% of all transport related emissions.
NetX2	IUK is funding a project to test a new EV charger extension device which will allow 3 cars to charge from a single EV charger. If successful, this will lower the cost per point for EV chargers allowing faster deployment of a comprehensive EV charging network. 39 additional EV charging points will be deployed within this project.
VPACH	An IUK funded project to test the business model for on-street EV charging and other facilities targeting those unable to charge at home. In this project at least 50 spaces in 3 public car parks will be converted to have EV charging powered by Solar PV with a battery to smooth energy demand. The option to grow this to between 200-300 within the project is being explored subject to availability of the right car park.
<u>Future</u>	Projects not currently funded or awaiting award of funding.

<u>Funding</u>	
On Street Charging through Streetlights	Subject to resolution of technical issues, the Council will apply for funding to install 100 EV charging points through streetlights. In combination with NetX above, this may be expanded to 300 spaces if both projects are successful.
<u>2050 Outcomes</u>	Within the 2050 Outcome Review process, projects are proposed to be implemented in the period from 2020 onwards. These still need to be fully worked up into feasible projects with clearly defined inputs and desired outcomes that will be achieved.

Section E. Adaptation to Climate Change

Shoreline Strategy	The Shoreline Strategy represents a huge project to upgrade and adapt the sea defences in Southend against sea level rise. Up to 0.7-0.8m increase in sea levels are expected by 2050-2100 although the speed of increase is uncertain. The £410m, 100 year strategy is a systematic series of interventions prioritised against the vulnerabilities of the current coastal infrastructure. The Strategy was adopted by the Council in 2018 and is currently awaiting approval by the Environment Agency.
Cool Towns	Cool Towns is an Interreg 2Seas project examining issues around Heat Stress and demonstrating potential solutions using mainly Green Infrastructure. Hotter summers are expected to become more frequent and areas in Southend could become vulnerable. This project will increase learning and provide tools to apply in other areas.
CRUNCH	Funded by SUGI and IUK, CRUNCH is a project examining the Food, Energy Water nexus and particularly ways to measure impacts of climate change on these key resources. The Council are observer partners but are also testing some aspects of measuring responses to climate change issues.
<u>Future Funding</u>	Projects not currently funded or awaiting award of funding.
Socorro	Socorro is a project applied for through Interreg 2Seas relating to corrosion in steel especially in marine and coastal environments. Southend has many steel structures that are vulnerable to corrosion, in particular the Pier and bridges over the railways. Socorro will test and develop a new way to measure corrosion and to predict the speed of corrosion and possible failure to seek improved ways to forecast thereby allowing better maintenance and preventing catastrophic failure with subsequent downtime.

Notice of Motion

Dog Poo DNA

7

Dog mess is an emotive issue and one of the most unacceptable and offensive type of litter on our streets.

Members conversations with residents tells us that dog fouling is an issue the public are most concerned about.

Dog fouling is not only deeply unpleasant, it is dangerous. Whilst rare, contact with dog excrement can cause toxocariasis – a nasty infection that can lead to dizziness, nausea, asthma and even blindness or seizures.

There are estimated to be more than 8 million dogs producing more than 1,000 tonnes of mess every day in the UK alone.

While most dog owners are caring, responsible individuals, there are still some people who do not clean up after their pets.

This Council therefore resolves that it should:

1. Introduce dog poo DNA to help combat the problem in Southend.

Proposed By: Cllr Bright
Cllr Cox

Seconded By Cllr Buck
Cllr Boyd
Cllr Burzotta
Cllr Davidson
Cllr Dear
Cllr Evans
Cllr Flewitt
Cllr Folkard
Cllr Garne
Cllr Garston
Cllr Habermel
Cllr Jarvis
Cllr McGlone
Cllr Moring
Cllr Nelson
Cllr Salter
Cllr Walker

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Southend-on-Sea Borough Council

**Report of Chief Executive
to
Cabinet
on
5 November 2019**

Report prepared by:
Louisa Thomas & Nicola Spencer
Data & Insights Analysts

**Agenda
Item No.**

8

Southend 2050 Outcome Success Measures Report - Quarter 2 2019/20

Cabinet Member: Councillor Gilbert

All Scrutiny Committees

A Part 1 Public Agenda Item

1. Purpose of Report

- 1.1 To report on the second quarter of the Southend 2050 Outcome Success Measures for 2019/20.

2. Recommendations

- 2.1 To note the Quarter 2 performance.

3. Background

- 3.1 The Council's Corporate Performance Framework has been reviewed to provide robust and transparent performance management to drive the delivery of the five Strategic Delivery Plans. Cabinet agreed that corporate performance for 2019/20 onwards shall consist of three different functions, to enable the Council to robustly monitor and measure the progression of the desired outcomes against the five themes, which are outlined in the 2050 Road Map. The three functions are:

- A Corporate Performance Dashboard (CMT and Cabinet Members)
- A Southend 2050 Outcome Success Measures Report
- An Annual Place-Based Report.

4. Southend 2050 Outcome Success Measures Report

- 4.1 The Southend 2050 Outcome Success Measures Report is a high level summary of the Council's corporate performance and progression over the quarter on the high level strategic priorities. Outcome Delivery Teams provide a strategic narrative once per quarter on the progress made with the delivery of the Southend 2050 outcomes and activity on the Road Map.

The report also contains a snapshot of key place data which will be updated as available throughout the year.

The agreed timetable for reporting is as follows, with additional reporting aligned to the scrutiny cycle in January.

		To be presented to Cabinet:
Quarter 1	April – June 2019	September 2019
Quarter 2	July – September 2019	November 2019
Quarter 3	October – December	February 2020
Quarter 4	January – March 2020	June 2020

- 4.2 The development of outcome-focused measures is an iterative process, to enable the measures to be reviewed and developed regularly.

5. Further Developments

A number of the measures included in the report have catalysed plans to work collaboratively across the organisation to improve their outcome focus. The development work planned to date is as follows:

5.1 Temporary Accommodation

A working group has been formed to better understand and monitor the outcomes of interventions for those the Council is supporting to access housing. The group is currently working on enhancing the suite of measures that describe the success of the Council's interventions from homelessness prevention to housing supply to allocations.

5.2 Child development and Children's Centres

Further collaboration with the Early Years and Health Visitor services will be undertaken, to develop a set of outcome-focused measures regarding the range and success of interventions and services for children aged between two and five, and the better use of Children's Centres.

5.3 Protecting and nurturing the coastline

Development work is required looking in to litter collections on our beaches especially during the peak months; the protection of nature reserves and sea defences, and educating our children on the nurture and protection of our coastline.

5.4 Fibre broadband and WiFi

The data received from the Council's WiFi supplier has been improved to make it more granular. The datasets on this and Fibre Broadband will continue to be developed to better monitor whether the intended benefits to residents and visitors, in terms of service availability, geographical coverage and speed are being realised.

5.5 Businesses, skills and employment and high street occupancy

This will be a considerable area for collaboration between the Planning, Economic Growth, Revenues, GIS and Insights teams, with an aim to share and / or integrate the data and systems held and used by the teams to provide a meaningful picture of activity and outcomes in the borough to support and

evidence the vision of the Council's Economic Growth Strategy 2017-2022, and to evidence Opportunity and Prosperity outcomes.

5.6 Independent living and care homes

Further work will be done to measure the independency of those living in supported living and care homes across the borough.

5.7 Volunteering

A mapping exercise or survey will be undertaken to ascertain which parts of the Council uses volunteers and to capture the full breadth of volunteering activity, with further plans to broaden the dataset to include demographic data on volunteers, give insight on the barriers and enablers to volunteering, and the inclusion of SAVS data.

5.8 Voters

Development work is planned to map and improve the data and insights available regarding voters' registration rate, turnout, demographic, residential ward, accessibility and other social factors affecting registration.

5.9 Transport

The data currently collected annually via the National Highways and Transport Survey will be developed to increase the frequency of data collection regarding smart signalling, traffic flow optimisation, passenger transfer trends and experience, and the experiences of people who use public transport of all kinds in the borough.

5.10 Air Quality and recycling

At present, data for air quality is available via a live feed but validated on an annual basis to provide an annual mean. Further work will be done to collect data that can indicate the outcomes for residents resulting from the improvement works being undertaken at various major junctions.

5.11 Tree planting and removal

As trees are only planted in the winter months, data is currently reported annually at the end of the planting season. A register of tree removals is maintained on an on-going basis. Further development work will be done with the Parks Management teams to increase the frequency and completeness of data collection on tree planting and removals and to devise meaningful, outcomes-focused measures.

6. Reasons for Recommendation

To drive the delivery of the Southend 2050 ambition through robust and strategic performance management arrangements.

7. Corporate Implications

Contribution to Council's Ambition and corporate priorities:

To strategically monitor the Council's corporate performance and achievements against the 2050 Road Map and Outcomes.

8. Financial Implications

There are no financial implications.

9. Legal Implications

There are no legal implications.

10. People Implications

People implications are included in the monitoring of performance relating to the Council's resources where these relate to the Council's priorities.

11. Consultation

The new performance framework and measures to be included in future performance reporting are included in the Strategic Delivery Plans which were developed through extensive consultation and engagement to articulate the Southend 2050 ambition.

12. Equalities Impact Assessment

The priorities and outcomes contained with the 2050 Five Year Road Map are based upon the needs of Southend's communities. This has included feedback from consultation and needs analyses.

13. Risk Assessment

The Corporate Risk Management Framework shall be managed alongside the new monitoring for corporate performance. This information shall form part of the new corporate risk register that is managed by the Internal Audit team.

14. Value for Money

Value for Money is a key consideration of the Southend 2050 Performance Framework, including the outcome-based investment work, to help assist in identifying Value for Money from services.

15. Community Safety Implications

Performance Indicators relating to community safety are included in the Strategic Delivery Plans as well as the Southend 2050 Annual Place-based Report.

16. Background Papers

- 16.1 Monthly Performance Reports (MPRs) from April 2018 to March 2019 and Outcome Success Measures Report – Quarter 1 2019/20

17. Appendices:

- 17.1 Appendix 1: Outcome Success Measures Report – Period 2 – July-September 2019

OUR
SHARED
AMBITION

SOUTHEND
2050
it all starts here

Outcomes Success Measures Report
Period 2 – July-September 2019

Southend 2050: Five Themes and 23 Outcomes for 2023

Pride & Joy

PJ 01 - There is a tangible sense of pride in the place and local people are actively, and knowledgeably, talking up Southend.

PJ 02 - The variety and quality of our outstanding cultural and leisure offer has increased and we have become the first choice English coastal destination for visitors.

PJ 03 - We have invested in protecting and nurturing our coastline, which continues to be our much loved and best used asset.

PJ 04 - Our streets and public spaces are clean and inviting.

Safe & Well

SW 01 - People in all parts of the borough feel safe and secure at all times.

SW 02 - Southenders are remaining well enough to enjoy fulfilling lives, throughout their lives.

SW 03 - We are well on our way to ensuring that everyone has a home that meets their needs.

SW 04 - We are all effective at protecting and improving the quality of life for the most vulnerable in our community.

SW 05 - We act as a Green City with outstanding examples of energy efficient and carbon neutral buildings, streets, transport and recycling.

Active & Involved

AI 01 - Even more Southenders agree that people from different backgrounds are valued and get on well together.

AI 02 - The benefits of community connection are evident as more people come together to help, support and spend time with each other.

AI 03 - Public services are routinely designed, and sometimes delivered, with their users to best meet their needs.

AI 04 - A range of initiatives help communities come together to enhance their neighbourhood and environment.

AI 05 - More people have active lifestyles and there are significantly fewer people who do not engage in any physical activity.

Opportunity & Prosperity

OP 01 - The Local Plan is setting an exciting planning framework for the Borough.

OP 02 - We have a fast-evolving, re-imagined and thriving town centre, with an inviting mix of shops, homes, culture and leisure opportunities.

OP 03 - Our children are school and life ready and our workforce is skilled and job ready. Leads

OP 04 - Key regeneration schemes, such as Queensway, seafront developments and the Airport Business Park are underway and bringing prosperity and job opportunities to the Borough.

OP 05 - Southend is a place that is renowned for its creative industries, where new businesses thrive and where established employers and others invest for the long term.

Connected & Smart

CS 01 - It is easier for residents, visitors and people who work here to get around the borough.

CS 02 - People have a wide choice of transport options.

CS 03 - We are leading the way in making public and private travel smart, clean and green.

CS 04 - Southend is a leading digital city with world class infrastructure.

Annual Information

Unemployment
3,530 - 3.2%
(April 2018 - August 2018)

4,085 - 3.7%
(April 2019 - August 2019)

£280,867.00
Average House Price Southend

£246,728.00
Average House Price England
(June 2019)

182,500
Mid-year Population Estimate
for Southend
(Nomis July 2018)

1,035
New businesses (2017/18)
1,115
Businesses closed (2017/18)

Teenage conception for under
18's rate of 24.3 per 1,000
(number 70)
(2017)

Transport

National Highways and Transport (NHT)
Public Satisfaction Survey (2018/19)

75% of people found it
easy to get around
the borough

63% of people with a
disability found it
easy to get around
the borough

72% of people who do
not have a car
found it easy to get
around the borough

Early Years Foundation Stage
Profile
Achieving a Good Level of
Development
74.0% 2018/19

Trees

Figures do not include whips

In 2016/17 we planted 322
trees and removed 310

In 2017/18 we planted 279
trees and removed 373

In 2018/19 we planted 384
trees and removed 412

56%
Agree people from different
backgrounds get on well
together*

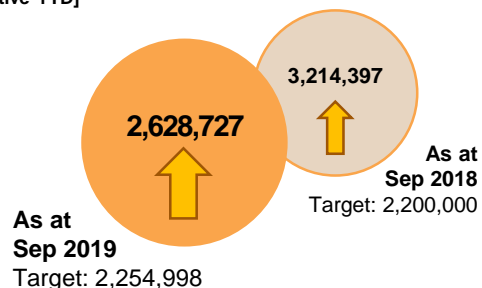
75%
Satisfied with local area
as a place to live*

*2018 residents' perception survey, sample 1239 Southend residents



Participation and attendance at Council owned / affiliated cultural and sporting activities and events and the Pier

[Cumulative YTD]



Key insights

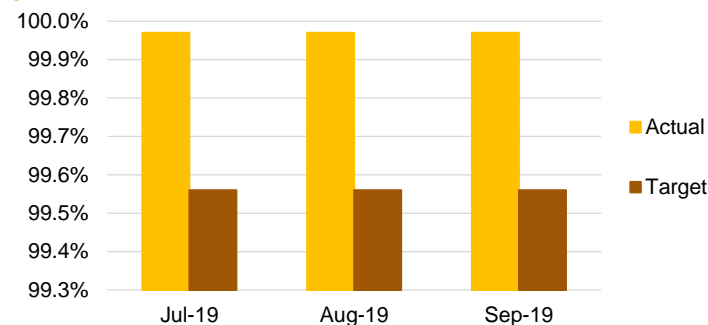
- Our **smaller libraries** (exc. The Forum, for which we are still awaiting data) saw a 50% increase in attendance in Q2, attributed to the Summer Reading Challenge (for children aged 4-11) which ran during the School summer holidays

- **Pier admissions** have normalised again (32,745 in Sep) after the very high admissions figure in Aug (71,140) which may be attributed to the seasonal change and a return to normal opening hours

- **506** Street Champions in place (as at Sep) and four **new litterbins** have been allocated to the new Lagoon decking area to ensure cleansing standards maintained

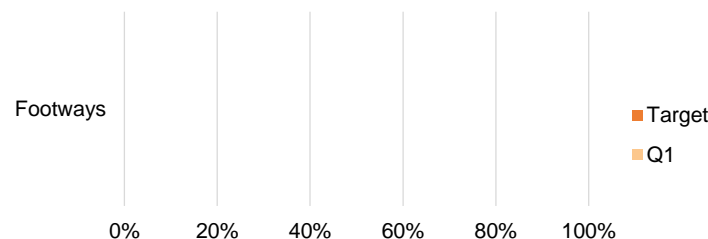
- **611** reported missed collections in Sep represents 0.03% of 1,816,533 collections per month; on track to meet 2019/20 Annual Target of 99.56%

Percentage of successful waste collections per month



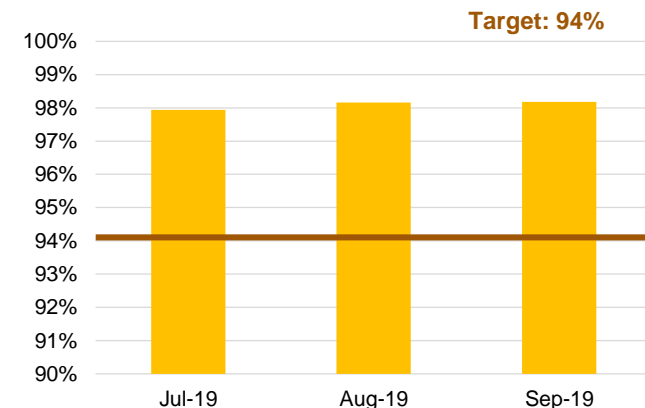
Safety Inspections completed on time

[Awaiting data]



Acceptable standard of cleanliness: litter

[Cumulative YTD]



Social Media Campaigns

50,772

plays of the promotional video used in August's Connexions mini-campaign (cross-cuts with **Opportunity & Prosperity**)

1267

page views of the new Wedding Venues website pages as a result of August's social media campaign on Twitter, Facebook and Instagram

400+

photos of our coastline submitted by the public via social media channels, as part of the #PrideAndJoy Instagram campaign



Quarter 2: Update

Council agreed that the date for the **Seaway Development** contracts to become unconditional will be January 2020. The planning application is being assessed through the usual process.

External funding has been secured to develop a holistic set of interventions for the **Town Centre**, aligned with the Town Centre Scrutiny project, including; a consultation on the Sunrise work to develop a scheme to be delivered using Local Growth Fund funding from SELEP; public realm improvements between Warrior Square, Whitegate Road, Tylers Avenue and York Road using National Productivity Investment Fund funding; and Cool Towns funding, to deliver greening and shaded seating. Wider regeneration activity includes the second phase of the Forum (see the Opportunity & Prosperity narrative). A Better Queensway public consultation will be launched by the joint venture in October.

Work to explore creating a visible presence in the **Town Centre** for some of the Council's services is underway. A Chair for the Strategic Town Centre Group has been identified, furthering the opportunities for joint working across the street scape, place branding and signage and public realm projects.

Officers are in touch with the representative for the **Kursaal's** owners as they try to find ways to let the space and bring the building back in to use.

The **Estuary 2020 Festival** (starts 18/09/2020), will bring lesser known or underutilised spaces to life through arts and culture. Various historic structures on the Garrison site have been visited by artists with a view to their involvement in the festival, and Metal (the Festival's organiser) is working with Shoebury Heritage CIC, EWT and SBC staff on the project.

The Council continues to support volunteer-led beach cleaning litter picks. Veolia is building on its 'Street Champions' scheme to support **improved street cleansing** activities. The "My Street Is Your Street" campaign has continued with additional floor promotional materials. A campaign was launched to highlight the problem of pollution in marine environments and as part of this the Council worked in partnership with a local artist to install of a fish sculpture on the Seafront.

Future milestones

20 new cigarette bins will be placed out in the High Street to target smoking litter.

30 additional beach litter bins were ordered to be used to enhance next year's activities

Veolia continues to adjust resources as we move through the seasons, and a further "Southend Champions" newsletter is planned for October 2019.

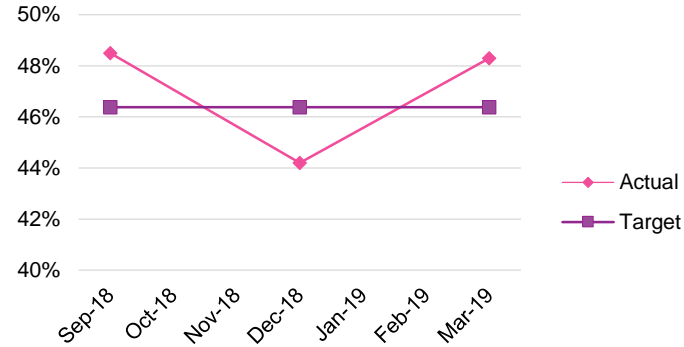
SAFE & WELL

Key insights:

- **194** households are currently in Temporary Accommodation, comprising **592** individuals, equating to a rate of 2.46 per 1000 households as at September 2019 against a target of 3.51.
- A total of **202** street begging / vagrancy / rough sleeping engagements and **314** Anti-Social Behaviour (ASB) Incidents were attended to by the Council's Community Safety Unit team in Q2 2019/20.

Percentage of household waste sent for reuse, recycling and composting

[Cumulative YTD]



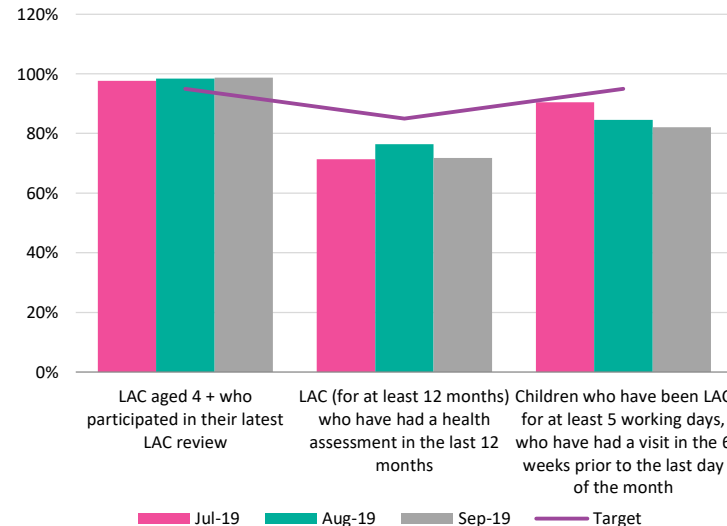
Education Health Care plans issued within 20 weeks excluding exception cases (SEND)

[Cumulative YTD]

Total plans issued (YTD): 77
Period: as at Sep 2019
Target: 96%

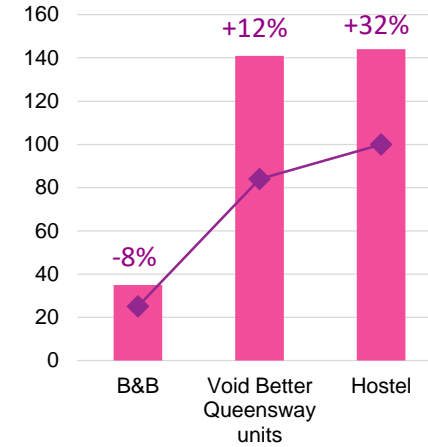
100%

Looked After Children (LAC)



Families in Temporary Accommodation (TA)

As at Aug 2019, compared to Q1 2019/20



273
Jun 2019

320
Aug 2019

Total number of children in TA
(data for 2018 not available)

■ No. of children
◆ No. of households

Mental Health

73.7%
Q1 2019/20

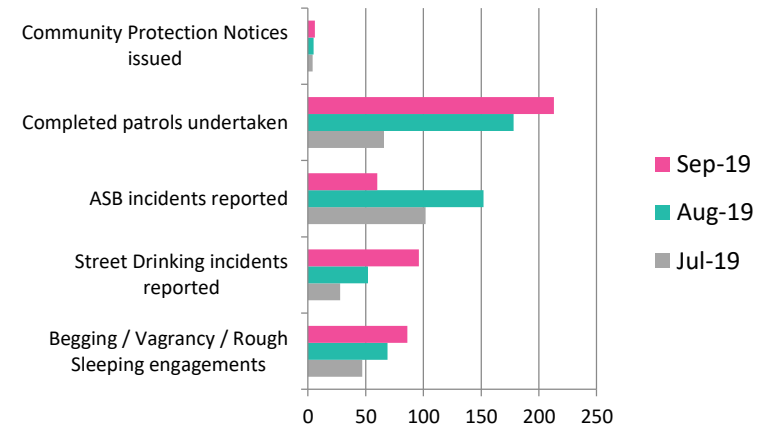
71.9%
Aug 2019

Proportion of adults in contact with secondary mental health services who live independently with or without support (EPUT)

2019/20 target: 74%

The Council's Community Safety Unit activity

This dataset does not include data from the Police or other agencies





Quarter 2: Update

The **Town Centre** Action Group has developed a dynamic action plan to lead on enforcement activity in the Town Centre to deal with the most prolific individuals, plus support and outreach work under the Council's Rough Sleeper Initiative.

The new **Community Safety** Patrol Team, now equipped with a number of enforcement powers, has proved successful, contributing to the marked reduction in town centre issues due to its high visibility presence supporting local policing, which has been strengthened by additional new Police Officers being deployed to Southend Police Station with specific town centre patrol remits. The police teams and Community Safety team work closely together from Southend's Community Safety Hub at Southend Police Station. Numbers of rough sleepers in the Town Centre and complaints linked to street drinking and anti-social behaviour have decreased.

Bimonthly **rough sleeper** counts continue, helping the Council identify seasonal flows and changes. The Council is working closely with partners across the voluntary, faith and public sectors to plan the Church Winter Night Shelter that will commence again in December. A team of rough sleeper navigators and tenancy sustainment officers will be recruited to ensure people have the right support and by taking swift preventative action on tenancy-related issues, possible due to the government's Rapid Rehousing Pathway funding.

There is increased **community-based social work practice** presence at Kent Elms, Highlands and West Road (Shoebury) surgeries. A Social Worker with mental health experience is supporting the Council's Housing Officers with complex cases to maintain tenancies and engage in preventative work. Social work/care coordination and the Dementia navigation team have been collaborating to improve integrated working and relationships.

Initial preliminary work has been undertaken that looked at the potential to introduce **Selective Licensing** in parts of the borough including data assessments, financial modelling and best practice from other local authorities.

The Council's **Sustainability** team are fully engaged with the Better Queensway project team, ensuring that all opportunities for pursuing sustainable options are being explored.

Continued over page...

Future milestones

As part of the next area of focus for Southend 2050, the Council is considering a more integrated multi agency view of using all community assets to the best effect.

A partnership approach will be taken with the Looked After Children team in order to analyse the current need and specific challenges regarding providing suitable local accommodation in order to ascertain what further work will need to be considered.

The Selective Licensing project will undertake further research, consultation and an assessment of the resources required ahead of implementation.

The Community Safety Team will explore options to address increasing demand, potentially this could include:

- Increasing Community Safety Team numbers and widening enforcement powers (such as Fixed Penalty Notices and CPNs)
- working collaboratively with other agencies and council departments to undertake a more visible role in town; this could include support from the BID Rangers, Pier and Foreshore teams, ACPOA and Street Scene teams.



Quarter 2: Update (cont.)

The consultation on the update to the **Local Plan** has been responded to, with ongoing discussions helping to shape the work to ensure that future development in the Borough is sustainable. The Council is delivering an EU project to increase electric vehicle charging points, with the most appropriate locations for the charging points now being determined.

The Council is monitoring the Veolia action plan aimed at delivering an **improved recycling** rate this year, looking to improve services for flats, communicate with residents and Recycling Officers and increase participation in the food waste scheme. The Council has been proactive on the plastic agenda and is now part of PlastiCity, which has secured over €1 million to deliver a new approach to **plastic waste** that will drive up recycling rates. Council officers have reviewed staff's use of the current **recycling arrangements** and this information is now being used to determine what steps need to be taken to reduce the total volume of waste and, of the waste that is generated, maximise the amount that is recycled.

Officers are developing the case to designate Southend as a National Park City, to build **climate resilience** to issues ranging from flooding through to heat stress and support objectives around health and well-being and building community cohesion. Work is underway to replace the Low Carbon Energy and Sustainability Strategy 2015-2020 with the next iteration, to be adopted before April 2020. This version will also reflect the wider areas of focus that have been identified in the Green City agenda.

Work has commenced on-site for the new **Priory Residential and Learning Disability Day care** centre, in line with the implementation plan. A task and finish group has been set up to move forward with the design of the build in line with how the site will support the vision.

A range of work surrounding housing need is continuing to ensure that appropriate outcomes for all residents groups, including **Looked After Children**, are ensured. Key steps, such as consultations on a renewed allocations policy, continue.

The Council is pressing ahead with the next phases of the HRA Land Review Project which will potentially see 56 affordable homes built in two locations in the borough. The required surveys have been undertaken for both sites and a procurement exercise for the appointment of consultancy support is continuing.

Continued over page...

Future milestones

Officers are working with Forward Motion to identify how they can encourage the public to make more **sustainable transport choices**, as part of their wider work on contributing to the delivery of a range of Southend 2050 outcomes.

An event will be held in November with all stakeholders of the new **Priory Residential and Learning Disability Day Care Centre** to share and discuss the Centre's vision and to agree the operational model.



Quarter 2: Update (cont.)

The Council's Modern Methods of Construction pilot is also progressing well with the appointed architect for the scheme preparing the preliminary drawings for both sites with a view to submit an outline planning application later in the year. The Council's Acquisitions Programme for **Council Housing** has been continuing at pace and has seen a number of properties purchased from the open market for the purpose of Council housing.

The Council is progressing with its plans for the **housing development pipeline**. A number of sites are currently progressing which will form the first phase of the pipeline and the project will next undertake site feasibility, a due diligence survey and design work to provide more detailed assessments on future sites. A Regeneration Framework will be produced which will oversee this work. This work is augmented by other approaches to **housing supply** being progressed, including the use of HRA capital and Right-to-Buy receipts to purchase properties on the open market and bring these into use as affordable housing in the borough. By the end of the quarter 19 properties will have an accepted offer, including seven completed purchases.

In July 2019 HARP completed the nine-bed extension to their site at Ceylon Road, which is now fully occupied. HARP's planning application for a 49 bed space development, "Bluebird", on Southchurch Avenue has been agreed. Estuary Housing officially completed their **affordable housing scheme** at Hammond Court in Sutton Road in September, with the provision of 44 affordable homes (26 affordable rent and 18 Shared Ownership).

Future milestones

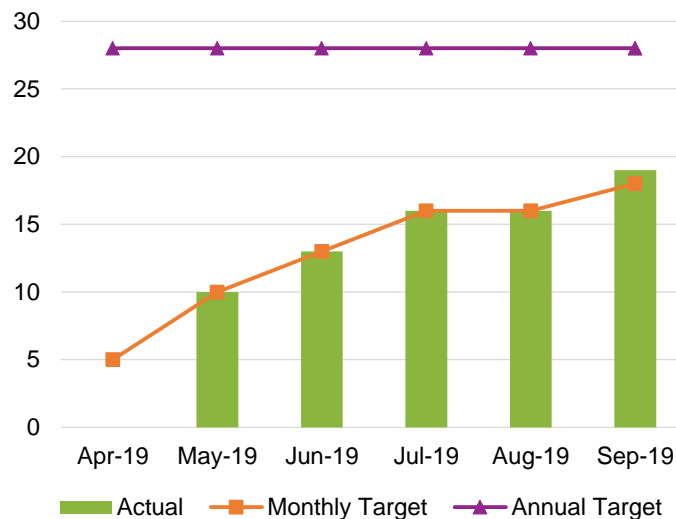


Organisations signed up to Physical Activity-related pledges of the Public Health Responsibility Deal (PHRD)

16 YTD, Q2 2019/20

9 joined in Q2 2019/20

Number of schools signed up for the Daily Mile Programme or equivalent



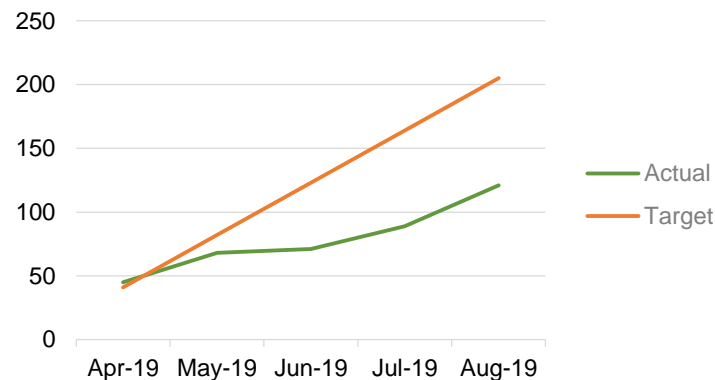
Falls Prevention activity

~12,520 individuals aged 65+ at risk of falling annually in Southend

155

individuals starting 36 week strength and balance programme to date during 2019/20

Number of individuals completing 12 weeks of the Exercise Referral Programme



Number of hours of volunteering within Culture, Tourism and Property (inc. Pier and Foreshore events)

[Cumulative YTD]



Sep 2019
Actual: 11,285
Target: 9,750



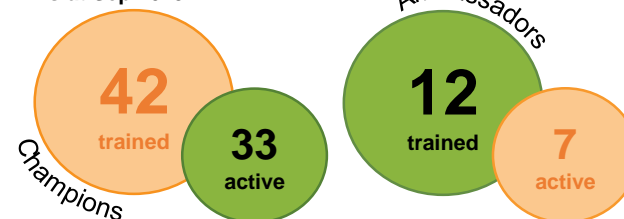
Sep 2018
Actual: 10,555
Target: 9,750

Long trend:



A Better Start Parent Champions and Ambassadors

As at Sep 2019



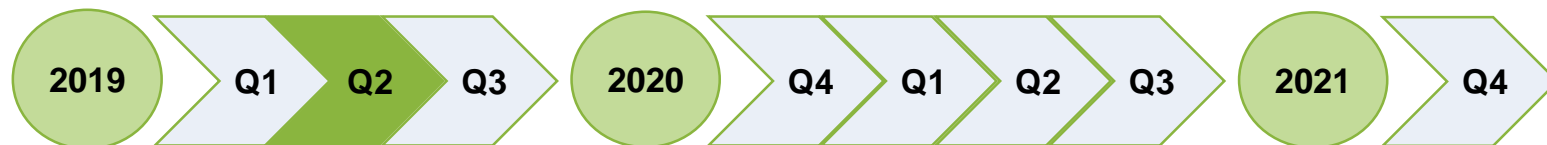
Key insights:

- **1,192 volunteering** hours (which equates to approx. 50 days) delivered within Culture in September

- **120** individuals are currently active on the 'Staying Steady Programme' for September and **121** individuals completed the 12 week exercise referral programme in August

- A Better Start Southend **Parent Champions and Ambassadors** have been taking part in designing and delivering engagement events, taking part in ABSS governance meetings, promoting and communicating ABSS, research and interviews, co-production workshops and special projects such as the development of a Community Hub at SAVS

- The number of new organisations signing up to the **PHRD** has reduced as we are now in Year 3 of the programme and every year 40+ new businesses sign up, meaning that the number of businesses to recruit from in Southend reduces. There is a particular focus on engaging SME businesses for 2019/20



Quarter 2: Update

Chalkwell Lodge is now anticipated in June 2020, and two additional properties have been agreed through the **acquisitions programme** to date. The acquisition budget is set to increase by £2.3m, and therefore we can expect this number to increase in the next couple of months.

Active Southend will use ActiveEssex funding to support organisations via the Culture and Wellbeing Small Grant's scheme. The ActiveSouthend Strategic Group (ASG) is a multi-agency group made up of organisations and teams for which increasing physical activity levels in the borough contributes to their own organisational goals. The group meets quarterly and reports to the Southend Health and Wellbeing Board. The group also provides regular updates to the Southend Corporate Management Team (CMT) and the Active Essex Board.

Asset Based Community Development workshops have been held between voluntary sector and Southend 2050 outcome leads and officers to develop a shared narrative around individual and community strengths. Conversations and engagement between individual outcome leads/business proposal leads and partners and community continue to achieve shared understanding of the Ambition and input in delivery.

The South East Essex (SEE) Locality Partnership Group has developed relationships across the SEE system, the development and sign off of a SEE Locality Strategy; and the agreement to an Memorandum of Understanding which articulates the ambition for the Partnership and integrated working within SEE, and approval of the Community Dementia Business Case, a service commissioned by Southend and Castle Point & Rochford CCG, and is closely aligned to the restructure of the Dementia Navigator team (a jointly commissioned service across Essex County Council, Southend Borough Council and the CCG).

The work across Integrated Design Teams continues with a focus on developing specific Locality approaches aligned to the Locality Strategy. Examples of developments during the quarter include the establishment of a ninth Dementia Navigator based at the hospital to assist those with dementia and those caring for dementia patients with a smooth and seamless discharge; resource in the community and across Localities to support and signpost those patients with dementia by building community capacity and community resilience; a social worker (jointly funded between ECC and SBC) at the Accident & Emergency department to support the discharge planning process at an earlier stage; continued development of a community asset based around the St Lukes Primary Care Centre (East Central); regular Multi-Disciplinary Team working across each Locality (fortnightly); the development of the 'hub' concept - examples include Victoria hub in East Central and Shoebury hub in East and the publication of a Locality-based newsletter.

Future milestones

Everyone Health and Fusion to develop the Exercise Referral Scheme offer, with an ambition to broaden this to other community based physical activity providers and take a broader South East Essex approach to align with CCG collaborative approaches.

Joint post between SBC, A Better Start Southend and SAVS being created to further work around co-production - to be based at SAVS.

Localities-related future milestones:

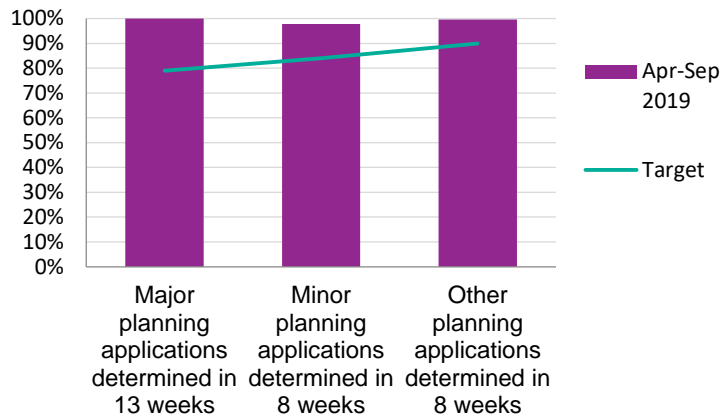
- Development of Locality plan, first Locality will be West Central to test the process and pilot an initial plan, Co-design and engagement continues across West Central Locality
- evolve the relationship with EPUT (Community & Mental health) to support the development of Localities
- Southend – review and recommissioning of integrated carers service
- Review and recommissioning of community grants funds
- Development of a Locality 'room' at the Council to facilitate the development of SEE localities
- Restructure of dementia navigator team
- High level discussions with PCN Clinical Director to establish closer working relationship between system and primary care.



Determination of Planning Applications

Number of overall planning applications submitted Apr-Sep 2019: 1,059

Success of appeals Apr-Sep 2019: 72.7% dismissed or split against a target range of 65-85%



Delivery of the Capital Programme

[Cumulative YTD]

29%
as at
Sep 2019

+2%
vs.
Sep 2018

Child Development at Two Years Old

[Completions of the ASQ at 2 years 9 months]

To be developed to include referral outcomes

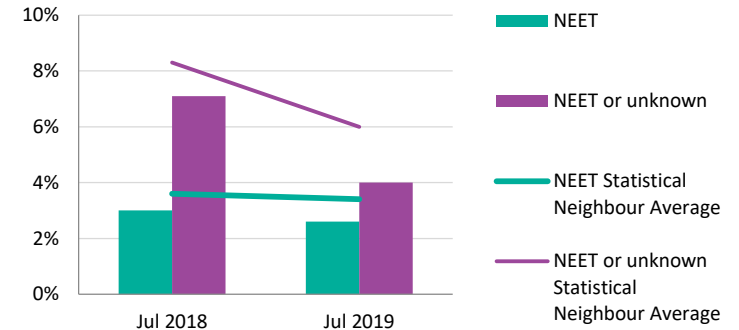
Jul 2019	Aug 2019	Sep 2019
↑	↑	↓
98.7%	95.6%	94.7%
Target: 95%		

Percentage of young people Not in Employment, Education or Training (NEET) or whose situation is not known

Aim to minimise

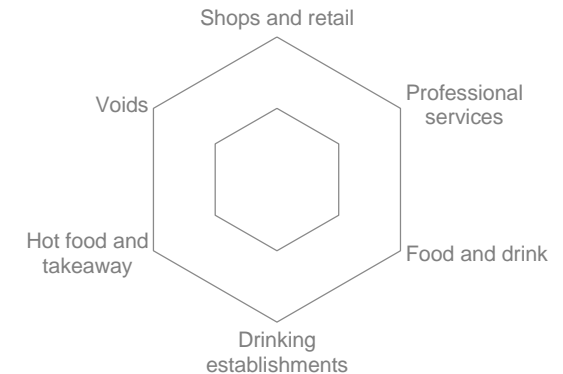
Total number of young people in the borough as at Aug 2019: 3948

Measure to be developed further

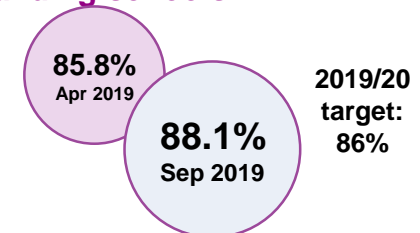


High street occupancy (BID area only)

Awaiting data

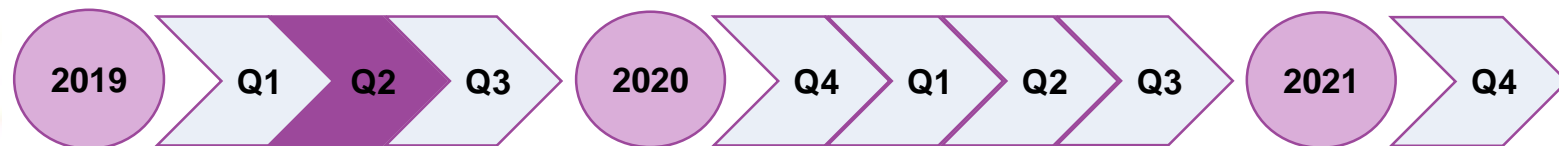


Percentage of children in good or outstanding schools



Key insights:

- During the months July to September there are **305 new businesses** open in the borough and **10 businesses** have expanded or opened additional premises across the borough
- 35** properties transferred into the Landlord's name as they are now empty during July to September
- 151** additional domestic properties were built during July to September 2019, bringing the total figure this financial year to **377** additional homes built.
- The slight drop in **planning applications** to date vs. the same period last year (1059 vs. 1119) may be due to Brexit related uncertainty impacting on investment, or the fact that the number of applications received last year was a record high. The appeal success rate to date this Financial Year is consistent with national context and reflects the Council's need to balance good appeal performance and a push for quality development in the borough.



Quarter 2: Update

Becoming a living wage employer was considered at Cabinet at their meeting in September. The Council is already a living wage employer in respect of directly employed staff. Work is now underway to explore the benefits and financial implications of becoming an accredited living wage employer. Progress against this plan will be reported to Cabinet in 2020.

The Council's "Connexions" team, have successfully ensured that more students are not classified as NEET (Not in Education, Employment and Training). Work continues between the Education and Skills teams to improve access to apprenticeships.

In line with our energies to support learners in deprived areas, further work on school and locality performance is taking place to identify the relative performance of different groups and their residency. One of the local Teaching Schools have been commissioned to offer training and support for all primary schools. Although the primary and secondary examination results are now in the public domain, the detailed pupil level data is not available from the Department for Education at the time of writing to comment on the gap in 2019. Suffice to say that reducing this gap and supporting learners from disadvantaged families remains the highest priority for both schools and the Council.

Following this, the Council will continue to support and challenge schools and academies where the outcomes in these areas remains low.

The Council has continued to map and analyse available data regarding its duty to supply sufficient good school places for Borough residents. Under the current strategy, expansion in several of our secondary schools is progressing well to meet identified demand. Given the likely pace of demographic growth, it is anticipated that this will be sufficient to meet current and future needs until mid way through the next decade. Through the new Children and Learning Working Party, early discussion will start to explore and identify future solutions that will meet future demand once the policy on additional housing 2020-30 becomes clearer.

Funds have been previously identified to support the Academy Trusts accountable for the three vulnerable secondary schools. This resource is for the academic year 2019-20 to support the schools in their journey to become good, and each Trust is required to account for the improvement in outcomes against the submitted business case. Examination outcomes in 2019 for each of these schools has shown positive improvement against the headline results of some 10% points which is welcomed. It is unlikely that either of these three schools will be respected in the current academic year.

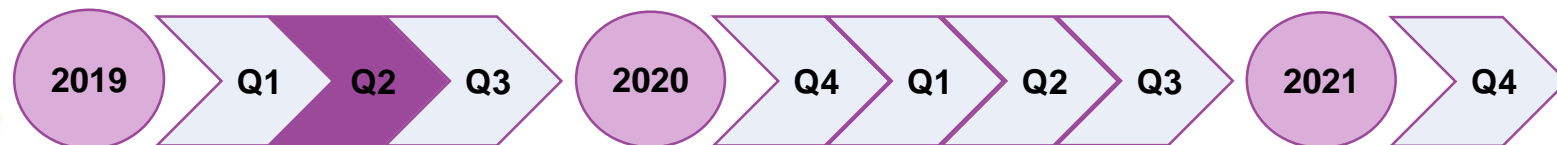
Following the previous two years highly successful initiative to offer Southend residents the opportunity to apply for, pass and attend one of the four outstanding Grammar Schools, further plans are in hand to repeat the awareness campaign this year to encourage parents, where they choose, to apply for a Grammar School place if that is right for their child.

Continued over page...

Future milestones

As part of the wider 2050 Opportunity and Prosperity theme, significant work and initiatives are planned and operational to enhance the pathways and provision for school leavers into the world of further education, employment or training.

Results of the planning consultation on Forum 2 development.



Quarter 2: Update

In line with our energies to support learners in deprived areas, further work on school and locality performance is taking place to identify the relative performance of different groups and their residency. Following this, we will continue to support and challenge schools and academies where the outcomes in these areas remains low.

As part of the wider 2050 Opportunity and Prosperity theme, significant work and initiatives are planned and operational to enhance the pathways and provision for school leavers into the world of further education, employment or training. In addition, very successful intervention by our Council "connections" team have ensured that more students follow this path and are not classified as NEET (not in education employment and training). Work continues between the Education and Skills teams to improve access to apprenticeships.

Good progress is being made with Better Queensway which, following the conclusion of the procurement, is led by Porters Place Southend-on-Sea LLP - a joint venture between the Council and a subsidiary of Swan Housing Association. The business plan has been prepared and has been considered by the Council's Shareholder Board. This will now go through the next democratic cycle.

The current work on improving the utilisation of our nine Children's Centres continues. We continue to use birth, attendance and footfall data to determine the effectiveness of the provision to support young families. This work includes close working relationships with our stakeholders and partners including A Better Start Southend, SAVs and schools and settings to ensure relevant and high quality services operate from the Children's Centres.

Forum 2 is progressing through the planning process, with all internal design work completed as part of RIBA Stage 4. The Council's portion of the building will see a new gallery space for the Focal Point Gallery, delivering a more ambitious exhibition and performance programme, and a suite of digital artist studios, including green screen facility, post production and sound recording, and a new project space for an increased creative learning programme, focusing on creative skills development. This delivers on the 2050 roadmap ambitions for Artist's Studios, objectives to upskill in digital, creative industry regeneration and increased cultural offer. Public and peer consultation workshops are taking place to involved citizens in how the facility will integrate into the community, the next of which taking place in FPG on 14 November.

A business plan for the revenue budget for running Forum 2 has been put forward as part of the 2050 business plan proposals, currently considered to be a test project. The proposal has in principle approval from the Growth and Infrastructure Board, and is progressing through the way through the Commissioning Board. The business plan has been developed with colleges in finance, and accounts for the entire running of SBC's portion of the facility, including rates and utilities, as well as uplift in staffing and programme budget for FPG to manage the facility.

Future milestones

As part of the wider 2050 Opportunity and Prosperity theme, significant work and initiatives are planned and operational to enhance the pathways and provision for school leavers into the world of further education, employment or training.

Results of the planning consultation on Forum 2 development.

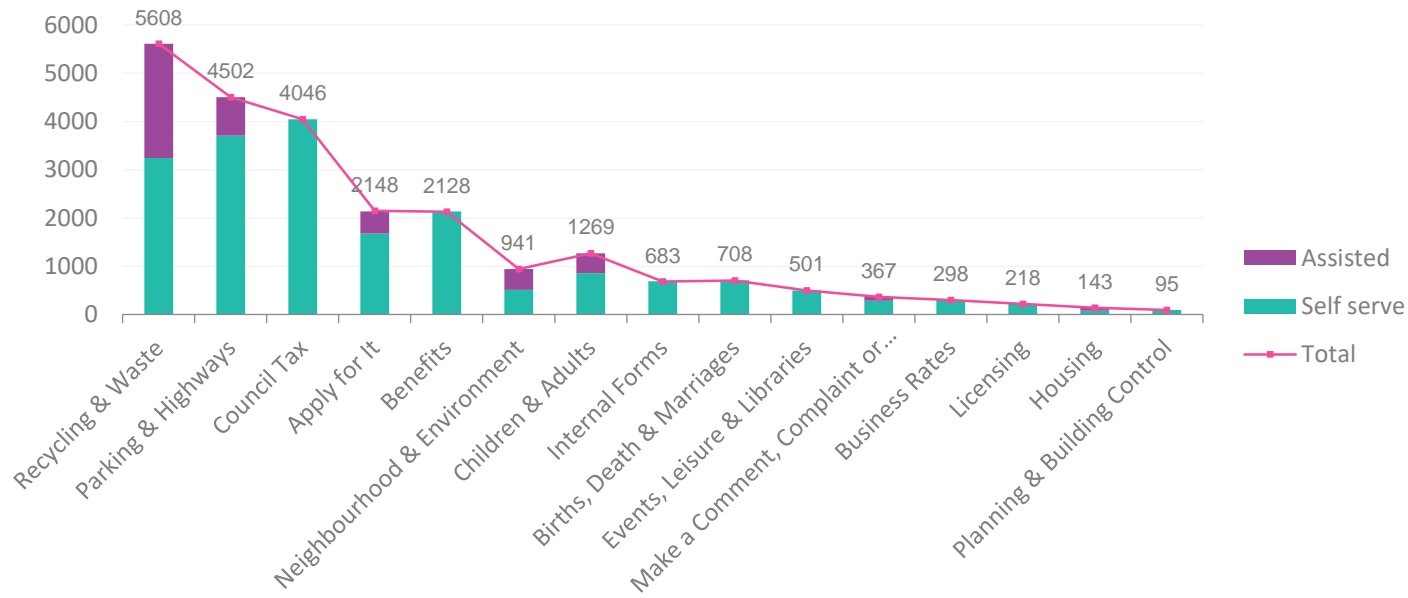


Key insights:

- Total number of registrations for free Wi-Fi: **106,865** (As at the end of September)
- The High Street remains the most popular browsing location to access free Wi-Fi followed by Eastern Esplanade and Hamlet Court Road
- Peak usage of the free Wi-Fi is at 4pm during weekdays, with more females using the service
- Most users are between the ages of **15-24**, with over **15,000** people registered

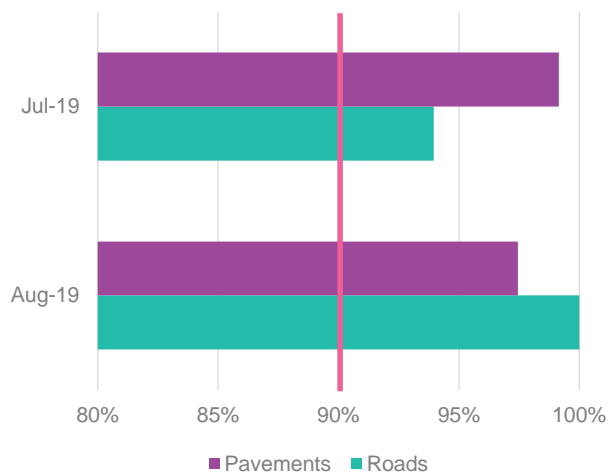
Service Requests submitted via MySouthend

Jul-Sep 2019



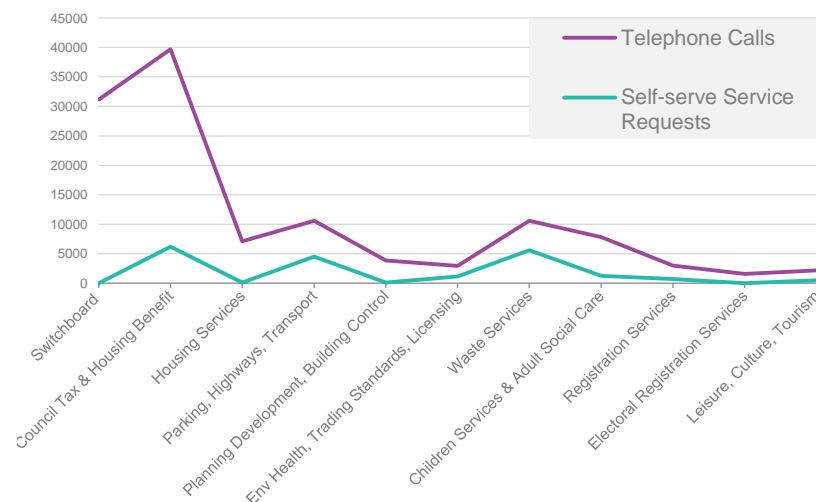
Percentage of CAT1 defects made safe within response times

Target: 90%



Channel Shift

Jul-Sep 2019





Quarter 2: Update

There has been an element of rebranding of the Council's Agile Working Programme which has now become known as 'WorkLife – A way of working tailored to YOU' which encompasses everything relating to how and when we work. Standardised ICT equipment has been signed off by the Council's Corporate Management Team (CMT) which will bring more consistency across the Council in terms of equipment, build and support.

The CMT's Civic Centre working area redesign is now complete, with all members of CMT now working in the open office environment.

A formal agile project management methodology has been rolled out across the Council's Senior Leadership Networks through a one-day workshop. Using this methodology, it has been applied and tested to a number of projects, including WorkLife. This approach maximises skill, collaboration and efficiency across the organisation. A follow up accredited coaching programme is being rolled out in early October for key Transformation and Southend 2050 staff across the organisation. Those completing the coaching will be required to take a test and upon passing and shall be formally recognised as agile coaches by the Public Services Transformation Academy (PSTA).

A significant amount of progress has been made over the summer period in developing a first iteration of a digital solution for the Joint Strategic Needs Assessment (JSNA). We expect the first phase of this project to go live in October 2019. Within this deployment will be an initial set of apps that will allow colleagues, partners and the community to interrogate data themselves. Phase 2 of this work, the Open Data Portal, is currently being progressed and this will increase the functionality available.

A revised Parking Strategy has been drafted and is expected to be ready for consultation in November 2019. The 2019/20 Highways Improvement Programme has been published and the 2020/21-2021/22 Programme is due to be published in January 2020.

Future milestones

An Innovation Area is to be created on Floor 2 of Civic 1 to test and design potential agile working solutions, including technology, prior to rollout.

WorkLife Champions will be visible throughout the organisation with coloured lanyards. These champions will be available and approachable to anyone across the organisation seeking advice on WorkLife or wanting to give feedback.

A review of the Council's flexible working policy will be undertaken with staff to ensure it is as flexible as can be for staff and employer.

Southend-on-Sea Borough Council

Agenda
Item No.

9

Report of Deputy Chief Executive (Place)
to
Traffic Regulations Working Party and Cabinet
Committee
on
4TH November 2019

Report prepared by: Sharon Harrington,
Interim Group Manager Highways & Traffic Network

Requests for Waiting Restrictions

Cabinet Member: Councillor Woodley
Part 1 Public Agenda Item

1. Purpose of Report

- 1.1 For the Traffic Regulations Working Party and the Cabinet Committee to authorise the advertisement of the amendments and/or new restrictions/traffic Regulation Orders in accordance with the statutory processes.

2. Recommendation

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

- a) Consider the requests to advertise the requisite Traffic Regulation Orders as shown in appendix 1;**
- b) If approved, further agree that in the event of there being no objections to the proposals, the proposal will be added to the existing work programme and the Traffic Regulation Order be confirmed;**
- c) Note that all unresolved objections will be referred to the Traffic Regulations Working Party for consideration.**

3. Background

- 3.1 Requests for new or amendments to existing waiting or traffic restrictions are regularly received from residents and the businesses as well as officer and Member suggestions.
- 3.2 All requests are assessed and investigated against the policy criterion agreed criteria by the Cabinet Committee in November 2018.

4. Other Options

- 4.1 Each request needs to be considered on its individual merits and their impact on public safety, traffic flows or parking and wider impact on the surrounding network. Members may consider taking no further action if they feel it is appropriate.

5. Reasons for Recommendations

- 5.1 Where recommended the objective is to mitigate for likelihood of traffic flows being impeded, to improve safety or increase parking availability.

6. Corporate Implications

6.1 Contribution to the Southend 2050 Road Map

- 6.1.1 Ensure the highway network is effectively managed contributing to a Safe and Prosperous Southend.

6.2 *Financial Implications*

- 6.2.1 Where recommended, the source of funding will be from allocated budgets, where funding is provided from alternative budgets, this is highlighted as appropriate.

6.3 *Legal Implications*

- 6.3.1 The formal statutory consultative process will be completed in accordance with the requirements of the legislation where applicable.

6.4 *People Implications*

- 6.4.1 Staff time will be prioritised as needed to investigate, organise the advertisement procedures and monitor the progress of the proposals based on the committee priorities.

6.5 *Property Implications*

- 6.5.1 None

6.6 *Consultation*

- 6.6.1 Formal consultation will be undertaken including advertisement of the proposal in the local press and on the street as appropriate.

6.7 *Equalities and Diversity Implications*

- 6.7.1 The objectives of improving safety takes account of all users of the public highway including those with disabilities.

6.8 *Risk Assessment*

6.8.1 Neutral.

6.9 *Value for Money*

6.9.1 All works resulting from the scheme design are to be undertaken by term contractors appointed through a competitive tendering process.

6.10 *Community Safety Implications*

6.10.1 All proposals are designed to maximise community safety through design, implementation and monitoring.

6.11 *Environmental Impact*

6.11.1 All proposals are designed and implemented to ensure relevant environmental benefits are attained through the use of appropriate materials and electrical equipment to save energy and contribute towards the Carbon Reduction targets where appropriate.

7. **Background papers**

None

8. **Appendices**

Appendix 1 – List of requests and comments

Appendix 2 – Breakdown of Item in Appendix 1 Item No. 2

Appendix 3 - Items Not Agreed to be Progressed

APPENDIX 1 – TRO CHANGES/WAITING RESTRICTIONS REQUESTS

Item	1
Location	Runwell Terrace
Proposed by	Officer request
What is this request for	Review of parking restrictions
Proposal	To remove approximately 17 metres of no waiting at any time on the north-east side outside Nos.4 and 5 Runwell Terrace and replace with 3 pay and display bays.
Current Restrictions (if any)	Pay and Display Bays and Double Yellow Lines
Reason for request	Following the re-surfacing of the road, the need for this section of yellow lines was reviewed as their purpose was no longer evident. The creation of additional bays will benefit both residents and visitors.
Has this request been made previously (if so when)	No
If this request was made previously what was the outcome	N/A
Who will be consulted	Residents, Ward Councillors and other statutory consultees
When will consultation take place	Early 2020
Officer Comments	Additional parking in the road is required to support residents and their visitors
Officer Recommendations	To proceed to statutory advertisement
Any other information	

Item	2
Location	Western & Eastern Esplanade Various Locations
Proposed by	Councillors request
What is this request for	To provide additional on-street pay and display parking
Proposal	Locations and officer comments shown at Appendix 2 – approved to proceed.
Current Restrictions (if any)	Double yellow lines and coach set down point
Reason for request	To maximise on-street parking on Western Esplanade and part of Eastern Esplanade
Has this request been made previously (if so when)	No
If this request was made previously what was the outcome	N/A
Who will be consulted	Councillors, affected businesses and Statutory Consultees
When will consultation take place	November 2019
Officer Comments	Officer comments on the proposals are contained at Appendix 2. Other locations not approved to proceed are listed in Appendix 3
Officer Recommendations	Proceed to statutory advertisement in accordance with officer recommendations
Any other information	

Item	3
Location	Ambleside Drive in the vicinity of the Adult Community College
Proposed by	Ward Councillors and members of the public
What is this request for	To review the waiting restrictions in the road
Proposal	To revisit changes to the existing no waiting at any time orders in the road following complaints that previous amendments to some of the double yellow line protection had caused increased risk to motorists and pedestrians
Current Restrictions (if any)	Junction protection and extended lengths of double yellow lines.
Reason for request	Restrictions in the road were reviewed previously to improve parking capacity but concerns have been received from motorists leaving the Adult Community centre.
Has this request been made previously (if so when)	Traffic and Parking Working Party and Cabinet Committee – 2 nd November 2017 Requests for Waiting Restrictions.
If this request was made previously what was the outcome	Agreed to advertise changes to the waiting restrictions to reduce various lengths of yellow line to allow more residents parking. Plans of existing and proposed restrictions to be displayed at the meeting
Who will be consulted	All affected residents and statutory consultees
When will consultation take place	2020
Officer Comments	Additional length of double yellow line is required on the east side of the western access to the Adult Community Centre and on the north side across the pram ramp in the vicinity of Nos.105 to 107 Ambleside Drive.
Officer Recommendations	Recommend to advertise the proposals
Any other information	

Item	4
Location	Leighville Grove
Proposed by	Councillor Wexham
What is this request for	Review of junction protection
Proposal	To reduce junction protection at its junction with Rectory Grove by 5 metres each side
Current Restrictions (if any)	15 metre junction protection both sides
Reason for request	To provide additional on street parking in this area of parking stress.
Has this request been made previously (if so when)	No
If this request was made previously what was the outcome	
Who will be consulted	Statutory consultees and local residents
When will consultation take place	November 2019
Officer Comments	As the road is now one way, junction protection into the side road can be reduced to provide much needed off street parking
Officer Recommendations	Recommend to advertise the revocations
Any other information	an order to make Leighville Grove one way southbound from Glendale Gardens to Rectory Grove came into effect on 20 th October 2016

Item	5
Location	Kings Road Westcliff on Sea
Proposed by	Councillor Folkard
What is this request for	Review of parking restrictions
Proposal	To remove limited waiting bay outside Nos.151 and 153 Kings Road.
Current Restrictions (if any)	Limited waiting Mon-Fri 8am-6pm 2hrs no return within 4hrs
Reason for request	This restriction was put in to assist patients at the dental surgery at No151 Kings Road. This surgery is now closed and the premises have reverted to a private dwelling.
Has this request been made previously (if so when)	no
If this request was made previously what was the outcome	N/A
Who will be consulted	Affected residents and statutory consultees
When will consultation take place	Early 2020
Officer Comments	The need for specific limited waiting bays at this location is no longer required and therefore can be removed
Officer Recommendations	Recommend to advertise the revocation of the limited waiting order
Any other information	

Item	6
Location	Sunningdale Avenue
Proposed by	Councillor Folkard
What is this request for	Review of junction protection at Sunningdale Avenue at its junction with Leigh Road
Proposal	To remove a section of line on the north side of Sunningdale Avenue that was put down on a temporary basis during construction of the flat development on the corner.
Current Restrictions (if any)	No waiting at any time on the north-west side for a distance of 33m and on the south-east side between Leigh Road and Rockleigh Avenue
Reason for request	This order should have been removed once the building works had been completed and is no longer necessary.
Has this request been made previously (if so when)	no
If this request was made previously what was the outcome	N/A
Who will be consulted	Ward councillors, residents and statutory consultees
When will consultation take place	Early 2020
Officer Comments	The removal of this section of line will provide up to 4 additional parking spaces in the road which suffers parking stress
Officer Recommendations	Recommend to advertise the revocation of the existing order – 10 metre junction protection to remain. There is an access to the car parking area of the block of flat which may be obstructed by parked vehicles if the lines are removed and would therefore recommend a driveway protection marking,.
Any other information	

Item	7
Location	Clarence Street, Clarence Road and Weston Road
Proposed by	Councillors and member of the public
What is this request for	Review of parking in the above roads which forms part of an ongoing town centre review
Proposal	To create additional parking within this area by the redeployment of some disabled bays, loading facilities and creation of additional spaces.
Current Restrictions (if any)	Pay and Display Bays, loading bay and hackney carriage stands
Reason for request	To provide additional on-street parking
Has this request been made previously (if so when)	No
If this request was made previously what was the outcome	N/A
Who will be consulted	Businesses, residents and statutory consultees
When will consultation take place	Early 2020
Officer Comments	The proposal will provide shared use loading and pay and display bays in both Weston Road and Clarence Street. Additional bays are possible by the removal of double yellow lines and the relocation of a number of disabled bays. Proposals should free up to 20 additional spaces
Officer Recommendations	Recommend to advertise the proposals
Any other information	

Item	8
Location	Civic Centre Underground Car Park
Proposed by	Officers
What is this request for	Removal of the car park for public use
Proposal	To revoke the current Traffic Regulation Order to remove public parking at weekends
Current Restrictions (if any)	The car park is currently designated for use as a staff permit holder car park during the working week and available at a charge for general use outside of these times
Reason for request	Public Safety
Has this request been made previously (if so when)	No
If this request was made previously what was the outcome	Not Applicable
Who will be consulted	Residents, Ward Councillors and other statutory consultees
When will consultation take place	As soon as practical
Officer Comments	There is no pedestrian access into or out of the car park meaning users have to walk on the traffic ramp. Staff have access to the building allowing safe access to and from the car park however, the public cannot access these areas. A full survey and consideration of potential resolutions has been undertaken and there is no means to provide safe access and egress for pedestrians. This creates a potential liability for the council in the event of an accident.
Officer Recommendations	To ensure the council does not have liability for any resulting accidents/injuries, it is recommended that the area is removed from the public parking portfolio and retained as available for staff use only. Plentiful public parking is available at the rear of the Civic Centre at the weekends for an all-day charge of £3.00.
Any other information	

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Appendix 2 - Breakdown of Item in Appendix 1 Item No. 2

Item	Findings	Recommendation	Costs (estimated)
Removal of the yellow lines by the businesses under Pier Hill on Western Esplanade	The existing bay on the east side of Pier Bridge could be extended up to the controlled zone of the crossing with the addition of approx. 8 spaces.	Proceed to statutory advertisement	£4,600
Remove yellow lines outside the Yacht Club	Outside Alexandra Yacht Club on the north side there is a Coach Set Down bay which could be changed to additional parking for approx. 4 spaces.	Proceed to statutory advertisement	£4,600
Remove the yellow lines on Eastern Esplanade outside the Vaping Shop	Section of yellow line provides the nearby businesses with the opportunity to load and unload and would most likely attract objections. Consideration to be given to shared use loading 6am to 9pm and pay and display 9am to 6pm 3 additional spaces potentially to be gained	Proceed to statutory advertisement	£4,600
White line hatching outside Three Shells on Western Esplanade	Area used by the Three Shells to load and unload – therefore consider a shared use bay loading up to 9am and 9am – 6pm pay and display. Up to 3 additional spaces	Proceed to statutory advertisement	£4,600
Yellow lines outside the Marriott's on Western Esplanade	Would recommend that only 15m is used at the western end of the double yellow lines as the remaining lines should remain to enable large vehicles to turn through the intersection if required.	Proceed to statutory advertisement	£4,600

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Appendix 3 – Items Not Agreed to be Progressed

Item	Findings	Recommendation	Costs (estimated)
Introduce parking bays on the soft verge area on Chancellor Road	Uneconomic proposal; civil works would provide 3 to 4 spaces and would cost in the region of £5k and removal valuable green space.	Not to progress	N/A
By the coach bay near the Pier	The area suggested is now marked out as a bus stop and is used by the open top bus during the summer months. No opportunity for additional parking	Not to progress	N/A
Provide parking on the area opposite Electric Avenue on Marine Parade	There are road safety issues with this proposal; to enter and leave the area would require vehicles to cross a shared use pedestrian / cycleway	Not to progress	N/a

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