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SOUTHEND-ON-SEA CITY COUNCIL

Place Scrutiny Committee

Date: Monday, 28th November, 2022

Time: 6.30 pm

Place: Council Chamber - Civic Suite

Contact: Tim Row - Principal Democratic Services Officer

Email: committeesection@southend.gov.uk

AGENDA

1 Apologies for Absence

2 Declarations of Interest

3 Questions from Members of the Public

4 Minutes of the Meeting held on Monday, 10th October, 2022

****** PART I ITEMS CALLED-IN/REFERRED DIRECT BY CABINET HELD ON TUESDAY, 8TH NOVEMBER 2022**

5 Parking Strategy (Pages 7 - 80)

Minute No. 460 (Cabinet Book 2, Agenda Item No. 13 refers)

Called-in by Councillors Cox, Davidson and Woodley

6 City of Culture Bid (Pages 81 - 84)

Minute No. 461 (Cabinet Book 3 Agenda Item No. 14 refers)

Called-in by Councillors Cox, Davidson and Woodley

7 Minutes of the Public Protection Working Party held Thursday, 6 October 2022 (Pages 85 - 88)

Minute No. 467 (Cabinet Book 3, Agenda Item No. 20 refers)

Called-in by Councillors Woodley and Cox

****** ITEMS CALLED-IN/REFERRED DIRECT BY CABINET COMMITTEE HELD ON MONDAY, 7TH NOVEMBER 2022**

8 Annual Parking & Enforcement Report 2021/22 (Pages 89 - 112)

Minute No. 445 (Cabinet Committee Agenda Item No. 5 refers)

Called-in by Councillors Woodley and Cox

9 Highways Update Report (Pages 113 - 134)

Minute No. 446 (Cabinet Committee Agenda Item No. 6 refers)

Called-in by Councillors Woodley and Cox

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

None

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

None

****** OTHER SCRUTINY MATTERS**

- 10 In-depth Scrutiny Project 2022/23 - Preparing Southend for the EV Revolution - Update**

To: The Chair & Members of Place Scrutiny Committee:

Councillor J Courtenay (Chair),

Councillors J Warren (Vice-Chair), M Berry, M Borton, K Buck, S Buckley, M Davidson, M Dent, L Hyde, D Jarvis, A Jones, M Kelly, J Moyies, A Thompson, N Ward, P Wexham and R Woodley

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SOUTHEND-ON-SEA CITY COUNCIL

Meeting of Place Scrutiny Committee

Date: Monday, 10th October, 2022

Place: Council Chamber - Civic Suite

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Present: Councillor J Courtenay (Chair)
Councillors J Warren (Vice-Chair), M Berry, K Buck, S Buckley,
T Cox*, D Cowan*, L Hyde, D Jarvis, A Jones, J Moyies,
A Thompson, N Ward, P Wexham and R Woodley
(*Substitute in accordance with Council Procedure Rule 31.)

In Attendance: Councillors P Collins, S George, I Gilbert, C Mulroney, M Terry and
S Wakefield (Cabinet members)
Councillor K Evans
J Burr, K Gearing, N Hoskins, A Richards and T Row

Start/End Time: 6.30 pm - 9.40 pm

332 Apologies for Absence

Apologies for absence were received from Councillor Borton (substitute: Councillor Cowan), Councillor Davidson (substitute: Councillor Cox), Councillor Dent (no substitute) and Councillor Kelly (no substitute).

333 Declarations of Interest

The following interests were declared at the meeting:

(i) Councillors Collins, George, Gilbert, Mulroney, Terry and Wakefield (Cabinet Members) - Interest in the items referred direct; attended pursuant to the dispensation agreed at Council on 19 July 2012, under S.33 of the Localism Act 2011;

(ii) Councillor A Jones – Minute No. 336 (Resourcing Better Outcomes – Finance and Corporate Performance Report 2022/23 – Period 4) – Civic Tower Block is mentioned and two of her sons are employed at the Council but work from home most of the time;

(iii) Councillor A Jones – Minute No. 337 (City Centre Strategy & Investment Plan) – Buses and C2C mentioned and two of her sons work in those organisations;

(iv) Councillor Gilbert – Minute No. 337 (City Centre Strategy & Investment Plan) – Place of employment is located close to City Centre;

(v) Councillor Hyde – Minute No. 338 (Endorsement of Transport East Transport Strategy) – Subject matter refers to a Disclosable Pecuniary Interest (main employment) (withdrew for this item);

(vi) Councillor A Jones – Minute No. 338 (Endorsement of Transport East Transport Strategy) – Husband works for Fords and in the port, a son works for

C2C, a son works for the Council's Strategic Passenger Transport and another son works in skills and recruitment within the Council.

(vii) Mr A Richards – Minute No. 337 (City Centre Strategy & Investment Plan) and Minute No. 341 (SO46 Report) – Better Queensway: Council appointed representative on the Porters Place LLP Board.

334 Questions from Members of the Public

There were no questions for members of the public.

335 Minutes of the Meeting held on Tuesday, 30th August, 2022

Resolved:-

That the Minutes of the Meeting held on Tuesday, 30th August 2022 be received, confirmed as a correct record and signed.

336 Resourcing Better Outcomes – Finance and Corporate Performance Report 2022/23 – Period 4

The Committee considered Minute 314 of the meeting of the Cabinet held on 29th September 2022, which had been referred direct by Cabinet for scrutiny by each of the Scrutiny Committees, together with a report of the Executive Director (Finance & Resources) reviewing the Council's financial performance.

The Committee discussed the report in some detail and asked a number of questions of the relevant Cabinet Members. In response to questions on the following matters, the relevant Cabinet Member undertook to provide written responses:

- the increase in cost for handling cashless payments for parking;
- the cost of implementing the Southend Pass parking scheme;
- the figure used in the report as the level of inflation;
- the level of reserves that has been built up by the Council that are available, its utilisation and what they can be used for;
- an explanation of what the carry forward of £529k in respect of the Bell Junction scheme relates to;
- when the approval was granted by Cabinet for the procurement of the Waste Disposable Contract, a brief outline of the decision-making process that was followed and if not and explanation as to why this was not the case;
- a breakdown of the where the "Works to property" will be spent totalling £7.790m as detailed on page 3 of Appendix 2 Capital Investment Programme; and
- what the loss of revenue of £60k as mentioned in paragraph 4.23 of the report under Park and Ground Maintenance relates to.

Resolved:-

That the following recommendations of Cabinet be noted:-

"1. That, in respect of the 2022/23 Revenue Budget Performance as set out in Appendix 1 to the submitted report: ||

1. That the forecast outturn for 2022/23 for the General Fund and the Housing Revenue Account as at 31 July 2022, be noted.
2. That the management action taken and to be taken to reduce the forecast overspend of the Council's revenue budget for 2022/23, be noted.
3. That the transfer of £500,000 from HRA reserves to support the increase in repairs and maintenance costs, be approved.
4. That the planned budget transfers (virements) of £2,327,766 from earmarked reserves, as set out in the submitted report, be approved.
2. That, in respect of the 2022/23 Capital Budget Performance as set out in Appendix 2 of the submitted report:
5. That the expenditure to date and the forecast outturn as at 31 July 2022 and its financing, be noted.
6. That the requested changes to the capital investment programme for 2022/23 and future years, as set out in section 4 of Appendix 2 to the submitted report, be approved.
7. That the Corporate Performance Report as at 31 July 2022 set out in Appendix 3 to the submitted report, be noted.

Note: This is a Council Function

Cabinet Members: Cllr George and Cllr Collins

337 City Centre Strategy & Investment Plan

The Committee considered Minute 315 of Cabinet held on 29th September 2022, which had been referred direct by Cabinet for scrutiny, together with the report of the Interim Director for Growth and Housing presenting the City Centre Strategy and Implementation Plan. This had been developed with partners following significant public and stakeholder engagement, and outlined the actions, both short and long term, to create a thriving, active, safe, and sustainable City Centre.

Resolved:-

That the following decisions of Cabinet be noted:-

“1. That the City Centre Strategy & Investment Plan, set out in Appendix 1 to the submitted report, as a means to create a thriving, active, safe and sustainable City Centre, be approved.

2. That the governance arrangements and next steps, including Day One actions, be approved.”

Note: This is an Executive Function

Cabinet Member: Cllr Gilbert

338 Endorsement of Transport East Transport Strategy

The Committee considered Minute 318 of Cabinet held on 29th September 2022, which had been referred direct by Cabinet for scrutiny, together with the report of the Executive Director (Neighbourhoods and Environment) presenting the Transport East Transport Strategy.

Resolved:-

That the matter be referred back for reconsideration and that Cabinet be recommended that the need for a new major east-west corridor from Shoeburyness be Included in the strategy.

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

339 PSPO - Jet Skis and Beach Barbecues

The Committee considered Minute 321 of Cabinet held on 29th September 2022, which had been referred direct by Cabinet for scrutiny, together with the report of the Executive Director (Adults and Communities) presenting the outcomes of the recent consultation for a PSPO to be introduced for personal watercraft (PWC) such as jet skis, barbecues and bonfires on beaches.

Resolved:-

That the following decision of Cabinet be noted:

“1. That the introduction of a ban on barbecues under PSPO legislation on designated beaches, be approved.

2. That a PWC code of conduct under PSPO legislation, be adopted.”

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

340 The Official Feed and Food Control Service Plan 2022-23

The Committee considered Minute 322 of Cabinet held on 29th September 2022, which had been referred direct by Cabinet for scrutiny, together with the report of the Executive Director (Neighbourhoods and Environment) presenting the Official Feed and Food Control Service Plan 2022- 23.

Resolved:-

That the following recommendation be noted:

“1. That the achievements against the previous plan 2021-22 and the ability to achieve targets is reliant on the ability to maintain staffing levels and the ability to recruit to vacant posts, be noted.

2. That the Official Feed and Food Control Service Plan 2022-23 'The Plan', set out at Appendix 1 to the submitted report, be approved."

Note: This is a Council function
Cabinet Member: Councillor Terry

341 SO46 Report

The Committee considered Minute 326 of Cabinet held on 29th September 2022, which had been referred direct by Cabinet for scrutiny, together with the report summarising out the actions that had been taken under Council Procedure Rule 46.

Resolved:-

That the following decision of Cabinet be noted:

"That the submitted report be noted".

Note: This is an Executive Function
Cabinet Member: as appropriate to the item

342 In-depth Scrutiny Project - 'Preparing Southend-on-Sea for the Electric Vehicle Revolution'

The Committee noted an oral update on the progress that had been made in respect of the in-depth scrutiny project entitled "Preparing Southend for the EV revolution."

Resolved:-

That the report be noted.

This is a Scrutiny function.

343 Exclusion of the Public

Resolved:-

That, under Section 100(A)(4) of the Local Government Act 1972, the public be excluded from the meeting for the items of business set out below, on the grounds that they would involve the likely disclosure of exempt information as defined in Part 1 of Schedule 12A to the Act and that the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

344 SO46 Report - Confidential Sheet

The Committee considered Minute 328 of Cabinet held on 29th September 2022, which had been referred direct by Cabinet for scrutiny, together with the confidential sheet relating to the report summarising out the actions that had been taken under Council Procedure Rule 46.

Resolved:-

That the following decision of Cabinet be noted:

“That the submitted report be noted”.

Note: This is an Executive Function
Cabinet Member: as appropriate to the item

Chair: _____

Southend-on-Sea City Council

**Agenda
Item No.**

5

**Report of Executive Director
Neighbourhoods and Environment
to
Cabinet
On
08 November 2022**

Report prepared by: Sharon Harrington,
Head of Traffic & Highways

**Adoption of the Southend Vision for Parking, Parking Strategy 2022-2032, the
Parking Implementation Plan 2022-2032 and Parking Action Plan 2022-2032**

Relevant Scrutiny Committee(s): Place Scrutiny
Cabinet Member: Councillor Steven Wakefield

1. Purpose of Report

- 1.1 Cabinet at its September 2021 meeting agreed a draft parking strategy and authorised public consultation on its content. A report setting out the results and analysis of the public consultation was reported to Cabinet at its February 2022 meeting. At the February meeting, Cabinet resolved:- “that the matter be referred to the Transport, Asset Management and Inward Investment Working Party for consideration.”
- 1.2 The comments of the Transport, Asset Management and Inward Investment Working Party are set out in **Appendix 2** and have been used to inform the finalised parking strategy which is recommended to Cabinet for adoption and approval.

2. Recommendation

2.1 Cabinet are recommended to:-

- 1) note the comments of the Transport, Asset Management and Inward Investment Working Party;**
- 2) note the recommendation to adopt the policies where there was majority support for them as set out in paragraph 3.5 of this report; and**
- 3) Adopt the finalised versions of the Southend Vision for Parking, Southend Parking Strategy 2022-2032, Southend Parking Implementation Plan 2022-2032 and, Southend Parking Implementation Action Plan 2022-2032 contained in Appendix 3.**

Background

- 3.1 The operation and management of civil parking enforcement (CPE) is regulated by primary legislation, regulations and statutory guidance. In 2008, the Department for Transport (DfT) published the Secretary of State's Statutory Guidance, for Local Authorities on Enforcing Parking Restrictions¹. The Statutory Guidance requires local authorities to 'publish and openly promote' its strategies and policies and to undertake public consultation on their content.
- 3.2 Cabinet in September 2021 approved the draft Southend Vision for Parking and draft Parking Strategy and authorised public consultation on their content. **The Parking Strategy, Vision for Parking, and Parking Implementation Plan and Parking Implementation Action Plan are attached at Appendix 3.**
- 3.3 The adopted Vision for Parking promotes four principles the Council wants to instil across the City. These are:-
- To provide parking where possible;
 - Control parking where necessary;
 - Enforce parking fairly and consistently; and
 - Operate parking efficiently and cost effectively.
- 3.4 Public consultation took place from 12th October to 2nd December 2021 via Your Say on the Southend website. The questionnaire asked a series of questions designed to inform the decision-making process to finalise the Parking Strategy. There was also a comments section to enable other issues to be recorded. **The analysis of the results of the public consultation is set out in Appendix 2.**
- 3.5 Of the 11 parking related questions contained in the consultation, 10 gained a clear majority of responses in support for the particular policy proposal from those responding. Based on majority support it is recommended that these policies are adopted to form part of the finalised Southend Parking Strategy; they are:-

Adoption of emissions-based parking charges – 54% support/strongly support, 36% against, and 10% had no opinion.

Extending parking controls where there is significant night-time activity – 52% support/strongly support, 38% against, and 10% had no opinion.

Limiting the number of resident permits per household
50% support/strongly support, 42% against, and 8% had no opinion.

Stronger parking controls around schools - 82% support/strongly support, 11% against, and 7% had no opinion.

Phasing out cash payments for parking – 51% support/strongly support, 41% against, and 8% had no opinion.

A borough-wide review of all limited waiting bays – 78% support/strongly support, 7% against, and 15% had no opinion.

¹ [Statutory guidance for local authorities in England on civil enforcement of parking contraventions - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/422222/statutory-guidance-for-local-authorities-in-england-on-civil-enforcement-of-parking-contraventions-2008.pdf)

A borough-wide review of business parking and loading provision – 74% support/strongly supported, 4% against, and 22% had no opinion.

The conversion of controlled parking zones (CPZ) to shared use bays – 57% support/strongly support, 30% against, and 13% had no opinion.

A review of existing town centre loading bays to provide more parking bays– 59% support/strongly support, 19% against, and 22% had no opinion.

A review of the Seafront and consideration of partial pedestrianisation – 61% support/strongly support, 29% against, and 10% had no opinion.

- 3.6 The parking related question where there was an indeterminate response neither for or against is not recommended to be adopted or to form part of the Southend Parking Strategy; this is:-

Options to convert verges damaged by parked vehicles to parking bays – 49% support/strongly support, 45% against, and 6% had no opinion.

The response both for and against is considered to be indeterminate (too close between those for and against) and accordingly, the option to consider alternative uses for damaged grass verges will not form part of the final Parking Strategy.

Additional comments

- 3.7 In addition to the fixed questions there was an opportunity for participants to make comments and suggestions. A total of 135 individual responses were received covering a range of subjects. Of the comments made, the five main threads were:-

- Improve public transport;
- Increase electric charging points;
- Park & Ride;
- Parking Costs;
- Review of all double yellow lines.

- 3.8 Improving public transport sits outside the remit of the parking strategy except for the provision or enforcement of bus stops/bus stop clearways which is a parking enforcement function.

- 3.9 Park and Ride can seem to be an effective tool in the management of traffic in and around towns. Such schemes are effective where there is extensive demand from commuters working in a town centre who are travelling into the centre to park at the beginning of the day, parking all day and then leaving in the evening. This is not the pattern in Southend where the main employment for residents is outside the Borough. In these circumstances Park and Ride would not be beneficial.

- 3.10 The review of double yellow lines, parking costs and electric vehicle charging provision are covered in the Parking Strategy and the Parking Implementation Plan sets out the operation approach for delivery.

4. The Parking Implementation Plan (PIP)

- 4.1 The adoption of the Parking Strategy provides the over-arching principles for the development of the Parking Service for the next decade 2022-2032. The operational delivery of the Parking Strategy is set out in more detail in the Parking Implementation Plan (PIP).
- 4.2 The PIP provides greater detail on the approach we will adopt for the delivery of the Parking Strategy and twenty-two specific statements setting out how the Parking Service will deliver the objectives. The PIP is a living document setting out the operational approach and indicative timeframes for achieving its objectives. It is recognised that these may vary or change over time. The PIP will be reviewed and updated annually. The progress on the delivery of the PIP and any updates of the PIP will be reported for information to the first quarter meeting of the Traffic Regulations Working Party in its new scrutiny role of the Service.

5. Transport, Asset Management and Inward Investment Working Party comments

- 5.1 The February Cabinet decision was to refer the proposal to adopt the Parking Strategy, Vision for Parking and Parking Implementation Plan to the Transport, Asset Management and Inward Investment Working Party for consideration. The Working Party considered the proposals at its 6 September 2022 meeting. **The comments of the Working Party are summarised in Appendix 2.**

6. Corporate Implications

- 6.1 **Contribution to the Southend 2050 Road Map**
The adoption and publication of the Southend Parking Strategy and Parking Implementation Plan are statutory requirements for local authorities operating civil parking enforcement. They are seen as key contributors to the Southend 2050 Road Map particularly in the ability to influence modal shift to other modes of more sustainable transport. The adoption of an emissions based charging strategy for paid parking is designed to encourage the switch to less polluting or electric vehicles and is seen as an important tool to achieve the Council objective of the city being carbon neutral by 2030.

7. Financial Implications

- 7.1 While statutory guidance has removed the requirement that local authorities operate their parking accounts to be 'at least self-financing' it remains 'best practice'. Civil enforcement authorities cannot adopt policies that are designed as income generation, nor should policies be adopted meaning non-motoring residents are subsidising parking for residents who chose to own and run a vehicle. The Southend Parking Strategy objective is to continue to operate the Southend Parking Account, so it remains in surplus for the next decade. All aspects of service delivery set out in the PIP will have to be self-contained within the parking account to ensure that no additional funding is required to support any elements of the parking strategy.

8. Legal Implications

- 8.1 Adopting the recommendations will ensure the authority is compliant with statutory guidance issued by the Secretary of State under section 87 of the Traffic Management Act 2004. The Secretary of State requires civil enforcement authorities to openly publish its policies and strategies and to consult the public on the content. After adoption and publication, the Parking Strategy document will need to be kept under review from time to time to ensure it is consistent with current guidance.

9. Consultation

- 9.1 Public consultation was carried out via the Council's 'Your Say' Southend platform and ran from 6 October to 2 December 2021. A number of social media reminders and a press release were circulated during the consultation period with the aim to encourage public engagement.
- 9.2 2,600 people accessed the online consultation and 1,400 people visited the consultation page and viewed the survey and associated documents. 206 people took the time to respond online. The analysis was based on a clear majority with an 8% or greater differential between for/against. Where the differential was less than 8% the results were considered indeterminate. **The analysis of the results of the public consultation can be found in Appendix 1.**
- 9.3 The low numbers engaging and responding to the public consultation is disappointing particularly after the amount of effort put in to publicising the consultation through press and social media. The low engagement/response rate may have been influenced by a number of factors:-
- Only running an online consultation;
 - The number of questions may have been a detraction;
 - The strategy proposals were not contentious.
- 9.4 While parking issues at local level can be very contentious and result in significant public engagement, response rates to higher level parking policies are generally less contentious resulting in lower response rates. Low response rates to parking policy consultations is a national trend and can give rise to questions about the reliability of the results as a means to inform the decision making process. It is also worth noting that the parking strategy does not contain anything contentious
- 9.4 Some years ago the London Borough of Wandsworth commissioned MORI to undertake research on the viability of low parking response rates. The research involved 'door knocking' all households in a number of locations where parking consultation had taken place to assess if a greater number of responses changed the overall response rates between the ratio of the yes/no/don't know response rates. The result of the research showed the response rate ratio remained within 1-2 percentage points irrespective of a low or high overall response rate.
- 9.5 It is reasonable to assume that similar results to what MORI found in Wandsworth would be applicable to other parking consultations in other boroughs. It is therefore reasonable that the Wandsworth research would also apply to the ratio of response rates of the recent parking consultation in Southend. On this basis the analysis of

the results of the consultation are considered to be valid and can be used to inform the decision-making process in this report.

10. Equality analysis

10.1 The equality analysis is set out in **Appendix 4** to the report.

Background Papers

Parking Strategy 2021-2031

Cabinet Report 14th September 2021

[\(Public Pack\)Agenda Document for Cabinet, 14/09/2021 14:00 \(southend.gov.uk\)](#)

Appendices

Appendix 1

Analysis of the results of the parking consultation

Appendix 2

Minutes of highways, transport & parking working party meeting

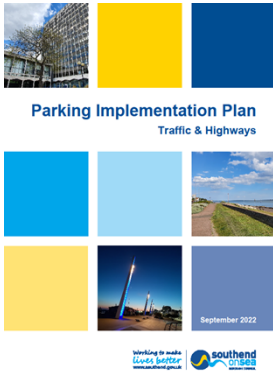
SOUTHEND-ON-SEA CITY COUNCIL
Meeting of Highways, Transport & Parking Working Party
Date: Tuesday, 6th September, 2022
Time: Virtual Meeting via MS Teams
Present: Councillor S Whitfield (Chair)
Councillors M Berry, K Buck, S Cowan, T Cox, M O'Connor,
A Thompson and C Walker
(Public Pack in accordance with Council Procedure Rule 31.1)
In Attendance: J Butt, I Delahanty, N Hobson, T How and A Turk
Start/End Time: 6.30 pm - 8.20 pm
1 Apologies for absence & Substitutions
Apologies for absence were received from Councillors D Gasteron (Chairman), Councillor Hobson and Councillor Councillor Berry
2 Declarations of Interest
No interests were declared at the meeting.
3 Parking Strategy
Pursuant to Minute 726 of the meeting of Cabinet held on 22nd February 2022, the Working Party received a report of the Executive Director (Neighbourhoods and Communities) on the results of the public consultation on the draft Parking Strategy and Parking Implementation Plan. The contents of the Strategy and Implementation Plan were referred to Cabinet for consideration at its meeting in November 2022 with the final draft Parking Strategy and Parking Implementation Plan.
The Working Party discussed the report in some detail. It was noted that the level of interest in the consultation had been relatively low, although this was not unusual. The Working Party felt that there was some inconsistency in applying the criteria to determine the responses to be progressed in the strategy. It was recommended that the proposals set out in the strategy would not be implemented in full but would be progressed in a phased or 'staged' way over the period of the strategy. It was also noted that the current cost of being cited for parking in the current cost of being cited would be adjusted in accordance with the current inflation and revised data during the life of the plan.
With reference to the application to move to cashless payments for parking, it was suggested that a slower approach to implementing this should be considered. This was suggested given the high proportion of the residents of Southend, including the number of people visiting the city, who do not have access to a bank account. The Working Party also noted that the removal of cash payments would not be overnight but would be phased in over many years as the demand and use of cash payments will decrease. The Executive Director

Appendix 3

Southend Parking Strategy 2022 -2032 (including the Vision for Parking)



Southend Parking Implementation Plan 2022 -2032



Parking Implementation Action Plan

Appendix 3

Parking Implementation Plan (PIP)

Actions 2022 - 2032

Action	Priority	What we will do	Expiry and date of completion	Responsibility
PIP-1	Site Safety	The Council's existing general parking management and signage will be reviewed in the interim. The site will be reviewed and signage will be updated.	2022	Equality & Priority
PIP-2	Site Safety	The Council will be in ongoing consultation with the local community to ensure that the site is safe and secure. The Council will be in ongoing consultation with the local community to ensure that the site is safe and secure.	April 2022	Equality & Priority
PIP-3	Site Safety	The Council will be in ongoing consultation with the local community to ensure that the site is safe and secure. The Council will be in ongoing consultation with the local community to ensure that the site is safe and secure.	2022	Equality & Priority
PIP-4	Site Safety	The Council will be in ongoing consultation with the local community to ensure that the site is safe and secure. The Council will be in ongoing consultation with the local community to ensure that the site is safe and secure.	2022	Equality & Priority
PIP-5	Site Safety	The Council will be in ongoing consultation with the local community to ensure that the site is safe and secure. The Council will be in ongoing consultation with the local community to ensure that the site is safe and secure.	2022	Equality & Priority

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Appendix 4

Equality Analysis

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Appendix 4

Equality Analysis

1. Background Information

1.1 Southend Parking Strategy 2022 – 2032, Southend Parking Implementation Plan 2022 - 2032

1.2 Department: Traffic and Highways

1.3 Service Area: Parking

1.4 Date Equality Analysis completed: 27 July 2022

1.5 Name and roles of staff carrying out the Equality Analysis:

Name	Role	Service Area
Ashley Turk	Senior Policy Manager	Traffic and Highways

1.6 What are the aims or purpose of the policy, service function or restructure that is subject to the EA?
Establishing the Parking Strategy and Parking Implementation Plan for Southend for the next decade 2022-2032.

1.7 What are the main activities relating to the policy, service function or restructure?
The strategic delivery of parking services on- and off-street for the next decade.
The Parking Implementation Plan establishes the process and timeline for the delivery of the Parking Strategy.

2. Evidence Base

2.1 Please list sources of information, data, results of consultation exercises that could or will inform the EA.

www.southend.gov.uk | EA July 2019_U4

Parking Strategy Questionnaire

Results.

Questions 1 – 2 were address based questions and are not shown here

3. Do you support the concept that the most polluting vehicles should pay more than less polluting vehicles?

	Number of Responses	Percentage
Strongly agree	44	22.8%
Agree	59	31.2%
Neither agree nor disagree	19	10.1%
Disagree	35	18.5%
Strongly disagree	33	17.5%

Optional question (189 response(s), 3 skipped)

4. Do you support the concept of extended parking controls in areas with a large evening/night-time activity, subject to local consultation?

	Number of Responses	Percentage
Strongly agree	49	25.9%
Agree	49	25.9%
Neither agree nor disagree	19	10.1%
Disagree	45	23.8%
Strongly disagree	27	14.3%

Optional question (189 response(s), 3 skipped)

5. Do you support the concept of limiting the number of permits per household as a means of increasing parking capacity?

	Number of Responses	Percentage
Strongly agree	41	21.7%
Agree	54	28.6%
Neither agree nor disagree	14	7.4%
Disagree	45	23.8%
Strongly disagree	35	18.5%

Optional question (189 response(s), 3 skipped)

6. We propose to review all schools and the surrounding streets with the vision of installing stronger parking controls in the area? Is this something you would support in principle?

	Number of Responses	Percentage
Strongly agree	101	53.4%
Agree	54	28.6%
Neither agree nor disagree	14	7.4%
Disagree	10	5.3%
Strongly disagree	10	5.3%

Optional question (189 response(s), 3 skipped)

7. We propose phasing out all cash payments within the lifetime of this Strategy for paid parking and rely on card only and mobile enabled technologies. Is this something you would support in principle?

	Number of Responses	Percentage
Strongly agree	49	26%
Agree	47	25%
Neither agree nor disagree	15	8%
Disagree	30	16%
Strongly disagree	47	25%

Optional question (188 response(s), 4 skipped)

8. Do you support the principle that where there is evidence of ongoing damage and safety conflicts for pedestrians that grass verge areas are considered for other use, eg: formalised parking bays (hardstanding); increasing the footpath width even if ...

	Number of Responses	Percentage
Strongly agree	44	23.2%
Agree	49	25.8%
Neither agree nor disagree	11	5.8%
Disagree	43	22.6%
Strongly disagree	43	22.6%

Optional question (190 response(s), 2 skipped)

9. Do you support the principle that the Council undertake a review of all limited waiting bays with the vision to change the restrictions to something better suited to the location?

	Number of Responses	Percentage
Strongly agree	55	29.1%
Agree	93	49.2%
Neither agree nor disagree	28	14.8%
Disagree	7	3.7%
Strongly disagree	6	3.2%

Optional question (189 response(s), 3 skipped)

10. Do you support the principle that the Council undertake a review of the seafront to look at times when certain areas may be pedestrianised at specific times of the day (with deliveries unaffected)?

	Number of Responses	Percentage
Strongly agree	64	34%
Agree	52	27%
Neither agree nor disagree	19	10.1%
Disagree	27	14.4%
Strongly disagree	26	13.8%

Optional question (188 response(s), 4 skipped)

11. Do you support the principle of shared use bays within controlled parking zones; this would permit visitors to pay to park when there are free bays within the zone?

	Number of Responses	Percentage
Strongly agree	42	22.2%
Agree	65	34.4%
Neither agree nor disagree	25	13.2%
Disagree	34	18%
Strongly disagree	23	12.2%

Optional question (189 response(s), 3 skipped)

12. Do you support the principle a review be undertaken to look at the implementation of more parking bays in the town centre and restricting times for deliveries?

	Number of Responses	Percentage
Strongly agree	47	24.9%
Agree	65	34.4%
Neither agree nor disagree	42	22.2%
Disagree	28	14.8%
Strongly disagree	7	3.7%

Optional question (189 response(s), 3 skipped)

13. Do you support in principle a review of all business and loading bays to ensure they are in the right place and service the right groups?

	Number of Responses	Percentage
Strongly agree	44	23.8%
Agree	93	50.3%
Neither agree nor disagree	40	21.6%
Disagree	6	3.2%
Strongly disagree	2	1.1%

Optional question (185 response(s), 7 skipped)

14. If you feel there are any issue you feel we should consider as part of the strategy, please state here in no more than 100 words.

Comments	
1.	Allow churches etc visitor permits. Needed for community activities, weddings, funerals, worship
2.	More areas need to be converted to non traffic areas except for buses, deliveries and taxis,
3.	churches which serve the community in different ways should have easy access to permits
4.	I think that you need an overall strategy for Parking before you start asking us for fine tuning.
5.	As a resort town why extort so much from visitors parking!!
6.	Address the problem of vehicles parked partially (or wholly) on the pavement with FP notices
7.	All vehicles parked overnight on public spaces should pay a fee.
8.	Restrict all parking one side of the road on all bus routes
9.	Questions assume people will use individual vehicles. Plans should encourage public transport
10.	No residents parking zones 9am to 5.30pm this leaves street parking empty during shopping times.
11.	Sunday free parking
12.	Using colour coded bays, for pay & display, permit,& free parking, making bays longer.
13.	Review the parking permits for businesses where they may only go into the office couple times a week
14.	Do not turn grass kerbs into parking for cars stop cars vans parking on the pavement.
15.	We need more short stay free parking bays around town centre particularly the sea front end.
16.	Greater emphasis to be placed on curbing car use and better public transport provision
17.	End1 hour a day parking nr stations replace with Red pkg scheme to include ALL Ed's nr stations.
18.	We need much more focus on delivery hubs/cargo bikes and reducing car numbers, not increasing them
19.	None of this will help congestion or emissions unless park and ride is seriously considered.
20.	So many roads have unnecessary parking restrictions whilst other roads have none and needs a review
21.	review all double yellow lines to see if they can be removed or reduced to provide more parking.
22.	look at Burges Terrace to Warwick Road to amend the parking from March to Oct to July to Sept only
23.	Charging for electric vehicles, especially for residents with no parking, driveways or garages.
24.	Improve the bus service to get people out of their cars
25.	Lower parking charges on Belton Way its not used much now because of cost
26.	Intro of controlled Parking Zone @ Burdett Avenue + St John's Road. Use of carparks for business.
27.	I live in Burdett Avenue and I cannot easily park my care either night or day ,We need residence par
28.	Residents parking in Burdett Avenue. We have campaigned for resident parking and is supported

29.	Permit parking for residents. To encourage people to use public transport and walking. Much greener.
30.	Resident parking scheme for Burdett Avenue URGENT
31.	You should implement a Park and Ride service to reduce the traffic flow in the town centre.
32.	Living near schools & London Rd, we need permit parking! Large car parks nearby are not being used.
33.	Review 1 hr no parking on Chalkwell Hall & Marine estates. Consider resident permit zones in Leigh
34.	Give parking permits to residents down Burdett Avenue, parking fees from workers using our street
35.	Resident parking permits needed in Woodfield Road.
36.	Older people don't have mobiles or your e payments, they often drive older cars this won't help them
37.	Dropped kerb policy revised to allow for more at home electric chargers. + more public chargers.
38.	You don't mention disabled parking on this survey. We need to be able to park on seafront to enjoy.
39.	Make parking cheaper for working people. Make spaces big enough for modern cars. Keep cash payments.
40.	Disabled parking. Some car parks do not have disabled bays; why? Wheelchair must not be excluded.
41.	I will not park anywhere that I have to pay for parking on my phone I am sure I am not the only person
42.	Surely this survey is too ambiguous to make constructive answers
43.	Stop cars parking on single yellow lines on Sunday, or any day of the week
44.	Incentivise greater use of public transport & restrict town centre parking. Prioritise buses over car
45.	Parking for residents in and around Leigh Broadway has become impossible residents need permits asap
46.	Better traffic flow would stop pollution, stop trying to slow traffic down everywhere!!
47.	I think a permit scheme in Salisbury Avenue would benefit residents as evening parking is impossible
48.	A special reduced daily rate for people that work in the town centre. £5.00 per day would be better
49.	Charges at car parks near local shops, eg Thorpe Bay Broadway. Too expensive for 5/10 mins
50.	Seasonal park n ride option for seafront
51.	Introduce park and ride at Leigh station with enhanced, 10min train service between Leigh – Southend
52.	Introduce 20mph limits in residential roads
53.	Milton shows high number of unused resident bays which could be filled with shoppers or workers.
54.	Local people should have reduced fees for the Southend parking pass and visitors from outside the area
55.	Please ensure all reviews and potential changes are accessible and allow provisions for Blue Badge
56.	Park and ride scheme stop airport expansion stop building flats/new homes this town is full
57.	Compensation to homeowners if changes in residential areas negatively impacts property values.

58.	Lighting in car parks. I noticed how bad the lighting was on Alexandra St car park at 5.30pm
59.	Split the seafront zone on parking pass to allow 3 hours at East beach and Chalkwell
60.	We need to keep as much green verge as possible or we risk becoming a lifeless concrete jungle.
61.	Allow St Bernards school free parking in Cambridge rd so residents can park around school.
62.	Price of parking has risen excessively with little change in service. I avoid going to Southend now
63.	We need to put the protection of environment and green space, and the safety of pedestrians, first.
64.	We need to encourage people out of cars. The bus network should be improved. Park & Ride even better
65.	Make it cheaper. Parking is too expensive.
66.	We should not pay for parking on a Sunday make it free Sunday's are a sacred day
67.	Consideration please to extending resident only parking to the whole of Westbourne grove
68.	Charges and restrictions are unfair when there is no alternative
69.	I think there are too many double yellow lines in the area that really should be single yellow lines
70.	Don't penalise drivers. Public transport is poor especially for limited mobility people
71.	Park and ride. Public transport investment. Replace Mobon with a better alternative for end users.
72.	There should resident parking available to people who live in town
73.	Remove car free buildings and issue resident permits to anyone paying Council Tax in Southend
74.	remove parking restrictions on bank holidays in Thorpe bay and /or for residents
75.	Bus stop at The Woodcutters is a waste of valuable park8ng space. Change to a mixed bag.
76.	Please review the traffic calming measures to ensure they do not continue to create gridlock.
77.	Just admit it's a revenue raising exercise, look at aircraft, full power on take off over the town.
78.	Some roads need to allow parking with 2wheels on the pavement or there's no room for trucks to pass
79.	Consider I
80.	In certain town centre locations people often park without permits or they park blocking the way
81.	Southend is not London. It'll never have the public transport infrastructure to justify its strategy
82.	We need visitors so there must be plenty of cheap parking available. EV points in residential areas
83.	More flats built, no where to charge electric cars, until that's put right, no point
84.	More resident parking zones should be implemented - especially in areas close to car parks
85.	Permit parking, marked bays Electric charging points more accessibility for older properties.

86.	More on-street charging points.
87.	Residents parking permit areas to be extended as we are on edge of one and road is difficult to park
88.	The need for more blue badges within the borough.
89.	Boscombe Road being one of the last roads to have residents parking scheme. Awful for the residents
90.	Southend's shopping and entertainment offer is poor compared to other areas like Basildon, Chelmsford
91.	Parking restrictions should be introduced to improve traffic flow. Hamstel Road is good example.
92.	There is a lack of Blue Badge spaces and not enough clarity over when Badge holders can park for free
93.	the fact that this is only available on-line totally skews and invalidates the survey.
94.	I think that the roads along the seafront (I.e Seaforth) should have residential parking
95.	I work at the hospital and a parking review for staff is desperately needed.
96.	More permit restricted parking in residential areas to restrict households with multiple cars
97.	Better and safer cycling paths and cycle parking lockups for car free journeys
98.	Turn white line road markings to yellow otherwise they are of no use or benefit.
99.	Have you considered a park and ride scheme for visitors? This would reduce traffic coming into town.
100.	Residents of warrior house, Southchurch road should be able to park in warrior square
101.	The whole multi zone parking day pass scheme is a joke and so complicated
102.	Make city more accessible, cheaper parking, better road access. Don't penalise residents
103.	Current parking charges are far to high, particularly along the seafront.
104.	Surprised there are no qs about the cost of parking in eg Belton Hills - huge own goal by council
105.	Conversion of redundant bus stops to parking i.e. Hamlet Court Road.
106.	Cost of parking in Southend is outrageous. Support the town and cut charges
107.	More trees in all available areas! Don't penalise the poorest who are unable to switch to electric.
108.	Introduce residents parking in roads that have a one hour parking ban in the middle of the day.
109.	Security in parkings
110.	Night parking on double yellows & corners, no traffic Wardens so people take advantage. Dangerous
111.	More Electric charging points in the ratio of two per ten parking bays in council car parks.
112.	Some roads need double yellows down one side of road to keep traffic flowing.
113.	Less charge

114.	Do not go to a cashless payment system. This limits parking to those that have smartphone/bank acco
115.	Parking bays in Leigh to encourage considerate parking.
116.	Change the minimum size of a parking space/drop curb for residents will half your parking problem!!
117.	We are not rich to pay for parking everywhere. If I have to pay for parking I don't go there, simple
118.	Insufficient designated disabled parking bays on roads in town & along the seafront as well as SGH
119.	The parking strategy MUST include Leigh! One way streets and use of verges.
120.	Delivery trucks parking up on the pathways, blocking the path for pedestrians and destroying surface
121.	Grass verges important, barren town unappealing. Don't remove them, fine people for ruining them!!
122.	Food delivery agents need access to food outlets in high street without paying every time
123.	More delineated bays. Better enforcement of parking on verges and junctions. Charging Leigh parking
124.	Review of resident parking options in streets around Leigh and parking options for visitors
125.	Word your survey better
126.	Parking is so damn exp in Southend
127.	Allow parking on grass verges (Eastwood Road SS9) for accident/emergency i.e. puncture/broken down
128.	Please look at parking cost. We need people in the town not restricted by the high cost of parking
129.	Parking is abysmal in Westcliff often impossible to park in your own road let alone near own home.
130.	we need more disabled bays, disabled should be able to park in residents permit parking bays free to
121.	I feel very strongly that parking controls are CAUSING the problems around Earls Hall Primary School
132.	It would be nice to see free parking on Sundays in evenings and Xmas time in Southend.
122.	The cost of the parking on Belton way is unreasonable
134.	Parking charges are iniquitous. Penalises visitors. Makes town look greedy and unwelcoming.
135.	A citizen's charter for positive parking. Also low rise multi storey car park in Leigh

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SOUTHEND-ON-SEA CITY COUNCIL

Meeting of Highways, Transport & Parking Working Party

Date: Tuesday, 6th September, 2022

Place: Virtual Meeting via MS Teams

Present: Councillor S Wakefield (Chair)
Councillors M Berry*, K Buck, D Cowan, T Cox, M O'Connor,
A Thompson and C Walker*
(*Substitute in accordance with Council Procedure Rule 31.)

In Attendance: J Burr, L Delahunty, N Hoskins, T Row and A Turk

Start/End Time: 6.30 pm - 8.20 pm

1 Apologies for absence & Substitutions

Apologies for absence were received from Councillors D Garston (Substitute: Councillor Walker) and Hyde, (Substitute: Councillor Berry).

2 Declarations of Interest

No interests were declared at the meeting.

3 Parking Strategy

Pursuant to Minute 726 of the meeting of Cabinet held on 22nd February 2022, the Working Party received a report of the Executive Director (Neighbourhoods and Environment) on the results of the public consultation on the draft Parking Strategy and Parking Implementation Plan. The comments of the Working Party would be referred to Cabinet for consideration at its meeting in November 2022 with the final draft Parking Strategy and Parking Implementation Plan.

The Working Party discussed the report in some detail. It was noted that the level of response to the consultation had been relatively low, although this was not unusual. The Working Party felt that there was some inconsistency in applying the criteria to determine the proposals to be progressed in the strategy. It was explained that the proposals set out in the Strategy would not be implemented immediately but would be progressed in a phased, structured way over time. The report to Cabinet would be amended to reflect this including the effects of the current cost of living crisis. The Parking Strategy was a live document and would be updated as appropriate to reflect the current situation and relevant data during the life of the plan.

With reference to the aspiration to move to cashless payments for parking, it was suggested that a slower approach to implementing this should be considered. This was essential given the age demographics of the residents of Southend, including the numbers of people visiting the city. Visitors may be deterred from coming to Southend if the facility for all cash payments for parking were withdrawn. The Working Party was informed that the removal of cash payments would not be overnight but would be phased in over many years as the demand and use of cash diminishes and disappears. The Executive Director

(Neighbourhoods & Environment) gave assurances that the report to Cabinet would also be amended to reflect this, including an aspirational timescale. He also undertook to investigate the locations of the car parks where the level of cash used for parking was higher and the possibility of using other cashless/contactless payment facilities such as PayPal or PayPoint.

In response to a question regarding the over rigorous enforcement of the alternative month parking restrictions against residents in the affected roads, the Cabinet Member (Highways, Transport & Parking) gave his assurance that this would be investigated.

With reference to Emissions Based Permit Charging, the Working Party felt that, whilst it was mindful of the need to address the effect emissions and air quality, it could not support imposing such surcharges for diesel/petrol fuelled vehicles to reduce air pollution. The current cost of electric and other alternative powered vehicles was prohibitively expensive for many, including key workers who relied on older forms of transport to travel to and from the city.

The Working Party felt that the wording of some of the questions in the consultation were vague and unclear. It also felt that people may have been deterred from responding to the consultation on the basis that they needed to register on the site before accessing the consultation. There had been limited/no publicity regarding the consultation.

Given the low level of response the Working Party felt it would be difficult to justify the implementation of the Parking Strategy as proposed. Further consultation and dialogue should be undertaken with clearer worded questions and more publicity including the use of other forms of social media, before the final draft Strategy was submitted for approval.

With reference to the Parking Implementation Plan it was suggested that the criteria suggested for implementing parking zones to address parking congestion needed greater flexibility and clearer criteria. The second line of the second paragraph of Page 17 should be amended to read "We will generally not consider implementing a parking scheme unless there is evidence that at least 85% of available kerbside parking is occupied for most of the working day."

Resolved:-

That Cabinet be recommended that further consultation be undertaken with clearer worded questions, and greater publicity where the questionnaire can be accessed, and that a further report be submitted to the Working Party before the Parking Strategy and Parking Implementation Plan is finalised.

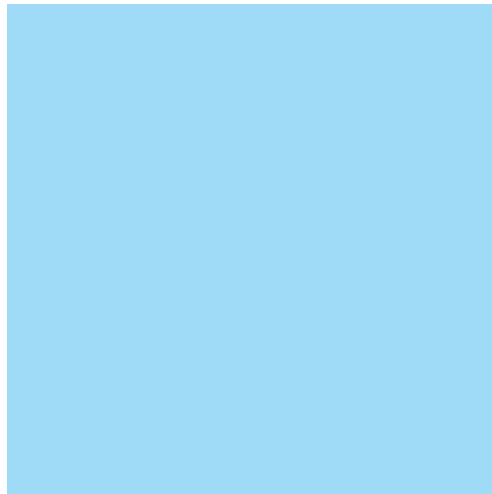
Note: This is an Executive function
Eligible for call-in to the Place Scrutiny Committee
Cabinet Member: Councillor Wakefield

Chair: _____



Parking Strategy 2022 - 2032

Traffic & Highways



September 2022

Parking Strategy 2022-2032

Version	Date	Author	Rationale
1	July 2021	Alistair Turk	First draft
1.1	Aug 2021	Sharon Harrington	Internal review
1.2	Aug 2021	Lorraine Delahunty, Adetayo Kehinde, Sharon Harrington	Internal review
1.3	Aug 2021	Sharon Harrington	Internal review
1.4	Sept 2021	Sharon Harrington	Internal review
1.5	Jan 2022	Alistair Turk	Final review
1.6	Sept 2022	Alistair Turk	Final

Authorised by:			
Name	Title	Signature	Date
Lorraine Delahunty	Service Manager, Parking		
John Burr	Interim Executive Director, Neighbourhood and Environment		

Next review	Date
1	2023/24

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1. Introduction

Southend-on-Sea City Council's shared ambition to transform the borough by 2050 is aligned to five themes, with related desired outcomes: -

- **Pride & joy** - By 2050 Southenders are fiercely proud of, and go out of their way, to champion what our city has to offer;
- **Safe & well** - By 2050 people in Southend-on-Sea feel safe in all aspects of their lives and are well enough to live fulfilling lives;
- **Active & involved** - By 2050 we have a thriving, active, and involved community that feel invested in our city;
- **Opportunity & prosperity** - By 2050 Southend-on-Sea is a successful city and we share our prosperity amongst all of our people;
- **Connected & smart** - By 2050 people can easily get in, out, and around our city and we have world class digital infrastructure.

This strategy supports the more specific desired outcomes for each theme, including: -

- Our streets and public spaces are valued and support the mental and physical wellbeing of residents/businesses and visitors. People in all parts of the city feel safe and secure at all times.
- A range of initiatives help increase the capacity for communities to come together to enhance their neighbourhood and environment.
- We are leading the way in making public and private travel smart, clean, and green.

To help achieve these goals, our approach requires effective joined-up regulation and compliance. We will use the results of the public consultation on the draft parking strategy to develop the parking policy and implementation plans for the next decade.

This strategy is intentionally at a high level as it cannot cover every eventuality, especially where there are specific local or national standards which have to be met.

In doing so we will follow the principles of: -

- The Regulators Code www.gov.uk/government/publications/regulators-code;
- The Enforcement Concordant (Central and Local Government Enforcement Concordat, March 1998);
- Enforcement contained in the Legislative and Regulatory Reform Act 2006 (enforcement is proportionate, targeted, transparent consistent and accountable).

2. Background

Covid-19, the climate emergency, the cost-of-living crisis, and the ban on the sale of new petrol and diesel vehicles in the UK from 2030 will see rapid change to the types and vehicle usage on the road network in the next decade. This in turn will impact on the demand for parking both on-street and in off-street car parks.

In order to be fully prepared for these challenges in Southend we believe it is time to formulate a new parking strategy for the borough covering the next decade.

The themes outlined in the draft strategy and the community engagement that accompanied its publication have been used to develop the policy framework and implementation plans to deliver the strategy for the next decade.

3. Vision for parking

The Southend vision for parking is:-

To provide parking where possible;

- Minimise the use of vehicles in the busiest and congested areas at what experience and research shows to be the most appropriate times.
- At the same time provide sufficient short-stay parking facilities to support shops/commercial organisations and leisure activities, thereby underpinning social and economic life.
- Reduce the risk of accidents.
- Safeguard the needs and requirements of residents, visitors, businesses, and other organisations.
- Improve traffic conditions.
- Preserve and improve the infrastructure and the general environment.
- Increase and improve pedestrian and cyclist mobility.
- Regulate and control parking both on and off street.

Control parking where necessary;

- We will aim to get penalty charge notices right first time using accurate 'hand-held' technology.
- We will take every opportunity to develop online services to improve customer access to information.

- We will develop the on-street parking service to include Blue Badge enforcement, school patrols, advice and information, and assistance at special events.

Enforce parking fairly and consistently;

- We will take consistent enforcement action to deter inconsiderate parking.
- We will pursue people who try and evade penalty charges to recover debt owed to the Council.
- We will work with the police to prevent crime and anti-social behaviour and to protect our civil enforcement officers from abuse and violence.

Civil enforcement officers will adopt a helpful attitude and a consistent approach to enforcement in order to encourage lawful and considerate parking. Our customer promise is that we will always:

- Be professional, fair, and courteous.
- Be polite, calm, and understanding.
- Be open and honest.
- Offer advice on the appeals procedure if requested.

Operate parking efficiently and cost effectively.

- We will reply as quickly as possible to representations against penalty charge notices, whilst properly investigating motorists' comments.
- We will aim to get penalty charge notices right first time using accurate 'hand-held' technology.
- We will take every opportunity to develop online services to improve customer access to information.

4. Strategies

4.1. Climate change

- 4.1.1. According to scientists, the UK is already undergoing disruptive climate change with increased rainfall, sunshine, and temperatures. 2020 was the third warmest, fifth wettest and eighth sunniest on record according to the 'UK State of the Climate' report. No other year is in the top 10 on all three criteria. In July 2022 the UK recorded its hottest temperature of 40.3 degrees in Coningsby, Lincolnshire.
- 4.1.2. Climate change includes global warming through the emission of greenhouse gasses such as carbon dioxide (CO₂) and Methane (CH₄) resulting in the large-scale shift in weather patterns. A typical passenger vehicle emits about 4.6 metric tons of CO₂ per year along with nitrogen dioxide (NO₂).

- 4.1.3. Southend published its Low Emission Strategy in 2018 and currently has 2 Air Quality Management Areas (The Bell Junction and Victoria Avenue close to the junctions with Priory Crescent, East Street and West Street) where NO₂ levels exceed the national air quality goal.
- 4.1.4. Roughly 72 percent of CO₂ emissions in Southend is from road transport which equated to 156kt (3kt per person) in 2018. This is why the Council has declared a climate emergency and set the challenge to achieve net zero carbon by 2030.
- 4.1.5. 2030 is the date when the sale of new petrol and diesel vehicles is due to be banned in the UK. Sales of new Hybrid vehicles are set to be banned from 2035. In order to stand a chance of achieving net zero carbon emissions by 2030 it will be necessary to influence motorists to change to less polluting means of transport beforehand.
- 4.1.6. An increasing number of local authorities in the UK have introduced an emissions-based pricing structure for parking permits and paid parking and evidence shows that it is an influencer in encouraging a switch to less-polluting means of transportation.
- 4.1.7. We are considering introducing emissions-based parking charges aimed at addressing our poor air quality and lowering vehicle emissions. The aim is to encourage motorists to switch to less-polluting vehicles and/or to make more local trips by alternative sustainable modes of transport.

4.2. Electric vehicles and charging

- 4.2.1. The Government's 'Road to Zero' strategy has set the target of no new conventional petrol or diesel cars will be sold by 2030 and no hybrid vehicles by 2035. Meeting this ambition is going to require a step change in the availability of electric vehicle (EV) charging infrastructure. EV charge points will need to be as commonplace as petrol stations are now.
- 4.2.2. The lack of a national strategic plan for the provision of a network of EV charge points is going to be a significant challenge to meet the Government 2030 ambition. While the bulk of charging will take place at homes and workplaces where vehicles are parked for longer and it is generally cheaper and more convenient to do so, not everyone has the ability to access these facilities. While it does not fall to the role of local councils to become the long-term default provider of EV charge points, they can have a role to play as a catalyst to the market.
- 4.2.3. Planning policies should facilitate the transition towards a low emission future.
- 4.2.4. To this end the Council has adopted an Interim Planning Statement regarding the provision of EV charge points in new developments and is moving towards adopting Supplementary Planning Guidance to embed this policy into the Local Development Framework for Planning moving forward through the emerging Local Plan process.
- 4.2.5. The Council's new Local Transport Plan 4 and Implementation Plan are currently being developed and it is anticipated this will set out the Council's EV and EV charge point policy.

4.3. Covid-19 recovery

- 4.3.1. The global pandemic has seen a significant change in the patterns of working, shopping, and travel. The enforced lockdown meant most people were not going out. Working from home and online shopping became the new normal for most households. This in turn saw a sudden change to long-established parking patterns. On-street commuter parking largely abated. Residential parking spaces became harder to find when the majority of residents were working from home and residential vehicles did not move from day to day.
- 4.3.2. In mid-July 2021, the last of the Covid-19 lockdown measures were removed in England. While the population gets used to the freedom to move about once more, it is unclear if this will result in travel and parking patterns returning to pre-pandemic levels. It is predicted that working from home is here to stay and will remain a preferred option for at least part of the working week going forward. Similarly, the convenience of on-line shopping and household delivery of purchases is here to stay in some form or another. In 2022 the cost-of-living crisis with rising energy prices is impacting households, with choices being made about energy consumption (including vehicle use). It is too soon to gauge if parking patterns will return to pre-Covid-19 numbers or normalised parking demand will be at a reduced capacity.
- 4.3.3. Providing a flexible approach to parking provision and control will be essential going forward as we cannot assume that post-pandemic parking patterns and growth will replicate those pre-2020. We propose that any parking schemes that were previously approved but not implemented will be put on hold for 12 months to enable a review of the parking stress/demand to take place over the period; this will include all pending schemes and changes to existing unless there are high safety issues. If there is evidence of ongoing parking stress after the 12 months review the scheme will be implemented, if not, the scheme will not be implemented until such time that parking stress/demand returns to pre-Covid levels.
- 4.3.4. Existing commuter parking schemes may also need revision if commuters do not return to previous numbers. Resident parking areas may suffer from greater stress from residents themselves and measures to limit the number of permits per household may be an option. We propose to review all parking zones over the next six years to establish if they remain fit for purpose.

4.4. Business recovery

- 4.4.1. Even before the pandemic, there were widespread reports of the crisis facing the retail sector. A significant number of household retail names have disappeared forever from the high street during the pandemic. The shift towards online shopping was accelerated during lockdown and the lack of income for retailers during this period will put further pressure on their long-term viability and presence on the high street/secondary town centres.

- 4.4.2. Local authorities will need to support high street businesses in their recovery and one of the potential ways of doing so is by making parking and loading easier for customers and businesses. We will need to ensure this does not adversely impact on measures designed to encourage modal shift to less polluting means of transportation. Options could include relaxing some parking controls either completely or at off-peak times, extending parking time or reduced charging. It may also be necessary to introduce measures to achieve a greater turnover of parking spaces if parking is in high demand.
- 4.4.3. We are also mindful that pre-Covid there were parts of the town where a strong night-time economy was present, and the Council were receiving requests/complaints about parking issues. These included issues about dangerous parking/accessibility issues and the difficulty of parking in the evenings and increased parking demand in some residential locations. If/when we see these issues developing, we may need to consider the need to extend enforcement controls for safety reasons and to ensure a turnover of parking spaces.

4.5. Finance

- 4.5.1. When parking enforcement was originally decriminalised under the Road Traffic Act 1991 local authorities were required to operate their parking accounts so that they were 'at least self-financing'. The Statutory Guidance published at the time (March 2008) Part 6 of the Traffic Management Act 2004 was implemented made revisions so that local authorities were no longer required to operate parking accounts in surplus although it should still be the aspiration to do so where necessary so as to be reinvested.
- 4.5.2. Section 55 of the Road Traffic Regulation Act 1984 places conditions on how local authorities operate their parking account which is ring-fenced from the council's general account. The parking account is used for the operation of the parking service. Any surpluses left once the costs have been accounted for are firstly used for maintenance and safety enhancements after which it can only be spent on parking and traffic-related schemes.
- 4.5.3. In Southend, we aim to operate the parking account so there is a surplus. We believe that motorists who benefit from using parking bays and car parks or who park in contravention should pay for the parking enforcement service rather than non-motoring residents having to pay for a service they do not use through the council tax general account.
- 4.5.4. We will use surpluses to cover the full cost of parking enforcement and to maintain our car parks, so they are safe and maintained where possible to the national 'ParkMark' standard. We are anticipating significant expenditure will be required for the repair and upgrade of some car park facilities to extend their life-expectancy well into the next decade. We will also use surpluses to pay for any new on-street parking schemes.

4.6. Efficiencies

- 4.6.1. We are committed to running the parking service as efficiently as possible and to make best use of new technologies to make the user experience easier and more cost effective. We out-source parking enforcement to a specialist parking enforcement contractor as we believe this is the most efficient and cost-effective process. We will be retendering the enforcement contract during 2022/23. This will be a new contract and it is anticipated that it will be for up to 10 years with the potential for extensions if quality and key performance indicators are met.
- 4.6.2. We introduced virtual permits for resident permits during 2020/21. These replace the need for the display of paper-based permits in vehicles. They have cost and environmental savings as the process does not require the printing of permits on plasticised paper nor the need for fulfilment and posting. They also benefit the resident as the on-line process is largely automated and quicker to administer resulting in a permit approval and activation in a far shorter period than before. The success of the virtual permit means we propose to extend its use during 2021/22 for all permits and vouchers issued by the parking service. We will also be considering other technological options currently available to make the application and verification process easier and more efficient for the applicant. This could include, for example, dispensing with the need to resubmit 'proofs' each year for up to 3 years where the application details remain unchanged.
- 4.6.3. The Southend Pass Pilot was developed and introduced in 2021 which aims to enable an efficient and cashless process for customers to regularly move about the borough to be able to park at a discounted rate in car parks or paid on-street parking bays. The concept of the Southend Pass began before the pandemic when it was anticipated it would prove a popular choice for residents only. The timing of its introduction during a further UK lockdown was not auspicious and although extended to apply to anyone it has resulted in a less than predicted uptake of the pass. The Council will need to extend the original monitoring / trial period and review annually until travel and parking patterns have normalised to establish the long-term viability of the scheme.
- 4.6.4. We offer an alternative to paying with cash at on-street paid parking bays and in our car parks. This has been in operation for a number of years and has proved popular with motorists. It reflects the growing trend in the UK population not to carry cash and particularly loose change around. Cashless paid parking time can be purchased by debit/credit card, or by phone using the MOBON app. The latter also has the advantage of being able to top up parking time (up to the maximum length of stay) remotely via the app.
- 4.6.5. Since introducing the cashless payment methods, we have seen a significant increase in their use over cash payments with cashless payment in 2022 accounting for around 82 percent of all transactions. We anticipate this trend will continue as has been borne out by the experience of other local authorities. There is a considerable cost involved in facilitating cash payments for parking from the cost of the machines. This includes the technical operation and servicing, the printing and provision and replacement of parking tickets, cash collection, sorting, reconciliation,

and banking of cash. We propose phasing out the cash payment option initially by reducing the number of existing pay and display machines except where card/contactless payment options are planned to be retained. We anticipate this will be considered in 2023/24.

5. Public engagement

The Secretary of State for Transport's statutory guidance on enforcing parking restrictions recommends that local enforcement authorities should consult locally on their parking policies/strategies. We intend to follow this recommendation with an on-line consultation on the draft parking strategy in 2021. The results of the public engagement will be used to inform the finalised version of the parking strategy and the development of the Parking Implementation Plan which will set out the policies for the implementation of the parking strategy.

A copy of the questionnaire is also contained in [Appendix 1](#).

6. Parking Implementation Plan

Once the parking strategy is finalised, the policies for implementing the strategy will be developed and published in our Parking Implementation Plan (PIP). We anticipate the PIP will be published in Q4/2022. This PIP will be a living document and will be reviewed and updated if/when statute or national standards or best practice requires it and annually for the life of the Parking Strategy.

Note: This is a working document that will be refined as part of the parking policy throughout its lifecycle.

7. Review

This is a living document and will be reviewed and updated if/when statute or national standards or best practice requires it. This will be reviewed after 12 months of operation and then every 3 years.

Appendices

Appendix 1 – Parking Strategy Questionnaire

Climate change is a big challenge for Southend. 72 percent of CO₂ emissions is from road transport which equated to 156 kt (3kt per person) in 2018. This is why the Council has declared a climate emergency and set the challenge to achieve net zero carbon by 2030.

Please confirm what Ward you are currently living in _____

We are considering introducing emissions-based parking charges aimed at addressing our poor air quality and lowering vehicle emissions. The aim is to encourage motorists to switch to less-polluting vehicles and/or to make more local trips by sustainable modes of transport.

1. Do you support the concept that most polluting vehicles should pay more than less polluting vehicles?

	Tick one box
Strongly agree	
Agree	
Neither agree nor disagree	
Disagree	
Strongly disagree	

We know some areas have parking issues where there is an active evening economy. Residents and Businesses have asked for extended parking controls where this occurs.

2. Do you support the concept of extended parking controls in areas with a large evening/night-time activity, subject to local consultation?

	Tick one box
Strongly agree	
Agree	
Neither agree nor disagree	
Disagree	
Strongly disagree	

We know that with more people working from home as a result of the Covid-19 pandemic, some zones have a minimum number of free parking spaces available during the day.

3. Do you support the concept of limiting the number of permits per household to say a maximum of three as a means of increasing parking capacity?

	Tick one box
Strongly agree	
Agree	
Neither agree nor disagree	
Disagree	
Strongly disagree	

We receive a lot of complaints from residents near schools whereby there are poor driving behaviours. We propose to review all schools and the surrounding streets with the vision of installing stronger parking controls in the area?

4. Is this something you would support in principle?

	Tick one box
Strongly agree	
Agree	
Neither agree nor disagree	
Disagree	
Strongly disagree	

The use of cashless payments for parking (mobile phone and card) has proved popular with motorists as increasingly the population are carrying less loose change or cash around. The pay by phone option also has the benefit of allowing motorists to top up paid parking (up to the maximum length of stay) remotely if they are going to be later back to their vehicle than originally anticipated. We propose phasing out all cash payments within the lifetime of this Strategy for paid parking and rely on card only and mobile enabled technologies.

5. Is this something you would support in principle?

	Tick one box
Strongly agree	
Agree	
Neither agree nor disagree	
Disagree	
Strongly disagree	

We believe we need to help local shops and businesses during the post-Covid recovery. This could include changes to encourage greater use of town/local centre parking places to support people to use local shops and businesses.

6. Is this something you would support in principle?

	Tick one box
Strongly agree	
Agree	
neither agree nor disagree	
Disagree	
Strongly disagree	

We understand that grass verges are an important part of our environment; however, in many areas of the borough they are unsightly due to ongoing damage and in some areas even becoming a safety issue.

7. Do you support the principle that where there is evidence of ongoing damage and safety conflicts for pedestrians that grass verge areas are considered for other use, eg.: formalised parking bays (hardstanding); increasing the footpath width even if this may be at the detriment of the Council's vision for a green street scene?

	Tick one box
Strongly agree	
Agree	
Neither agree nor disagree	
Disagree	
Strongly disagree	

We receive multiple complaints about the lack of parking enforcement on various limited waiting bays where there is a 1, 2 or 4 hour no return restriction.

8. Do you support the principle that the Council undertake a review of all limited waiting bays with the vision to change the restrictions to something better suited to the location?

	Tick one box
Strongly agree	
Agree	
neither agree nor disagree	
Disagree	
Strongly disagree	

We receive multiple complaints about inconsiderate parking and bad driver behaviours along parts of the seafront.

9. Do you support the principle that the Council undertake a review of the seafront to look at times when certain areas may be pedestrianised at specific times of the day (with deliveries unaffected)?

	Tick one box
Strongly agree	
Agree	
Neither agree nor disagree	
Disagree	
Strongly disagree	

We regularly receive enquiries about Controlled Parking Zones and the use of the bays.

10. Do you support the principle of shared use bays within Resident Parking Zones; this would permit visitors to pay to park when there are free bays within the zone?

	Tick one box
Strongly agree	
Agree	
Neither agree nor disagree	
Disagree	
Strongly disagree	

We regularly receive enquiries about additional parking bays to be implemented in the Town Centre.

11. Do you support the principle of the implementation of more parking bays in the town centre and restricting times for deliveries?

	Tick one box
Strongly agree	
Agree	
Neither agree nor disagree	
Disagree	
Strongly disagree	

We regularly receive enquiries about additional loading and business parking bays to be implemented in the Borough.

12. Do you support in principle a review of all business and loading bays to ensure they are in the right place and service the right groups

	Tick one box
Strongly agree	
Agree	
Neither agree nor disagree	
Disagree	
Strongly disagree	

13. If you feel there are any issue you feel we should consider as part of the strategy, please state here in no more than 100 words:

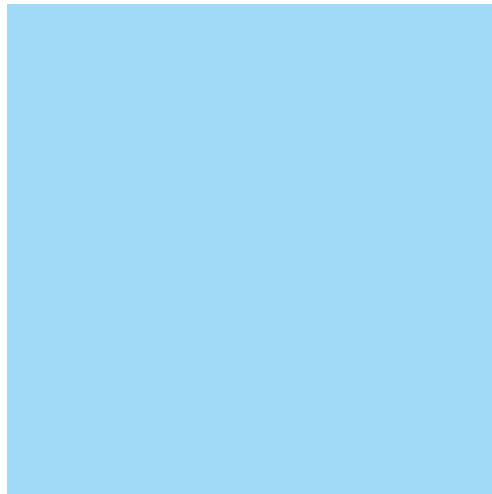
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Parking Implementation Plan

Traffic & Highways



September 2022

Parking Implementation Plan (PIP)

Version	Date	Author	Rationale
1	7July21	Alistair Turk	Master document
1.1	January 22	Alistair Turk	Minor amendments for Cabinet Report
1.2	Sept 22	Alistair Turk	Final amendments for Nov Cabinet Report

Authorised by:			
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Next review	Date
1	2023/24

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1. Introduction

Southend-on-Sea City Council's shared ambition to transform the City by 2050 is aligned to five themes, with related desired outcomes: -

- **Pride & joy** - By 2050 Southenders are fiercely proud of, and go out of their way, to champion what our city has to offer;
- **Safe & well** - By 2050 people in Southend-on-Sea feel safe in all aspects of their lives and are well enough to live fulfilling lives;
- **Active & involved** - By 2050 we have a thriving, active, and involved community that feel invested in our city;
- **Opportunity & prosperity** - By 2050 Southend-on-Sea is a successful city and we share our prosperity amongst all of our people;
- **Connected & smart** - By 2050 people can easily get in, out, and around our city and we have world class digital infrastructure.

This Parking Implementation Plan (PIP) supports the more specific desired outcomes for each theme, including: -

- Our streets and public spaces are valued and support the mental and physical wellbeing of residents and visitors. People in all parts of the city feel safe and secure at all times.
- A range of initiatives help increase the capacity for communities to come together to enhance their neighbourhood and environment.
- We are leading the way in making public and private travel smart, clean, and green.

To help achieve these goals, our approach requires effective joined-up regulation and compliance.

This PIP is a living document and cannot cover every eventuality, especially where there are specific local or national standards which have to be met but the approach is consistent with national and local policy.

In doing so we will follow the principles of: -

- The Regulators Code www.gov.uk/government/publications/regulators-code;
- The Enforcement Concordant (Central and Local Government Enforcement Concordat, March 1998);
- Enforcement contained in the Legislative and Regulatory Reform Act 2006 (enforcement is proportionate, targeted, transparent consistent and accountable).

2. Executive summary

The PIP is designed to help shape, manage, and deliver Southend-on-Sea City Council's Vision for Parking. The PIP sets out our approach for the delivery of Civil Parking Enforcement of on-street parking, waiting, and loading, and the provision and enforcement of off-street car parks and acknowledges and shapes the future following the responses of the parking strategy consultation concluded in December 2021.

3. Background

The Council consulted on the draft parking strategy (October to December 2021). The PIP sets out our vision for parking in Southend, and underpins the strategies, policies, and action plans for its implementation over the next 10 years.

The PIP is a living document and will be regularly reviewed and updated as necessary or regulation requires. It will consider innovation and new practices, changes in legislation, and will also monitor and compare policies of neighbouring authorities.

4. Vision for parking

Southend's Vision for Parking is:-

- 1) To provide parking where possible;**
- 2) Control parking where necessary;**
- 3) Enforce parking fairly and consistently;**
- 4) Operate parking efficiently and cost effectively.**

5. About Southend

Southend-on-Sea is a large coastal city and unitary authority in southeast Essex on the north side of the Thames Estuary and 40 miles east of central London. Considering the primary urban area (PUA), Southend-on-Sea is defined as one of 63 cities in the UK¹.

Southend-on-Sea developed as a seaside resort in the 19th century and is home to the world's longest pleasure pier. Good rail links and its proximity to London have meant that as tourism has declined it has become a dormitory town for London city workers with good rail links via two mainlines into London (Liverpool Street and London Fenchurch Street Stations).

Southend-on-Sea covers approximately 41.7 hectares (16 square miles) and has a population of 183,125² living in 74,678³ households. Southend-on-Sea is the 7th most densely populated area in the UK outside the London boroughs with around 38.8 people per hectare compared to a national average of 3.77.

Unlike most cities in the UK, wages for residents of Southend-on-Sea are greater than the UK average and greater than for its workers which were the second lowest among UK cities in 2015. Around 20% of the working population commute to London each day. Southend-on-Sea also has the 4th highest proportion of people aged over 65 among the UK cities. Southend-on-Sea's attractiveness as a place to live for London commuters and older people makes it the 11th most expensive place to live in Britain⁴.

6. Vehicle ownership

Vehicle ownership per household in Southend-on-Sea is 109%⁵. This is below the average for Essex (136%) and the east region average of 126%. The urban makeup of Southend-on-Sea does mean a greater concentration of cars and parking stress on the road network. There are 27.3% of households without access to a vehicle, 44.5% with one vehicle, 28.2% with 2-3 vehicles and 14% with 4 or more vehicles in the household.

¹ Centre for Cities 2016

² Office for National Statistics 2019

³ 2011 census

⁴ Cities Outlook report 2015 – City Monitor – Paul Swinney 2016

⁵ 2011 census

7. Parking Strategy

In 2021 the Council published a draft ten-year parking strategy and undertook public consultation in the autumn with residents, businesses, and external stakeholders to help define the future aspirations for the delivery of parking services in the next decade. The analysis of the public consultation was reported to the February 2022 Cabinet meeting who referred it to the Transport, Asset Management, and Inward Investment Working Party for consideration in September 2022.

The November 2022 Cabinet meeting received back the report along with the recommendation to approve the Southend Vision for Parking, the finalised Parking Strategy 2022 – 2032, the Parking Implementation Plan 2022 – 2032 and the Parking Implementation Action Plan 2022 – 2032.

The link to the Cabinet Report and decisions can be viewed here: (before publishing - insert link to democracy pages once they are available)

8. The need for a Parking Implementation Plan

Managing parking is one of the most effective means of tackling congestion and its more serious consequences:-

- increased air pollution,
- delay, and
- unreliability of public transport services.

Parking on the public highway leads to conflict and tension. On the one hand, motorists want to park conveniently close to their homes and destinations; on the other hand, they do not want delayed journeys, or the roads obstructed by parked vehicles. Balancing these conflicting demands whilst recognising that access by car and convenient parking can have a major influence on a location's overall success and in particular its economic vitality and viability is not always easy.

The Vision for Parking aims to achieve this by providing parking where possible and controlling parking where necessary.

9. Legal background

The Road Traffic Regulation Act 1984 (as amended) (RTRA) makes it the duty of the local traffic authority (Southend-on-Sea Borough Council) to “secure the expeditious, convenient and safe movement of traffic and the provision of suitable and adequate parking facilities so far as this is practicable⁶”. The Act empowers the Council to control waiting and loading and to provide parking places.

The Traffic Orders (Procedure) (England and Wales) Regulations 1996 sets out the legal process for making traffic regulation orders to implement measures under the RTRA.

The Road Traffic Act 1991 (RTA) decriminalised parking offences and introduced civil penalties in London taking the role of enforcement of waiting, loading and parking away from the police and traffic warden service and transferring the responsibility of enforcement to the traffic authority.

The Civil Enforcement of Parking Contraventions (England) General Regulations 1997 extended the civil penalties regime outside of London.

Part 6 of the Traffic Management Act 2004

(enacted March 2008) (TMA) replaced the RTA for England and Wales and is the current legislation under which civil parking enforcement (CPE) is regulated.

(enacted May 2022) and Schedule 7 gives local authorities in England outside London the power to enforce ‘moving traffic offences’. This includes incorrectly driving into a bus lane, stopping in a yellow box junction, banned right or left turns, illegal U-turns, going the wrong way in a one-way street, ignoring a Traffic Regulation Order.

The Secretary of State’s Statutory Guidance to Local Authorities on Civil Enforcement of Parking Contraventions (June 2020) and;

Right to challenge parking policies (March 2015) is the statutory instrument requiring local authorities to adopt specific policies for the acceptance and management of parking petitions over and above the local authority’s general petition policy.

The Local Government Transparency Code 2015 sets out information local authorities are required to publish including the requirement to publish an annual parking account and the number of marked out parking spaces both on- and off-street.

⁶ S.12 Road Traffic Regulation Act 1984

The Traffic Signs Regulations and General Directions 2016 (TSRGD) prescribes the traffic and parking signs to be used on the highway.

Parking Places Variation of Charges Act 2017 is amending legislation that requires local authorities to carry out consultation on any proposed changes to parking tariffs.

10. Management of public parking

The decriminalisation of parking enforcement (DPE) under the provisions of the RTA enabled traffic authorities to have, for the first time, control over parking and traffic policy and its enforcement. At the same time, it made the process a civil matter and put in place measures to enable a motorist to challenge enforcement that was free to use and avoided having to go to Law.

In March 2008, the legislation changed when Part 6 of the Traffic Management Act 2004 was enacted and DPE became civil parking enforcement (CPE) and parking attendants became civil enforcement officers (CEO).

The adoption of CPE reinforced the links between parking enforcement reinforcing wider transport objectives. It also required a greater clarity and transparency about how local authorities administered CPE and introduced the requirement to publish information. Some additional powers to enforce parking across dropped kerbs and double parking were introduced along with the ability to serve a PCN by an approved device (camera enforcement), where a CEO feels threatened or where they are prevented from issuing a PCN by a 'vehicle drive away'.

11. The economics of CPE

Parking Implementation Plan 1

PIP.1 – We believe civil enforcement should be at least self-financing. The Council's parking account delivers a modest operational surplus which is reinvested in the service.

One of the tenets of decriminalisation under the RTA was that parking regimes should be at least self-financing. Part 6 of the TMA replaced the RTA in England and Wales and changed DPE to civil parking enforcement (CPE). Under the Secretary of State's Statutory Guidance published under s.87 of the TMA, the requirement that parking regimes should be at least self-financing also changed with the advice that CPE enforcement authorities should run their civil parking enforcement (CPE) operations "efficiently, effectively and economically"⁷. It goes on to say that it is still a sensible aim to make the operation self-financing as soon as possible, and that traffic authorities "will need to bear in mind that if their scheme is not self-financing, then they need to be certain that they can afford to pay for it from within existing funding. The Secretary of State will not expect either national or local taxpayers to meet any deficit"⁸.

12. CPE operational model

Parking Implementation Plan 2

PIP. 2a – Review all existing contracts to ensure they remain fit for purpose, achieve best value and are future proofed.

PIP. 2b – Work with stakeholders and suppliers to ensure innovation and enhanced service offerings are at the core of all new contracts.

Legislation allows local authorities to operate as a totally in-house operation or to outsource a number of the enforcement processes. Outsourcing can include on-street and car park enforcement, the consideration of informal representations and debt collection either as a single contract or a number of contracts. The only part that must remain the direct responsibility of the local authority is the consideration of formal representations (also known as appeals). This is to ensure that decisions are impartial. In totally in-house operations there should be a clear separation between staff that decide on representations and those that decide on appeals.

⁷ s.2.6 of the Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions

⁸ s.2.9 of the Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions

The Council have outsourced parking enforcement services for many years as it believes this is the most efficient operating model and currently outsource all parking services to APCOA parking Ltd. This contract is due to expire in March 2023.

The Council will be re-tendering its parking and parking enforcement operations during 2022 based on a 10-year contract period which will enable and provide a more fluid and fit for purpose contract.

13. Paid for Parking & Fees & Charges

Parking Implementation Plan 3

PIP.3 – Parking fees and charges will be reviewed, benchmarked and amended annually.

As a rule, motorists don't like paying to park, yet want to be able to park close to their homes or other destinations at the start or end of a journey. In reality, there is no such thing as free parking, particularly in areas of high density and/or where there are popular or high demand visitor attractions.

The costs of developing and maintaining parking spaces and then enforcing proper use have to be borne by somebody. In the case of local authority operated parking any costs that are not covered by parking revenue falls to local council tax payers.⁹ The RAC Foundation stated... "Proper parking management demands that the authorities impose parking charges, in order to cover the cost of administering the schemes and impose penalty charges to deter those who disobey the rules."¹⁰

There will be claims that to do so will damage businesses, force people to shop elsewhere and damage the local community. In the very short term, there may be some change but Mary Portas in her review into the future of high streets said "I understand that to offer free parking all day is not the solution. I recognise that this would be potentially open to abuse by local workers."¹¹

Shopkeepers consistently overestimate the share of their customers coming by car. Walking is generally the most important mode for accessing local town centres. Walkers and bus users spend more over a week or a month; car drivers spend more on a single trip.¹²

⁹ The Relevance of Parking in the Success of Urban Centres (London Councils 2012)

¹⁰ The control of parking by local authorities – RAC Foundation August 2010

¹¹ The Portas Review – An independent review into the future of our high streets – Mary Portas December 2011

¹² The Relevance of Parking in the Success of Urban Centres – London Councils 2012

Evidence shows that average personal expenditure by the [individual] motorist on parking is very low. The primary aim of any charging should be to avoid capacity problems; the secondary aim of charging is as part of travel demand management.¹³

A good mix of shops and services and a quality environment are some of the most important factors in attracting visitors to town centres. If these are poor, then free parking or changes to accessibility are very unlikely to make a town centre more attractive. Our aim should be for parking spaces to be readily available to support the vitality, vibrancy, and resilience of town centres with high turnover of spaces to allow more users to be accommodated per space. We should also encourage shoppers and visitors to travel during inter-peak periods when there is usually spare capacity on the road network.

We will consistently review and adopt parking charges, at least annually to encourage shoppers and visitors to travel and park during inter-peak periods in Southend wherever it is considered to be appropriate.

We currently review parking fees and charges annually. This involves research, reports and internal consultation. This approach will be used in conjunction with the internal dialogue with stakeholders and debated with elected members so as to agree and contribute to shaping a balanced budget.

14. Existing controls & charges

Parking Implementation Plan 4

PIP.4 - Extended operational and charging hours – will only be considered where there is compelling evidence of its need particularly around locations with evening/late night activity.

The Council carried out a comprehensive and thorough review of parking charges and designated the borough into zones and modelled parking charges around the locality, placement, and demand. Since its inception in April 2021, it is evident that this has simplified the charging structure and has the right foundations in place so as to further review the needs with a zonal approach.

¹³ Spaced Out – perspectives on parking policy – RAC Foundation July 2012

15. The Seafront

Parking Implementation Plan 5

PIP.5 – A comprehensive review of the central seafront to assess and consider whether the existing parking controls and infrastructure are fit for purpose.

The central seafront is a fundamental part of Southend on Sea and attracts a high number of visitors to the city. Whilst parking pressure increases significantly in the summer months, visitors continue throughout the year and particularly when seasonal events and or attractions are open. To ensure the seafront remains attractive, safe, and viable, it is recommended and the intention that a comprehensive review is undertaken of existing parking facilities, parking controls and traffic management and aspire to maximise the number of spaces available and to ensure they continue to meet the ever-evolving demands and be effective.

16. Town Centres

Parking Implementation Plan 6

PIP.6 – We will carry out a review of town centre parking provisions, business and loading bay facilities to ensure the right placement and service the right groups.

Town centres and shopping parades remain vital and an integral part of the city and what it has to offer, and shopping behaviours may have changed due to the impacts of Covid19.

Customer engagement enables any parking and traffic myths be alleviated and to ensure businesses understand what the signs mean and advise their customers in terms of loading, unloading, and parking and understand how important turnover in parking bay usage is for them.

We remain committed to the review of limited waiting bays with the vision to change the restriction to something better suited dependent on location and need and to also encourage the turnover of spaces.

17. Emissions based permit charges

Parking Implementation Plan 7

PIP.7 – To consider adopting a vehicle emissions-based permit tariff and/or diesel surcharge. If adopted, it is anticipated that such measures could form part of the review of parking fees & charges on an annual basis.

Tackling air quality is increasingly important for our health and wider environmental reasons. The Government has tasked local authorities to work to reduce nitrogen dioxide (NO₂) levels to assist in meeting its air quality targets. Vehicle emissions are one of the main sources of NO₂ and are exacerbated when combined with traffic congestion. A recent report from scientists at Kings College London has revealed that London's Oxford Street has the highest levels of NO₂ in the world which is produced by diesel fumes and can trigger asthma and heart attacks. Noticeable symptoms include wheezing, coughing, colds, flu, and bronchitis.¹⁴

Local authorities are increasingly adopting differential charging for permits based on car emissions whereby cars with low or zero emissions pay a very low rate compared to vehicles with high emissions and some are going further by imposing a surcharge for diesel fuelled vehicles. The adoption of emissions-based permit charges is most common in the urban enforcement authorities where NO₂ levels are highest but increasingly, other authorities are adopting this approach as part of its wider commitments to tackle air quality. While it is recognised that such measures on their own are unlikely to have a significant effect on reducing air pollution, it is a measure that raises the awareness of air pollution to motorists and encourages the switch to less polluting vehicles.

The Council is embarking upon its Air Quality action plan and so it is right that we consider adopting an emissions-based permit pricing structure, terms and conditions to encourage less polluting vehicles in Southend.

¹⁴ David Carslow, Kings College London

18. Virtual permits

Parking Implementation Plan 8

PIP.8 – We will replace all paper-based parking permits/vouchers with virtual permits during 2022/23. All new applications/renewals will receive a virtual permit upon renewal of the permit or upon expiry.

In 2020/2021, we changed from a paper-based permit to virtual permits for residents. This has several benefits; it saves on paper, printing and postage costs and enables the resident to obtain a permit quicker than before. We intend to phase out all paper-based parking permits and vouchers (except in exceptional circumstances) with virtual permits. Any existing paper visitor voucher will still be able to be used up to the date agreed and communicated with those affected and or upon its expiration date.

19. Cashless payment options

Parking Implementation Plan 9

PIP.9 – An options paper and business case will be produced during 2022 for the phased removal of pay and display machines in Southend and outline the benefits and efficiencies.

We already have a cashless payment facility which has proved popular with customers and shows increased uptake over time, more so following Covid and its associated impact. The public are less reliant on cash generally and do not carry around loose change as they did in the recent past. Motorists prefer the convenience of cashless payment and the ability for the topping up of parking time if the motorist is delayed returning. Cashless paid parking at 2022 accounts for 82 percent of all transactions and is increasing.

Benchmarking with other local authorities who have operated cashless parking for a longer period has shown that pay and display machine usage decreased significantly to a point where they are no longer financially viable to operate. This has resulted in their removal from on-street locations and a reduction in number within car parks.

If Southend were to follow this trend it could deliver efficiencies by eliminating capital costs for pay and display machines and revenue costs for the maintenance of machines, the cost of tickets and cash collection. We will produce a business case in 2023/24 to consider the phased removal of pay and display machines in Southend.

20. Southend Pass

Parking Implementation Plan 10

PIP.10 – A report on the performance of the Southend Pass will be produced in late 2022 following a 12-month period of operation in a post-Covid-19 environment.

In response to requests from motorists and residents to be able to move more freely around the city and to be able to park in multiple parking locations during a day we worked on the introduction of the Southend Pass. In essence it is an all-zone permit that allows a motorist to park in any on-street paid parking bay or car park for up to 3 hours a day, in any zone for a monthly charge of £8.50.

The Southend Pass was launched in April 2021. The service will continue to monitor the operation and uptake of the Southend Pass and provide a report of its operation once a full 12-month period of post-launch or post-covid recovery has passed.

21. Objectives of on-street parking control

Parking Implementation Plan 11

PIP.11 – Undertake a review of enforcement and existing controls to ensure enforcement priorities reflect the local need.

A request to “do something about parking” is one of the most frequent issues for local authorities across the Country and has the potential to be one of the most contentious. Not everybody will have the same viewpoint, and petitions or group held views, however strongly expressed, may not represent the collective view of the silent majority. The need for community engagement and statutory consultation before any proposals are introduced is essential.

The most common types of parking issue can be broken down into four categories: –

- **Dangerous and inconsiderate parking: –**
 - Parking around junctions;
 - Parking on bends;
 - Blocking driveways and accesses;
 - Affecting free flow of traffic.

- **School parking: –**
 - Inconsiderate/dangerous parking during the school-run;
 - School access controls;
 - Student parking.

- **Commuter and tourism parking on local roads: –**
 - Clogging up local streets;
 - Restricting residential parking.

- **Parking priority schemes: –**
 - Where residents have limited/no off-street parking and want priority over other motorists to park on-street;
 - A turnover of parking spaces to serve local businesses and stop all-day parking.

Taking things one step at a time, we need to assess:-

- **Who is raising the issue?**
- **What is the evidence of a problem?**
- **Who or where is the source of the evidence?**
- **What actual safety risks are there?**
- **What is the potential impact on the wider area?**
- **How is the request to be funded?**

22. Safety around our primary schools

Parking Implementation Plan 12

PIP.12 – We will review primary schools and the surrounding streets with the vision of installing stronger parking controls or schemes in the area where necessary.

The Council are regularly contacted by residents, schools, and parents asking for additional support to tackle illegal, inconsiderate, and dangerous parking in and around the school gates at dropping off and pick-up times. Despite our best efforts it is challenging, and the enforcement resource is simply unable to meet the demand or be omni-present.

Proactive solutions like the school streets scheme and attended or unattended CCTV enforcement improves the levels of compliance and keeps our children safe whilst travelling to and from school. It is our utmost priority and these recent innovations have proven to be incredibly popular with schools, pupils, parents, staff, and residents. We know that not every school is in a location suitable for School Streets, so trials should be undertaken for alternative approaches including that of CCTV enforcement.

23. Tackling parking congestion

Parking Implementation Plan 13

PIP.13 – A Parking Zone (PZ) will only be added to the waiting list where there is evidence of parking stress and indicative public support for some form of parking controls and the required budget.

Parking congestion occurs where parking stress (the number of vehicles parking) is close to or outweighs parking capacity (the amount of available kerbside space). Where the parking stress is caused by a variety of users; resident, shopper, commuter, it is relatively straightforward to develop proposals that make the best use of the kerbside space and improve traffic flow.

Parking can be a very effective form of passive traffic calming. Removing parking entirely (except on roads that form part of the strategic highway network) generally is not a good idea as it can result in increased traffic speed and increasing hazards for other road users. It also tends to displace parking to other, adjacent streets resulting in further demands for parking controls. This in itself does not represent value for money.

Parking schemes must make the best use of kerbside space. We will not consider implementing a parking scheme unless there is evidence that at least 85% of available kerbside parking is occupied for most of the working day. All schemes will be designed and implemented on the basis that parking will be allowed where it is safe for vehicles to park. Schemes will not be progressed if the primary aim is to remove all non-resident parking from a street unless there is overwhelming evidence that there is insufficient parking space for residents on that street, irrespective if residents support that approach.

Where residents primarily cause the parking problem themselves by having too many cars for the available parking, the only way to resolve the matter is to introduce a parking scheme which also restricts the number of resident vehicles through price and eligibility. This may not be popular, and it may be better to do nothing in terms of parking restrictions.

24. Parking zones (PZs)

Parking Implementation Plan 14

PIP.14 – A Parking Zone (PZ) will be developed in order from the PZ waiting list and only if there is sufficient budget within the parking account.

A Parking Zone (PZ) is an area where all kerbside space is controlled by either zone entry plates or yellow lines or parking places which generally have the same operational hours and days of control. The most common types of parking zones currently used in the UK are:-

1. A controlled parking zone (CPZ) is the most common form of PZ and is where zone entry plates indicate the operational days and hours of the single yellow lines within the zone. Any parking places within a CPZ are technically exceptions and have to be separately signed with the operational controls of the parking bay.
2. A PZ is where there are no entry signs and all single yellow lines within parking zones are accompanied by signs or where there are only double yellow lines surrounding the parking bays which are also signed with the operational controls of the parking bay.
3. Restricted parking zones (RPZs) are where there are no lines at all; instead, the restrictions are individually plated, and any bays are shown by road studs or other markings. RPZs are only used where there are special circumstances such as narrow streets or special carriageway materials (such as cobbles) that make lining inappropriate.
4. Permit holder parking only (PHPO) is a more recent type of zone where 'permit holders parking only past this point' signs are used to indicate a whole area which is used by permit holders only. Generally, no white or yellow road markings are allowed in a PPA. The only exceptions are for disabled bays or double yellow lines.

25. Identifying the need for a PZ

The most common indicators of the need for a parking zone in an area are:

1. **Parking stress.** An initial indicative assessment will be undertaken to determine if an uncontrolled area is deemed to be suffering from high parking stress, which is deemed to be at or above 85% of available kerbside space.

2. **Public support.** The level of public support will be determined by requests received from residents and businesses in a particular area. This includes petitions from two or more streets within the area with at least 20 signatories, email requests, complaints and feedback provided through Ward Members.

Officers will use the level of public support and parking stress to determine whether an area should be included on the PZ waiting list. Work on PZs will be progressed in order and subject to there being sufficient funds in the parking account to allow for the development.

26. Parking petitions

Parking Implementation Plan 15

PIP. 15 – A valid parking petition will be set at a minimum of 20 signatures.

A parking petition review can take 12 months before the report is finalised and considered by Members.

Parking petitions will not be considered:-

- within 3 years of the adoption of the Area Parking Plan;
- less than 1 year after the adoption of a new traffic regulation order;
- less than 1 year after the implementation of an on-street parking scheme and within 2 years of consultation of a previously requested scheme.

The Department for Communities and Local Government (DCLG – now Ministry of Housing, Communities and Local Government) produced statutory guidance in 2015 to local authorities under section 18 of the **Traffic Management Act 2004** requiring them to set policies for petitions challenging parking policies. The statutory guidance recognises that local authorities should already have policies for petitioning about council run services but requires specific and additional policies and procedures to be published with respect to parking policies. The DCLG have provided guidance and best practice advice on what policies should be adopted and provided illustrative examples for a rural district and/or county council that covers:-

- **The minimum number of signatures for a valid petition;**
- **Information that needs to be provided by and about the petitioners;**
- **How the petition will be managed on receipt;**
- **The timeframe for a review;**

- **The circumstances when a petition will not be considered;**
- **Definition of vexatious petitions.**

We have set a minimum number of 20 signatures for valid parking petitions. The DCLG guidance does require the use of discretion rather than imposing a minimum threshold as an immovable hurdle.¹⁵ “Some parking issues may most directly affect a particularly small number of people – such as residents on a street. In these cases, local authorities should take this into account when considering the appropriate thresholds for specific petitions.”

The guidance suggests an achievable threshold would be around 10% - 20% and it is our intention to apply this in appropriate circumstances.

How a parking petition will be managed

- 1) A valid parking policy petition will be managed in the following way. An acknowledgement will be sent to the petition organiser within 10 working days of receiving it and confirming that it is a petition. In most cases this will involve:-
 - **undertaking a review;**
 - **possibly public consultation;**
 - **analysis of results;**
 - **Delegated Authority report on the outcome of the review with recommendations;**
 - **The petitioner will be notified of the outcome.**

The timeframe for a review

The timeframe for a review of a petition is recommended to be set at 12 months from the date of acknowledgement of the petition.

When a parking petition is inappropriate

The circumstances when a parking petition will be inappropriate are generally linked to where public consultation has already taken place in the formulation of a policy, traffic regulation order or prior to the introduction of a parking scheme. In these circumstances the public have had an opportunity to influence the decision prior to it being adopted. It would not be a good use of

¹⁵ Right to challenge parking policies – DCLG (March 2015) page 6

council resources to carry out further reviews until a reasonable time has lapsed from the adoption or implementation of a scheme. The proposed time restraint on accepting petitions on parking polices are set at:-

- 3 years following the adoption or review of policies within the Parking Implementation Plan;
- 1 year following the adoption of new traffic regulation orders;
- 6 months after the implementation of an on-street parking scheme.

In setting a time limit where a petition would not be considered the Councils will not use this as an immovable hurdle if local circumstances have changed and will use its discretion to ascertain if there is merit in accepting a petition and commencing a review of the issues raised in the petition.

27. Disabled parking bays

The disabled badge scheme was originally introduced as the Orange Badge scheme in 1971 but was replaced by the current European Blue Badge scheme. The scheme was introduced to help those with severe mobility problems and who rely on a car for transportation to be able to park close to where they need to go. Apart from the concession to be able to park for up to 3 hours on yellow lines where it is safe to park and where there is no loading restriction in force, it also allowed traffic authorities to mark disabled parking bays on the highway.

The Traffic Signs Regulations and General Directions (TSRGD) sets out the national requirements for signs and lines to be used on the highway network. Disabled parking bays backed by a traffic order (and therefore enforceable) need to be marked out in accordance with TSRGD diagram 661A (sign) and diagram 1028.3 (line). In urban town centre settings, there is a need to provide general enforceable Blue Badge bays and the DfT traffic Advisory Leaflet 5/95 provides guidance. Blue Badge bays should be provided within 50-100m of likely destinations such as Banks, Post Offices or shops and advises that these bays are regularly enforced to prevent misuse.

28. Disabled parking bays in residential areas

Parking Implementation Plan 16

PIP.16 – We will continue the current policy of providing advisory Blue Badge bays for residents meeting the eligibility criteria. The carriageway markings will comply with the TSRGD

In residential areas our current procedure is to only consider installing a disabled bay if there is a Blue Badge holder in receipt of the higher level of attendance allowance living at the property and the car that the Blue Badge holder uses has to be registered at the address.

We will not install a bay if:-

- there is suitable off-street parking; or
- within 10m of a junction; or
- if the road is not wide enough to accommodate the bay and still allow the free flow of traffic (including larger vehicles).

The disabled bays are installed as advisory disabled bays. This means they do not have a traffic sign or traffic order and have no legal standing but in the main they are generally well respected by other drivers and left for the use of those that need them. The main advantage of using advisory bays is the speed of installation. The existing procedure of using advisory disabled bays will continue.

29. Blue Badge enforcement

Parking Implementation Plan 17

PIP.17 – We will continue to enforce and take action against any Blue Badge misuse in accordance with the powers given to the local authority. We will work in collaboration with colleagues and partners in tackling and mitigating the risks of abuse.

Civil enforcement officers (CEOs) are given the power to inspect and retain Blue Badges if there are reasonable grounds to believe that the badge is stolen, a fake or is being misused. Genuine Blue Badge holders are widely supportive of action to tackle the misuse of the Blue Badge scheme and recognise that lack of action has the potential to bring the whole scheme into disrepute.

The Council have the powers to and do inspect blue badges regularly. During 2021 CEOs have engaged and worked in collaboration with colleagues within the Counter Fraud & Investigation team so as to demonstrate that the Council will not tolerate such abuse and take a robust approach to any fraudulent activity.

30. Dangerous and obstructive parking

Parking Implementation Plan 18

PIP.18 – Parking schemes that pass the Highway Code test will be progressed without the need for extensive informal consultation. Only statutory consultation as set out in the Traffic Order Procedure Regulations will apply.

Highway safety will always be our main priority. We are proposing revisions to the current process for tackling these problems to make the development and implementation quicker and cheaper. The Highway Code rules for waiting and parking sets out rules for motorists in the UK.

Highway Code Rule 242 states: - “You must not leave your vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road.”

Highway Code Rule 243 states: - “do not stop or park:-

- near a school entrance;
- anywhere you would prevent access for Emergency Services;
- at or near a bus or tram stop or taxi rank;
- on the approach to a level crossing/tramway crossing;
- opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space;
- near the brow of a hill or hump bridge;
- opposite a traffic island or (if this would cause an obstruction) another parked vehicle;
- where you would force other traffic to enter a tram lane;
- where the kerb has been lowered to help wheelchair users and powered mobility vehicles;
- in front of an entrance to a property;
- on a bend;
- where you would obstruct cyclists’ use of cycle facilities except when forced to do so by stationary traffic.

Inconsiderate parking in these circumstances needs control and it should not have to go through the extensive informal consultation stages that are necessary for other parking schemes before they are implemented.

We propose a new procedure for schemes that pass the 'Highway Code test' (where the primary objective is to reinforce rules 242 and 243) will be:-

1. Agree proposed measures with Portfolio Holder and Ward Councillor(s);
2. Draft report to seek approval to advertise draft traffic Orders; and,
3. Carry out Statutory public consultation as part of the TRO process;
4. Draft report seeking approval to overrule objections (in consultation with Portfolio Holder and Ward Councillor(s);
5. Make traffic Order; and,
6. Implement measures.

31. Moving traffic enforcement

Parking Implementation Plan 19

PIP.19 – We will work towards the introduction of moving traffic enforcement starting in 2022/23 with the objective of undertaking enforcement from 2023/24 subject to the required permissions being granted under TMA powers being agreed and adopted.

The government from 31 May 2022 is to allow all local traffic authorities outside of London to apply for the necessary powers to enforce moving traffic offences. The Council have expressed their interest in adopting these powers with an intention to enforce when able. We will review existing restrictions and compliance during 2022/23 and produce a strategy and implementation plan for undertaking moving traffic enforcement across the borough.

The entire operation of moving traffic needs to be reviewed in order to reduce accidents and improve non-compliance across the borough. Existing CCTV enforcement is outdated with the use of CCTV vehicles and so an aspiration is to introduce attended or unattended cameras at key priority sites.

32. Objectives of off-street parking

Parking Implementation Plan 20

PIP. 20 – To retain and attain Park Mark accreditations for Council car parking facilities.

The Council operated off-street car parks primarily to provide capacity for longer term parking needs, but also cover the shortage of available on-street parking capacity for short stay parking. The balance changes over time and in some cases is not fit for purpose. The seasonal nature of Southend as a tourist destination means that during the summer and periods of good weather, car parks operate close to or over capacity while at other times they are relatively underused. The central car parks (particularly the surface level car parks) are also potential development sites so their long-term contribution to parking capacity is not certain.

Multi--storey car parks (MSCPs) provide significant capacity in a smaller ground footprint but require significant additional investment to maintain them properly.

During 2022 we will carry out a review of existing car parks and assess their condition, suitability, and produce a 5-year maintenance programme to ensure they secure and retain the industry standard 'ParkMark' accreditation for safe and secure car parks.

33. Electric vehicle (EV) charging points

Parking Implementation Plan 21

PIP.21 – We will engage with the Councils corporate EV strategy for Southend-on-Sea during 2022 with the objective of installing the required EV charging infrastructure within or at Council parking provisions

The Government has confirmed its intention to ban the sale of new petrol and diesel vehicles in the UK from 2030. The London Mayor is expanding the Ultra-Low Emission Zone (ULEZ) from October 2021 to cover an area up to (but not including) the A406 North and A205 South Circular Roads. This will encourage more Londoner's to switch to EV and with Southend being in reasonable driving distance from central London the potential for additional tourism exists if there are fast EV charging points within Southend. Both measures will see an increase in electric vehicle sales and with it a demand for electric vehicle charging points.

We have begun the installation of EV infrastructure and charging points in town centre car parks during 2021 but more EV charging points will need to be provided as demand increases. At present there is no co-ordinated national strategy for the provision of EV charging points, nor is there a requirement for local authorities to provide EV charging points (although they do have a role to play). Few local authorities have published an EV strategy partly because it is a complex and rapidly changing environment. The Council intend to produce an EV strategy for Southend during 2022 of which parking services will engage with.

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Parking Implementation Plan (PIP)

Actions 2022 - 2032

Actions	Priorities	What we will do	Benefit and links to Southend 2050	Timescales (commence)
PIP.1	We believe Civil enforcement should be at least self-financing	The Council's parking account delivers a modest operational surplus which is reinvested in the service. This will continue to be reported and published on an annual basis	Opportunity & Prosperity	Annual review
PIP.2	a) Review all existing contracts to ensure they remain fit for purpose, achieve best value and are future proofed. b) Work with stakeholders and suppliers to ensure innovation and enhanced service offerings are at the core of all new contracts.	The Council will be re-tendering its parking and parking enforcement operations during 2022 based on a 10-year period which will enable and provide a more fluid and fit for purpose contract	Opportunity & Prosperity	April 2022
PIP.3	Parking fees and charges will be reviewed, benchmarked and reflected annually.	Benchmarking and early engagement with finance colleagues, members in advance of budget reviews	Opportunity & Prosperity	Annual review
PIP.4	Extended operational and charging hours – will only be considered where there is compelling evidence of its need particularly around locations with evening/late night activity	A comprehensive and thorough review of parking charges and a zonal approach to the borough was introduced from April 2021. Post implementation review required and for changes to be made where necessary	Opportunity & Prosperity Safe & Well	Annual review
PIP.5	A comprehensive review of the central seafront to assess and consider whether the existing parking controls and infrastructure are fit for purpose	To undertake a review of parking facilities, number of spaces, parking controls and traffic management to ensure they continue meet the ever-evolving demands and remains to be effective.	Pride & Joy Safe & Well	2023/24

Actions	Priorities	What we will do	Benefit and links to Southend 2050	Timescales (commence)
PIP.6	We will carry out a review of town centre parking provisions, business and loading bay facilities to ensure the right placement and service the right groups	Consultation & engagement of town centre provisions and ensure engagement with businesses Publicise the parking facilities and options available	Pride & Joy Safe & Well	2022/2032
PIP.7	To consider adopting a vehicle emissions-based permit tariff and/or diesel surcharge. If adopted, it is anticipated that such measures could form part of the review of parking fees & charges on an annual basis	Seek best policy and benchmark with other Local Authorities in respect of their charging methodology.	Pride & Joy Safe & Well	2023/24
PIP.8	We will replace the remaining paper-based parking permits/vouchers with virtual permits during 2022/23. All new applications/renewals will receive a virtual permit upon renewal of the permit or upon expiry	In conjunction with the tendering of parking operations; to procure and implement a virtual permit solution encompassing visitors.	Opportunity & Prosperity Active & Involved	2022/23
PIP.9	An options paper and business case will be produced during 2022 for the phased removal of pay and display machines in Southend and outline the benefits and efficiencies	To establish and consider any efficiencies which can be identified and consider future options	Opportunity & Prosperity	2023/24
PIP.10	A report on the performance of the Southend Pass will be produced in late 2022 following a 12-month period of operation in a post-Covid-19 environment	Analysis and evaluation of the pass with a report to Cabinet from Finance will provide a summary of the Southend Pass customer base and its usage	Pride & Joy	2022/23
PIP.11	Undertake a review of enforcement and existing controls to ensure enforcement priorities reflect the local need	Work with our parking contractor to review existing enforcement beats and the demand of enforcement requests	Pride & Joy Opportunity & Prosperity Active & Involved	2023/24
PIP.12	We will review primary schools and the surrounding streets with the vision of installing stronger parking controls or schemes in the area	Consider ways in which to mitigate poor parking behaviours and to improve compliance. Including but not limited to the introduction of school streets/automated enforcement	Safe & Well Active & Involved	2023/24

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Actions	Priorities	What we will do	Benefit and links to Southend 2050	Timescales (commence)
PIP.13	A Parking Zone (PZ) will only be added to the waiting list where there is evidence of parking stress and indicative public support for some form of parking controls and the required budget	Consider, design, and consult upon any new or existing parking zones	Pride & Joy	Annual review
PIP.14	A Parking Zone (PZ) will be developed in order from the PZ waiting list and only if there is sufficient budget within the parking account	Monitor and manage the parking budget and seek additional funding where there is opportunity. Refuse requests if there is no budget to enable	Opportunity & Prosperity	Annual review
PIP.15	A parking petition review for new controls can take 12 months before the report is finalised. To agree an approach to how requests are managed	Parking petitions will not be considered if they do not meet the requirements as per the process noted within the Parking Strategy	Opportunity & Prosperity	Annual review
PIP.16	We will continue the current policy of providing advisory Blue Badge bays for residents meeting the eligibility criteria. The carriageway markings will comply with Traffic Signs Regulations General Directions	Review of disabled bays policy and ensure compliance with the Policy set by the Council. To ensure the installation of disabled bays is completed in a timely manner and review their continuing need.	Safe & Well	Annual review
PIP.17	We will continue to enforce and take action against any Blue Badge misuse and in accordance with the powers given to the local authority and work in collaboration with colleagues and partners in tackling and mitigating the risks of abuse	Actively enforce and take action against those misusing or abusing blue badges. Ensure training of officers is always updated where and when necessary. Mitigate and ensure the blue badge scheme is not compromised by lack of action or activity	Safe & Well Pride & Joy	Annual review
PIP.18	To be more efficient and effective in the delivery of safety schemes	We will propose a new procedure for schemes that pass the 'Highway Code test' (where the primary objective is to reinforce rules of obstruction or parked or left dangerously	Safe & Well	Annual review

Actions	Priorities	What we will do	Benefit and links to Southend 2050	Timescales (commence)
PIP.19	We will work towards the introduction of moving traffic enforcement starting late 2022/23 with the objective of undertaking enforcement from late 2023/24 subject to the required permissions being granted under TMA powers being agreed and adopted	Express an interest, engage with DfT and complete a review of where moving traffic enforcement will be advantageous and improve safety on our roads.	Safe & Well	Initial commencement late 2022/23
PIP.20	To retain and attain Park Mark accreditations for Council car parking facilities	Continually review all car parking facilities in a structured way so as to ensure compliance with the ParkMark accreditation standards and to seek accreditation on those not yet attained	Safe & Well Pride & Joy	Annual review
PIP.21	We will engage with the Councils corporate EV strategy for Southend-on-Sea during 2022 with the objective of installing the required EV charging infrastructure within or at Council parking provisions	To ensure EV infrastructure is installed as and when resurfacing of parking facilities is undertaken and to meet the EV objectives of the Council	Pride & Joy	Annual review

Appendix 4

Equality Analysis

1. Background Information

1.1 Southend Parking Strategy 2022 – 2032, Southend Parking Implementation Plan 2022 - 2032

1.2 Department:- Traffic and Highways

1.3 Service Area: Parking

1.4 Date Equality Analysis undertaken: 27 July 2022

1.5 Names and roles of staff carrying out the Equality Analysis:

Name	Role	Service Area
Alistair Turk	Senior Policy Manager	Traffic and Highways

1.6 What are the aims or purpose of the policy, service function or restructure that is subject to the EA?

Establishing the Parking Strategy and Parking Implementation Plan for Southend for the next decade 2022-2032.

1.7 What are the main activities relating to the policy, service function or restructure?

The strategic delivery of parking services on- and off-street for the next decade.

The Parking Implementation Plan establishes the process and timeline for the delivery of the Parking Strategy.

2. Evidence Base

2.1 Please list sources of information, data, results of consultation exercises that could or will inform the EA.

Source of information	Reason for using (e.g., likely impact on a particular group).
Statutory Guidance – Guidance for local authorities on enforcing parking restrictions (updated June 2020).	Statutory Guidance – Pt 6 enforcement authorities should monitor their parking policies/strategies and consult locally when they appraise them.
Peer review of other local authorities parking strategies.	Establish best practice.
Local public consultation via 'Your Say' on the Southend website.	The Council's public consultation platform.

Please Note: reports/data/evidence can be added as appendices to the EA.

- 2.2 Identify any gaps in the information and understanding of the impact of your policy, service function or restructure. Indicate in your action plan (section 5) whether you have identified ways of filling these gaps.

The response rate was not particularly high but there were sufficient numbers that took part to make the analysis of responses meaningful for the decision making and finalisation of the Parking Strategy.

3. Analysis

- 3.1 An analysis and interpretation of the impact of the policy, service function or restructure should be undertaken, with the impact for each of the groups with '*protected characteristics*' and the source of that evidence also set out against those findings.
- 3.2 In addition, the Council has identified the need to assess the impact of a policy, service function or restructure on carers, looked after children (as part of the age characteristic) as well as the socioeconomic impact of different groups, such as employment classifications.

Initial assessment of a perceived impact of the policy, service function or restructure. The impact can be positive or negative (or in some circumstances both), none or unclear:

	Impact - Please tick				
	Yes			No	Unclear
	Positive	Negative	Neutral		
Age (including looked after children)				X	
Disability	X				
Gender reassignment				X	
Marriage and civil partnership				X	
Pregnancy and maternity	X				
Race				X	
Religion or belief				X	
Sex				X	
Sexual orientation				X	
Carers	X				
Socio-economic					X

Descriptions of the protected characteristics are available in the guidance or from: [EHRC - protected characteristics](#)

3.3 Where an impact has been identified above, outline what the impact of the policy, service function or restructure on members of the groups with protected characteristics below:

	Potential Impact
Age	None
Disability	Prioritised parking for Blue Badge holders – provision of dedicated bays and as exemption to waiting restrictions
Gender reassignment	None
Marriage and civil partnership	None
Pregnancy and maternity	Controlled parking zones prioritise parking for residents making it easier to find a space close to a resident's home
Race	None
Religion or belief	None
Sex	None
Sexual orientation	None
Carers	Controlled parking zones prioritise parking for residents making it easier to find a space close to a resident's home or for visitors to the home
Socio-economic	Increases in parking charges have traditionally been carried out at somewhat erratic intervals of multiple years. Any increase is viewed by the public as significant. The alternative is to review parking

	charges annually and any change (up or down) is linked to changes in the retail price index (RPI) or consumer price index (CPI). This will ensure changes are small and easier for households on tight budgets to accommodate.
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4. Community Impact

- 4.1 The proposed introduction of any area wide measures will be subject to informal and formal consultation and the results used to inform the decision-making process

5. Equality Analysis Action Plan

Planned action	Objective	Who	When	How will this be monitored (e.g. via team/service plans)
Implementation of the Parking Strategy	Annual scrutiny	Traffic Regulations Working Party	Q3 meeting	Parking Implementation Plan

Signed (lead officer):

Sharon Harington (Head of Traffic and Highways)

Signed (Director):

John Burr (Interim Executive Director, Neighbourhoods and Environment)

Once signed, please send a copy of the completed EA (and, if applicable, CCIA) to Sarah Brown Sarahbrown@southend.gov.uk.

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Southend-on-Sea Borough Council

Report of Executive Director for Adults and Communities

To
Cabinet

On 8 November 2022

Report prepared by: Scott Dolling,
Director for Culture and Tourism

Agenda
Item No.

6

UK City of Culture bid

Relevant Scrutiny Committee(s) Place
Executive Councillor: Councillor Mulroney
Part 1

1. Purpose of Report

- 1.1 To update Cabinet on the implications of a possible bid for the UK City of Culture competition.

2. Recommendation

- 2.1 Cabinet recognises the potential benefits of developing a City of Culture bid in the future. However as a fledgling City, which alongside our residents and businesses, is faced with the cost of living crisis, inflation and significant pressures in adult and children's social care, it is considered inappropriate to incur any expenditure in relation to a bid in the 2029 competition.

3 Background

- 3.1 Southend was awarded city status following the murder of Sir David Amess who was a huge advocate for the culture and wellbeing of residents.
- 3.2 The inaugural city year has seen some outstanding cultural activity take place with events and festivals in particular bringing transformational activity to the City.
- 3.3 At the Council's Cabinet meeting of 26 July 2022, we outlined the steps towards making a bid for this competition. With the economic situation as it stood at that time it was considered prudent to ensure that a majority of our residents also shared the ambition and benefits of bidding through a consultation.

- 3.4 Since the summer, the financial situation and cost-of-living crisis has worsened nationally and for local authorities, residents, and businesses alike due to rising energy costs, inflation, interest rates and demand for services. In-year budget monitoring currently forecasts a budget overspend of £12.1m for 2023/24, and a structural budget gap which is rising over the medium term due to all of these factors and requires prudent and effective fiscal management, decisions and planning. The council has introduced a recruitment freeze and multiple savings initiatives to manage the current situation.
- 3.5 From the experience of other cities, it is known that a bid will take around 6 years to prepare from initial conception to award (if successful) and delivery. So now is the optimum window for for that work to start for a bid in 2029.
- 3.6 The bidding process would require significant officer and consultant time, co-partnership with business and other organisations alongside existing commitments. The Council's budget gap created by macro financial pressures requires a pragmatic approach to new initiatives and to be successful in this competitive bid, considerable funds would need to be invested.
- 3.7 Southend Council recognises the potential that this competition could bring to the profile of the area and the economic and social benefits of culture for our community, but there are many unknown financial and social pressures facing the Council, residents and businesses at this time.
- 3.8 Building on Southend's 2019 Cultural Strategy 'Culture Vision', the Council will continue to support the evolving action plan and add the City of Culture competition to our longer term aims. The preparation timeline for the competition would probably suggest 2033 being more realistic for Southend to work towards, when our City status is embedded and our culture vision for Southend is realised and can support an exemplary bid. This would provide a phased and planned approach to delivering a legacy for our city status and a uniting ambition for stakeholders.
- 3.9 Taking all of these issues into account and coupled with the increased pressure for resources in adult and children's care, it is recommended that a bid for the UK City of Culture 2029 is not pursued.

4. Other Options

The Council could decide to continue with a consultation before reaching a decision, however at this time of uncertainty even this expenditure is considered to be inappropriate and the Council should concentrate all of its efforts in assisting and working with our residents and businesses to ameliorate the effects of the current economic situation in anyway it can..

Other parties could take a lead and prepare for the 2029 bid, however advice from Government is that Council resources and commitment are generally required to make the bids successful.

5. Reasons for Recommendations

5.1 Timing and an unpredictable economic future are major factors which militate against such major expenditure as would need to be incurred.

6. Corporate Implications

6.1 Contribution to Council's 2050 vision

Pride and Joy, Active and Involved, Opportunity and prosperity, Safe and well, connected and smart.

6.2 Financial Implications

The costs associated with a bid would be a substantial seven figure sum which cannot be justified in the current economic climate

6.3 Legal Implications

N/A

6.5 Property Implications

N/A.

6.6 Consultation

It is considered that the current economic situation is such that a bid is impossible to justify and therefore a consultation is not required.

6.7 Equalities and Diversity Implications

N/A

6.8 Risk Assessment

N/A

6.9 Value for Money

The current and ongoing financial situation indicates that even if a bid were successful in 2029 the cost of its preparation in financial and resource terms could not be justified, even less so if it were unsuccessful.

6.10 Community Safety Implications

N/A

6.11 Environmental Impact

N/A

7. Background Papers

8. Appendices

Cabinet paper July 2022

Public Document Pack

SOUTHEND-ON-SEA CITY COUNCIL

Meeting of Public Protection Working Party

Date: Thursday, 6th October, 2022

Place: Remote Meeting via Microsoft Teams

7

Present: Councillor M Terry (Chair)
Councillors L Hyde, A Line and R McMullan

In Attendance: Councillor M Sadza, J Burr, J Gay and S Tautz

Start/End Time: 5.00 pm - 6.20 pm

1 Apologies for Absence & Substitutions

Apologies for absence were received from Councillor M Dent (no substitute) and Councillor D Garston (no substitute).

2 Declarations of Interest

No interests were declared at the meeting.

3 Minutes of the meeting held on 8 June 2021

Resolved:

That the minutes of the meeting of the Working Party held on 8 June 2021 be received and confirmed as a correct record.

4 Notice of Motion - Fly-Tipping & Environmental Crime

The Working Party considered a report of the Interim Executive Director (Neighbourhoods and Environment) in response to a Notice of Motion referred by the Council at its meeting on 14 July 2022, concerning the proposed establishment of an online 'Wall of Shame' to highlight incidences of flytipping across Southend as part of the Council's response to issues of environmental crime.

The Working Party was advised that the proposed 'Wall of Shame' approach to flytipping and environmental crime was based on similar schemes implemented by the London Borough of Barking and Dagenham and the London Borough of Haringey.

It was noted that the scheme operated by the London Borough of Barking and Dagenham was intended to demonstrate to local residents that the authority was taking a proactive approach to the identification and prosecution of persons responsible for flytipping and other issues of environmental crime and that a key component of the campaign was the online publication of video recordings showing incidences of flytipping that had been obtained from the Council's CCTV network. The Interim Head of Waste and Climate Change reported that residents of Barking and Dagenham were encouraged to contact the Council to provide any

information about the videos posted by the Council on a confidential basis, to support appropriate enforcement action for flytipping and environmental crime. The Working Party was advised that Borough of Barking and Dagenham also publicised all successful fines and prosecutions for flytipping and environmental crime through news releases and that the Leader of the Council, Councillor Darren Rodwell, had indicated that he would be willing to make a presentation to a future meeting on the success of his Council's 'Wall of Shame' scheme, if appropriate.

The Interim Head of Waste and Climate Change reported that the maintenance of the City's streetscene sat across a number of service areas, including the Waste Team that was responsible for waste collection through the contract with Veolia as the Council's current waste management contractor, and the Highways Team that was responsible for roads and footways. Councillors were advised that the development and maintenance of a local 'Wall of Shame' scheme would require additional support from other service areas, including Media and Communications (the development of an appropriate web page or microsite), the Community Safety Team with responsibility for the Council's CCTV infrastructure and the Information Governance Team, to ensure that the scheme complied with the General Data Protection Regulation and that the safeguarding risk of persons identified through a 'Wall of Shame' scheme being challenged or subject to abuse was adequately assessed.

The Working Party was advised that there was considered to be a lack of clarity on the difference between flytipping and misrepresented waste across the Council and amongst residents and that the penalties for these offences were different. It was reported that the Council currently monitored all incidences of flytipping and environmental crime and that the trend for flytipping and misrepresented waste continued to be on a downward trajectory and that it was considered that education and awareness raising would be the most successful way to manage the majority of incidences. Members were reminded that a 'Waste Dashboard' that reported levels of flytipping and misrepresented waste across the City was currently issued to all members on a quarterly basis

The Interim Head of Waste and Climate Change indicated that the Council currently had insufficient CCTV resources available to support an initiative of the type or scale likely to be required by a 'Wall of Shame' and that, if such approach were to be adopted, there would need to be a thorough review of the scale of the additional CCTV investment required for it to be successfully implemented, alongside the officer support requirements for the establishment and maintenance of the 'Wall of Shame' scheme.

Resolved:

1. That the Notice of Motion seeking the establishment of an online 'Wall of Shame' to highlight incidences of flytipping and environmental crime across Southend, be noted.
2. That it be recommended to the Cabinet that the Interim Executive Director (Neighbourhoods and Environment) work with the Council's current waste management contractor to identify opportunities for the enhancement of the current approach to the tackling of incidences of flytipping and environmental crime.

3. That it be recommended to the Cabinet that a report be made to a future meeting (of the Cabinet) setting out fully costed and evaluated options for the enhancement of the Council's current approach to the tackling of incidences of flytipping and environmental crime, including the potential establishment of a 'Wall of Shame' as proposed by the Notice of Motion and the possible expansion of the Council's CCTV infrastructure.

4. That it be recommended to the Cabinet that in the meantime:

(a) Officers continue to provide appropriate education for councillors and the public on flytipping and misrepresented waste and associated enforcement action.

(b) Officers continue to provide councillors with the quarterly 'Waste Dashboard' reporting levels of flytipping and misrepresented waste across the City.

Chair: _____

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Southend-on-Sea City Council

Report of Executive Director
(Neighbourhoods and Environment)

To

Traffic Regulations Working Party
and Cabinet Committee

On

7th November 2022

Report prepared by: Sharon Harrington
(Head of Highways & Traffic)

Agenda
Item No.

8

Annual Parking & Enforcement Report 2021/22

Relevant Scrutiny Committee(s) - Place Scrutiny Committee
Cabinet Member: Councillor Steven Wakefield
Part 1 (Public Agenda Item)

1. Purpose of Report

- 1.1 This report is to provide Cabinet an overview of the annual parking report and performance for 2021/22 which is due to be published publicly as stipulated under the requirements of the Traffic Management Act 2004 (TMA).

2. Recommendations

- 2.1 The recommendation for this report is for the approval to publish the annual parking report on the Council's website to be accessed by the wider public and the previous annual parking report for the previous financial year is archived.

3. Background

- 3.1 Each year we publish an annual parking report.
- 3.2 This year's annual parking and enforcement report covers four broad areas:
- introduction and context
 - what we did since our last Annual Report
 - aspirations
 - financial information

This annual report sets out the key facts and figures of the City's parking and enforcement activity, but it is important also to bear in mind why the Council needs to manage parking.

This report focuses on parking and enforcement issues and the new schemes and processes that we believe will offer a better service to our customers.

The Council is committed to being open and transparent about its parking operation. We publish our parking and enforcement report each year to keep the

local community and other interested parties abreast of any changes that we have made and any we are considering for the future.

The annual parking report is contained in **Appendix 1 to this report.**

1. Annual Parking & Enforcement Report 2021/22

6. Corporate Implications

6.1 Contribution to the Southend 2050 Road Map

This report demonstrates how the Council has continued to provide services for our residents, businesses and visitors to the city whilst prioritising the safe movement of traffic as the town remains a vibrant seafront community attracting millions of people yearly.

6.2 Financial Implications

While statutory guidance has removed the requirement that local authorities operate their parking accounts to be 'at least self-financing' it remains 'best practice'. The annual parking report shows how operate the Southend Parking Account and is made available for the public to see.

6.3 Legal Implications

On 31 March 2008 when part 6 of the Traffic Management Act 2004 (TMA), replaced parts of the Road Traffic Act 1991. The TMA required a number of changes to parking enforcement practice, which covered the terminology and documentation used, and the processing of Penalty Charge Notices (PCNs). It also placed additional responsibilities on authorities to publish information regarding parking enforcement, including an annual report.

7. Background Papers

None

8. Appendices

Appendix 1 – Parking Report

1. Annual Parking & Enforcement Report 2021/22



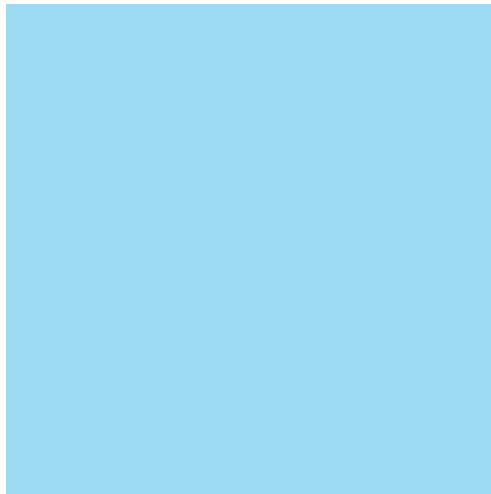
Summary of changes from the previous Annual Parking and Enforcement Report:

Version Reviewed	When Reviewed	Summary of Changes Made
2021 V1.0	August 2022	<p>Throughout: updated from borough council to city council. Updated the foreword. Section 4, updated bay numbers, details of map-based traffic orders, Section 8, updated this section with our latest achievements Section 9, updated this section with the latest statistical information Section 10, updated this section with the latest financial information Section 11, updated this section with our aspiration for 2022/23</p>

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Annual Parking & Enforcement Report 2021/22



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Glossary

This glossary provides the full title to common acronyms and definitions of technical terms used through the document.

Annual Report	This is the abbreviated name for this document, the Annual Parking Report
CC	Charge certificate
CCTV	Closed-Circuit Television
CEO	Civil Enforcement Officer. Following the enactment of Part 6 of the Traffic Management Act 2004 on 31 March 2008 with respect to civil parking enforcement, 'Parking Attendants' are now referred to as CEOs
Contravention	This refers to a breach of parking regulations. This was formerly referred to as an 'offence' when regulations were enforced by the police
CPZ	Controlled Parking Zone. All public highways in the Southend-on-Sea City are covered by a CPZ
Enforcement	In this document 'enforcement' activity by the council covers that of parking controls and decriminalised traffic contraventions (enforcement of bus lanes and of moving traffic offences)
KPI	Key performance indicator
NTO	Notice to owner
Nuisance vehicles	This a term used for: persistent evaders, foreign registered vehicles, untaxed vehicles and abandoned vehicles
PCN	Penalty charge notice
Persistent evader	A persistent evader are motorists who continually park in contravention of parking restrictions and fail to address any penalty charge notices.
Recovery rate	The percentage of PCNs issued that have been paid. Non-payment of PCNs may arise due to those receiving the PCN or as a consequence of the council not being able to obtain the keeper details from the DVLA (Driver and Vehicle Licensing Agency)
TEC	Transport and Environment Committee
TMA	Traffic Management Act 2004
TPT	Traffic Penalty Tribunal comprises individually appointed independent adjudicators who consider appeals against Penalty Charge Notices (PCNs) issued by councils in England and Wales (outside London) for parking contraventions.
TRO	Traffic Regulation Order. TRO is used as a generic term in this report to cover any traffic management or traffic regulation orders that are used to designate parking and traffic controls
VED	Vehicle exercise duty – the annual 'car tax'.

Foreword



The last twelve months have seen the service evolve from the global pandemic which of course placed significant challenges and changes to services and lives throughout 2020/21 and even through the first quarter of 2021/22.

Despite the difficulties and impact the pandemic had, the Council still had a responsibility to manage, adapt and deliver parking facilities/provisions across Southend-on-Sea and to ensure our residents, businesses, visitors were protected and ready to reopen and return to pre-pandemic activities.

The first quarter of 2021/22 still required the key worker status remain in place and the Council continued to support their efforts by continuing to administer and allow free parking whilst in pursuance of their front line and essential services to those most in need.

In situ was the need to enable and support many high-profile events across the City, including the City status officially bestowed upon the Council on 1st March 2022.

This report demonstrates the progress we made during 2021/22 and showcases a number of our priorities for the coming year.

Looking ahead the Council needs to reflect, review and deliver on the likely changing and challenging needs of our residents, businesses and visitors following a year which has seen a return to a “new normal” and which also sees the imminent and expected cost of living crisis looming

Councillor Steven Wakefield

Portfolio Holder

1. Introduction and context

Overview

The legislative framework for local authorities to carry out parking enforcement changed on 31 March 2008 when Part Six of the Traffic Management Act 2004 (TMA), replaced parts of the Road Traffic Act 1991. The Department for Transport (DfT) introduced the TMA to improve public perceptions of parking enforcement by providing greater consistency of nationwide parking regulations and providing a fairer and more transparent system.

The TMA required a number of changes to parking enforcement practice, which covered the terminology and documentation used, and the processing of Penalty Charge Notices (PCNs). It also placed additional responsibilities on authorities to publish information regarding parking enforcement, including an annual report.

The report demonstrates how the Council has continued to provide services for our residents, businesses and visitors to the city whilst prioritising the safe movement of traffic as the town remains a vibrant seafront community attracting millions of people yearly, thereby placing significant demand on our transport and parking infrastructure.

Parking management is an important tool that contributes towards achieving the Council's wider transport, economic, planning, and environmental objectives.

The Council is committed to being open and transparent about its parking operation. The annual report gives an insight into the details of activities within the previous financial year and provides and insight into the plans for the year ahead. Historical PCN reports can be found online at <https://www.southend.gov.uk/archiveparkingreports>.

Four broad areas are covered in the report:

- introduction and context
- what we did since our last Annual Report
- aspirations
- financial information

More information on parking in the City is available on our website at:

<https://www.southend.gov.uk/parking-travel-roads>

2. Purpose of parking regulations and why they are enforced

This annual report sets out the key facts and figures of the Council's parking and enforcement activity, but it is important to also bear in mind why the Council needs to manage parking in the first place.

Parking enforcement and controls play an important part in the Council's transport strategy by regulating the amount of traffic within the city and encouraging the use of public transport.

We believe that parking issues affect everyone who use our streets, businesses, seafront and not only car users.

Demand for parking in the Southend-on-Sea city far outweighs the supply of kerb space available and we seek to maintain a balance between the different demands – from residents, businesses and visitors, whilst ensuring there is good access for pedestrians, cyclists, buses and other vehicles. Our general policy is to provide the maximum number of car parking spaces while allowing the satisfactory and safe movement of traffic and the maintenance of a good quality residential environment.

We constantly monitor and review our parking policies to ensure that they meet the needs of the local community and reflect our transport policy objectives.

3. Purpose of the report

The purpose of this report is to provide statistical and financial data for Parking Services within Southend-on-Sea City Council, in line with the requirements under s.55 of the Road Traffic Regulation Act 1984^[1] as modified by regulation 25 of the Civil Enforcement of Parking Contraventions (England) General Regulations 2007^[2] and paragraph 46 and 47 of the Local Government Transparency Code 2015^[3].

This report focuses on parking and parking enforcement issues and the new schemes and processes that we believe will offer a better service to our customers.

The Council is committed to being open and transparent about its parking operation. We aim to publish our parking and enforcement report each year to keep the local community and other interested parties abreast of any changes we have made and any we are considering for the future.

¹ [The Road Traffic Regulation Act 1984 c.27](#)

² [The Civil Enforcement of Parking Contraventions \(England\) General Regulations 2007 No.3483](#)

³ [The Local Government Transparency Code 2015 ISBN: 978-1-4098-4484-6](#)

4. Parking in Southend

All roads in Southend-on-Sea city are part of a Civil Enforcement Area where civil parking enforcement of parking, waiting and loading contraventions are enforced by the Council (with exception of private roads and private car parking facilities)

On-street

On-street parking bays are reserved for use by certain users. We have approximately 6,686 of such on-street parking bays and 1,147 unrestricted bays. The types of bays are specified below:

Bay Type	Count
Business Permit	117
Electric Charging	5
Disabled Badge Holders Parking	215
Limited Waiting	1880
Loading Place	165
Motorcycle Parking	21
Pay and Display/Pay-by-Phone Parking	2098
Residents Parking Permit	1936
Restricted Parking Zone	66
Taxi Rank	188
Unrestricted Bays	1147

You can find information concerning parking and examples of road markings and signage in the Highway Code and in the Department for Transport's Know Your Traffic Signs booklet: <https://www.gov.uk/government/publications/know-your-traffic-signs> and in the Traffic Signs Regulations and General Directions 2016: <https://www.legislation.gov.uk/>. These publications and other useful information related to parking can be found on the Department for Transport's website www.dft.gov.uk.

Map-based traffic orders

The utilisation of map-based Traffic Orders simplifies the processes involved for public consultation and for introducing or updating restrictions on our roads. To see the existing traffic order and restrictions in place across the city, please take a look here: <https://www.southendtraffweb.co.uk>.

Resident Parking

The extent of kerbside in city of Southend that is subject to controlled parking is very little. However, there has been more requests from residents to increase the number of CPZs, as parking pressures and kerbside space become more and more valuable. This is especially so following the global pandemic whereby hybrid working arrangements are now more commonplace.

Disabled Parking

Disabled parking bays are provided at on-street parking places and also within Council managed car parks across the city. In addition, Southend-on-Sea City Council allow blue badge holders to park in our on-street pay & display bays. We ensure a number of disabled parking bays are installed in new car parks and disabled parking bays can also be requested following an application from a resident, though not personalised they are to accommodate the parking needs where necessary.

Car Clubs

We are enthusiastic supporters of car clubs and believe they offer great potential to help achieve our long-term policy objectives of reducing traffic congestion and on-street parking pressures. Car clubs provide an alternative to private car ownership and allow members access to vehicles on a pay-as-you-go basis. It is an intention of the Council to consider the benefits of these in the future.

Motorcycle Parking

There are specific motorcycle bays in some of our Council managed car parks in addition to permitting them to park in any paid for, including resident parking bays.

Cycle Parking

The provision of secure cycle parking is important in encouraging greater cycle use. We have an established programme of providing cycle parking at main attractions, shopping areas and in response to individual requests.

Electric Charging

We have provided more electric vehicle charging facilities and infrastructure in some of our parking facilities. We are continuing to add to our charging structure by installing more charging posts as a priority action of the Green City Action Plan. The Council will also explore appropriate solutions for residents that require parking and charging points nearer to their homes. More information about the plan can be found here: <https://www.southend.gov.uk/communities-neighbourhoods-environment/cop26-things-help-climate-change>

Further information about Electric Vehicles and Charging Posts and be found here: <https://www.southend.gov.uk/parking-travel-roads/electric-vehicles-charging-posts>

5. Parking enforcement

The Council uses Civil Enforcement Officers (CEOs), to enforce all parking restrictions.

When carrying out their enforcement duties, CEOs will be robust but fair in their activity. The Council has a zero-tolerance approach to malpractices in relation to the issue of PCNs. All of our CEOs wear body worn cameras which are recording while they carry out their duties. It is not appropriate to give CEOs high levels of discretion with regard to the issuing of PCNs, as this increases the potential for intimidation and corruption and increases the likelihood of allegations of inconsistent enforcement. PCNs are issued after following legislative guidelines in relation to both observation times and evidence. Our CEOs take photographs of all vehicles issued with a PCN. If they realise that they have made a mistake whilst in the process of issuing a PCN then it will be logged as required so in the event of appeal, there is a valid audit trail in place. The CEO will also record details of any extenuating circumstances that they become aware of during the period of observation and issuing the PCN.

The Council sets a number of procedural and behavioural standards, which CEOs are required to follow when carrying out their duties. The main ones are given below. CEOs are required to:

- be polite and well presented at all times
- give information and advice about the parking regulations when asked
- be easily recognisable (they wear a uniform which displays the name of the Council, and their individual identification number)
- take photographs of each parking contravention for evidential purposes when issuing a PCN, unless prevented from doing so

In accordance with observation times, a CEO may be able to give motorists, whose vehicles are parked in contravention of the regulations, the opportunity to move before a PCN is issued.

Please bear in mind that when a CEO sees a vehicle parked in contravention of the regulations, they have no way of knowing the circumstances which led to the driver parking it there. Unless the situation is apparent to the CEO, and exempts the vehicle from the regulations (eg, the vehicle is obviously broken down) the CEO is required to issue a PCN.

6. Parking suspensions

We appreciate that suspending parking bays can be inconvenient to residents, particularly in areas where parking demand is high, but the Council are obliged to suspend bays for a variety of reasons including building works, furniture removals, utility and highways works and special events. Charges are incurred which include an administration fee and the agreed price per bay, per day applied (in accordance with Council's fees & charges).

We provide an online facility to check for parking suspensions in any road in the City <https://www.southend.gov.uk/>

7. The appeals process

When a PCN is issued the registered keeper of the vehicle is legally obliged to pay the penalty charge. However, should the registered keeper feel that there are grounds of mitigation which may lead to the cancellation of the PCN then there is an appeals process which should be followed. All representations need to be made in accordance with the legislative process and are explained here; <https://www.southend.gov.uk/parking-travel-roads/information-parking-fines>

Vehicle owners may dispute the issuing of a PCN at three stages:

- they can make an informal 'challenge' or 'representation' before the Council issues a Notice to Owner (NtO). This applies to PCNs issued to stationary vehicles on-street. The owner of a vehicle that has been issued with a PCN via the CCTV system for a moving traffic offence will be advised by a letter sent by the postal system, which also serves as an NtO.
- once an NtO has been served, they can make a formal representation against the NtO (this can still be done if an informal challenge has previously been made and rejected). The legislation sets out specific grounds for formal representations against the NtO. However, whether or not those grounds apply, representations may also be made on the basis that, in the particular circumstances of the case, there are mitigating reasons for the cancellation of the PCN.
- we will issue a Notice of Rejection if the formal representation is rejected. The owner then has the right to appeal within 28 days to an adjudicator of the Traffic Penalty Tribunal. The adjudicators have a judicial status: they are appointed with the agreement of the Lord Chancellor and they are wholly independent and their decisions are final.

After this, no further challenges can be made, other than on a point of law through an application to the High Court for Judicial Review.

Full details of the adjudication service and of the appeals process can be found on their website <https://www.trafficpenaltytribunal.gov.uk/>

8. Achievements since our last Annual Report

Coming out of Covid-19

Varying restrictions and or support continued to be needed through the first quarter of 2021/22.

The parking service responded by:

- supported and enabled Covid testing facilities within Council managed car parks and other locations across the City as and when required
- Continued to administer and support the key worker permit introduced during the Covid19 pandemic until July 2021. This provided free parking to those who provided care
- adapted to the ever-evolving needs where restrictions changed and or removed
- prepared and ensured parking facilities were ready for the return of the “new normal”
- all officers continued to act as Council ambassadors and provided assistance where necessary
- compliance with the government guidelines and managing officer health & wellbeing

The launch and introduction of the Southend Pass

- The Southend Pass was introduced as an annual parking permit which could be paid for on a monthly or annual basis. Anyone, even those outside the city of Southend were able to purchase.
- For £8.50 per month (28p per day if used daily) the Southend Pass enabled parking for up to 3 hours at a time, in car parks and on-street parking bays across the city (from Leigh-on-Sea to Shoeburyness) If additional time needed customers simply pay for additional time in the usual way (at a machine or via the parking app).
- Southend Pass gives everyone the opportunity to make a huge saving on parking costs, hence helping to drive footfall back into the high street and not having to pay for every instance of parking when on family outing in seafront areas.
- In its first year of being launched an impressive 4,715 customers purchased the Southend Pass and benefitted from over 663,000 hours of parking.
- Information about the Southend pass can be found here; <https://www.southend.gov.uk/southendpass>

Rationalisation of parking tariffs

- In April 2021 following a significant review, all parking tariffs were rationalised, and a zonal approach introduced. The intention being to encourage and simplify the charging structure for anyone visiting, residing or working in the city.

The tariffs re-aligned all on and off-street parking charges into administrative zones and enabled them to be apportioned fairly (dependent on location). It brought consistency in the hours of charging across the City to Monday-Sunday 8am to 6pm (with no exceptions)

- Zone 1A - Seafront
- Zone 1B - City Centre
- Zone 2 - Outer zone
- Zone 3 - District

Customer demand and the number of transactions processed during the year indicates the transition was successful and has not had a negative nor detrimental impact upon visitors or usage to the city.

Consolidation of permit types and season tickets

- Alongside the realignment of parking tariffs, a review and consolidation of all permit and season tickets became effective from April 2021. The review was extensive and long overdue and introduced a number of new permits and season ticket options so as to support the return of life after the pandemic. They included:
- The Southend Pass
- Tradespersons permit
- Operational permit
- Voluntary sector permit
- Season ticket for a specific car park or zone
- Information about our permits and season tickets can be found here:
<https://www.southend.gov.uk/homepage/456/parking-permits-and-season-tickets>

Design of a 10-year Parking Strategy

- In the autumn of 2021, a 10-year draft parking strategy was devised, and a public consultation undertaken. The responses to the consultation were considered and where appropriate included in the final version of the strategy. The service has also drafted a Parking Implementation Plan (PIP) to aid delivery of the strategy. The Parking Strategy is still in draft form but is hoped will be ratified in autumn 2022.

Refurbishment of our Parking facilities

- Southchurch Park East was fortunate to benefit from a refurbishment with the necessary infrastructure for future electric vehicles also installed. In April 2021 charges were also introduced in this facility so as to ensure it was not abused by long term commuters/users. In May 2021, Park Mark status was also achieved.
- Gas Works Car Park (now known as Eastern Esplanade car park) had a long awaited and significant refurbishment with the addition of providing coach parking facilities.
- Maintenance and improvements were also carried out in the following parking facilities:
 - Warrior Square Car Park
 - Clarence Road Car Park
 - Alexandra Street Car Park
 - Hamlet Court Road Car Park

Events

2021/22 saw the return of events being held in the city. They were of course especially welcome after a long absence attributable to the pandemic. All events tend to require either traffic management and or parking requirements (often both) and so the parking team have been exceptionally busy in providing operational support to all of the high-profile and televised events held in the city during 2021/22 which included;

- Women's cycling tour
- The funeral of Sir David Amess
- City Status bestowed upon Southend on Sea with a Royal visit from His Royal Highness the Prince of Wales

Park Mark accreditation(s)

- Park Mark is an awarded to each car park which achieves the challenging demands of the Safer Parking Scheme. This is a national standard for UK car parks which have low crime, and measures in place to keep people and vehicles safe.
- 2021/22 saw the return of our park mark inspections. Of 40 car parks, an impressive 32 were retained with 2 new accreditations which brings our total to 34 parking facilities having this prestigious accreditation.
- Following its refurbishment, Gas Works Car Park (now known as Eastern Esplanade car park) was accredited for the first time along with Southchurch Park East which are of course a welcome and beneficial inclusions.

CCTV enforcement scheme (Richmond Avenue)

- In support and in conjunction with the school streets scheme introduced in the city, an alternative approach was introduced as part of a trial to tackle dangerous parking at a local primary school. Not every school in the City is appropriate for road closures and so a CCTV enforcement project was launched. Two new CCTV cameras were installed at Richmond Avenue Primary School in an attempt to deter and stop vehicles from parking dangerously.
- It is monitored during the start and finishing times for the school (8am - 9:30am and 2:30pm - 4:30pm). Any vehicles found to be parked illegally or dangerously will be issued with a Penalty Charge Notice (PCN) through the post. Since its introduction compliance has greatly improved and has proven to be an effective tool to improve safety outside of our schools.
- The initiative was funded through the Department for Transport (DfT) Emergency Active Travel Funding.

Reducing cash transactions

- One of our goals is to reduce the number of cash transactions for parking. The pandemic altered customer behaviours almost overnight and we have seen a significant increase in the number of “cashless” transactions in 2021/22. 77% of payment for parking was via the cashless method compared to 64% in 2020/21 and 52% in 2019/20.
- All of our pay and display machines have a contactless card payment functionality. Similarly, there is the option to pay via our cashless provider, Mobon.
- It is expected that this shift in customer behaviour will continue and may even demonstrate that cash is no longer used and or the evidence to support the removal of cash (as a payment method) in its entirety.
- Paying to park by phone offers a number of added benefits, including the ability to have a free SMS or email reminder when nearing the expiry of paid-for time and the ability to top-up parking time without going back to the car.
- Motorists simply need to download the Southend Parking app, which is available on the App Store and Google Play, and follow the instruction on the tariff board at all parking locations. There is a simple registration process at the time of first use. Further information can be found at this link: <https://www.southend.gov.uk/southendpass>.

Abandoned Vehicles

Abandoned vehicles are those that are untaxed and are in a state of general disrepair with debris on and around the vehicle which indicates it has not been moved in a considerable time. Further information including our Vehicle Removal Policy can be found online at this link:

<https://www.southend.gov.uk/vehicleremovalpolicy>.

Many vehicles reported are not abandoned with only a small fraction of those reported being removed. While it can be annoying for vehicles to be parked, the highway is available for anyone to use (subject to any parking controls) and if a vehicle holds a valid tax it is legally entitled to be parked.

In total, 533 vehicles were reported as either abandoned or untaxed in 2021/22. Of these, only 23 were considered potentially abandoned and subsequently removed.

Our aim is to keep the city clear of all nuisance vehicles making sure parking is available for responsible motorists.

Untaxed Vehicles

The city acts as an agent for the DVLA, and with our parking contractor, we remove untaxed vehicles from the highway. DVLA also have an additional contractor who works in the city and together we try to ensure all vehicles parked on the highway have valid road tax.

In total 105 were removed upon investigations to ascertain the vehicles were untaxed.

Persistent Evaders

These are motorists who continually park in contravention of parking restrictions and fail to address any penalty charge notices. If we identify a vehicle parked in contravention of parking restrictions and belonging to a persistent evader, the vehicle is removed and can only be recovered after payment of a the PCN, the removal fee and any daily storage charges. Proof of address is also required so as to pursue the outstanding debts.

This applies to any vehicle connected to a persistent evader and continues be until the debt is cleared.

Deterring Nuisance Vehicles

We increased the activities we undertake to deter nuisance vehicles by removing these vehicles from the streets.

Foreign Registered Vehicles

Historically, foreign registered vehicle debt was difficult to pursue but Southend City Council take such non-compliance seriously and will not tolerate deviance from non-payment of PCNs and are able to pursue the debt through a specialist contractor.

9. Statistical information

Issuance and progression of PCNs

The table shows different statistics relating to the PCNs issued in the last 3 financial years.

Description	2021/22 Total	2020/21 Total	2019/20 Total
Higher level PCNs (£70) issued	31,943	19,385	27,246
Lower level PCNs (£50) issued	27,747	17,811	25,929
Total number of PCNs issued	59,690	37,196	53,175

PCN payments

Payments for PCNs are offered at a 50% discounted rate if paid within 14 days of issue, after which they will need to be paid at the full charge. The PCN increases by 50% at the Charge Certificate stage and increase again by £9 if an Order for Recovery is issued.

Description	2021/22 Total	2020/21 Total	2019/20 Total
Paid at discount	34,895	26,323	29,983
Paid at full charge	4,409	3,627	6,112
Paid at Charge Certificate	1,366	1,261	1,084
Paid at Debt registration	2,370	852	720

*not all statistics will reconcile due to date of issue of PCNs and payments received.

Informal Challenges and Representation

Description	2021/22 Total	2020/21 Total	2019/20 Total
PCNs where a representation was made	12,672	15,397	20,297
PCNs cancelled as a result of representation	6,290	1,238	7,293
PCNs cancelled for other reasons	464	250	197

Appeals and Adjudication

Description	2021/22	2020/21	2019/20
Number of appeals to adjudicator	62	87	88
Number of appeals not contested	19	11	17
Number of appeals allowed (motorist successful)	13	29	19
Consent Order	2	2	2
Number of appeals dismissed	22	36	50
Awaiting Adjudicators decision	3	5	0
Awaiting evidence	0	3	0
Duplicate Case	1	1	0

10. Financial information

Parking income and PCN payments contribute to the operating costs of the service with excess income being directed to other important highway services. The tables below show the income and payments received, the costs of the service and where excess funds are allocated.

Income (£'000)

Parking management	2021/22	2020/21	2019/20
Paid On-street	3,064	1,567	2,657
Paid Off-street	3,548	1,767	3,322
Multi-storey	18	16	57
Resident Permits	153	136	163
Season Tickets	287	323	374
Parking Suspensions	122	42	119
Other	149	463	185
PCN	2,076	847	1,973
Total Income	9,417	5,161	8,850

Expenditure (£'000)

Parking management	2021/22	2020/21	2019/20
Staff costs	423	328	237
Premises related costs	1,447	1,456	1,364
Transport related costs	1	1	1
Central and Departmental support	128	54	154
Other agencies	362	394	511
Parking enforcement contracted services	1,295	1,255	1,344
Total Expenditure	3,656	3,488	3,611
Highway Investment Surplus	5,463	1,673	5,239

Application of Surplus on Parking Account

Application of parking surplus	2021/22	2020/21	2019/20
Highways Investment Surplus	-5,463	-1,673	-5,239
Highways Maintenance	1,753		1,463
Traffic Signals	282		307
Concessionary Fares	3,102	1,673	3,050
Traffic Signs and carriageway markings	172		200
Resurfacing programme	154		
Coach Parking Provision			219
Remaining Revenues Surplus	0	0	0

11. Aspirations for 2022/23

The parking service intends to deliver the new parking strategy to refresh our aims and ambitions to match the aspirations of the Council's vision for 2050 that focuses on a number of themes designed to make the City of Southend the place to live, work and visit.

The core aim of Parking Services is to maintain the efficient flow of traffic along the highway and to improve its operational efficiencies. This will involve taking a holistic approach as to how the service is delivered and making improvements to operations that enhance the customer experience making us a benchmark for other local authorities operating outside of London.

1. Aiming to move the service into the future by taking full advantage of digital technology and as one of the council's 2050 visions, we want the service to be Connected and Smart for ease of accessibility.
2. The commencement and delivery of the 10-year parking strategy
3. Secure, deliver and commit to a qualitative and robust 10-year parking contract
4. Embark upon a review of all signage to make it easier for customers to locate parking near to where they are planning or park a short walk away and benefit from reduced charges.
5. Continue to evolve and adapt to the changing needs of the City:
 - new parking initiatives and permit categories to support the local economy
 - introducing measures to prevent unauthorised parking and damaging of verges
 - Introduce measures to improve non-compliance at banned turns/no-entry/bus stop locations
 - improvements and maximisation of parking spaces in car parks and in local areas
 - collaborative working with colleagues to introduce safety schemes in and around our schools where parking can seriously impact safety
 - refurbishment of some of the older car parks, such as East Beach Car Park (George Street end) which will include the necessary infrastructure for future electric vehicles.
6. Increase enforcement activities to remove nuisance vehicles from our roads by lifting and impounding, including for debt related to foreign registered vehicles.
7. Vehicles parking on grass verges and the footway has become an increasing problem in Southend. Unfortunately, the legislation that would empower enforcement of footway parking outside of London still sits with the House of Lords (second reading in progress). Once the legislation becomes law, we will look at taking up the powers to enable enforcement of non-compliant vehicles.
8. Make it far easier to find available parking spaces which will help ensure motorists spend less time in traffic and more time enjoying the huge array of shopping, working, leisure and fun attractions we have to offer here in our city.
9. Continue and hopefully conclude all permits being available in a "virtual" format.

More information on our ambitious and exciting plans can be found at <https://www.southend.gov.uk/southend-2050-7>.

12. Useful information

General information on our car parks can be found at:

<https://www.southend.gov.uk/car-parks-1>

You can view your PCN, make a challenge or make a payment online using this link:

<https://www.southend.gov.uk/viewpcn>

Information for all parking permit and season tickets are available online at this link:

<https://www.southend.gov.uk/homepage/456/parking-permits-and-season-tickets>

From the link, you will be able to make appropriate application and payment via MySouthend hub through which you can access many council services.

Applying for parking suspensions and dispensations:

<https://www.southend.gov.uk/suspensionanddispensation>

We provide a lot of information on statistics for PCNs and these can be found at

<https://www.southend.gov.uk/archiveparkingreports>

The current parking policy is available online at this link:

<https://www.southend.gov.uk/parking-policy>

For further information:

www.southend.gov.uk/parking

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Southend-on-Sea City Council

Agenda
Item No.

9

Report of Executive Director
(Neighbourhoods & Environment)
To

Traffic Regulation Working Party and Cabinet Committee

On

6th November 2022

Report prepared by: Chris Read, Service Manager –
Highways & Asset Management

Highways Asset Management Annual Report 2021/22

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

1. Purpose of Report

The purpose of this report is to provide all stakeholders with an annual update on the implementation of our highway asset management approach to managing the City's highway infrastructure.

2. Recommendations

N/A – annual report

3. Background

N/A – annual report

4. Other Options

N/A – annual report

5. Reasons for Recommendations

N/A – annual report

6. Corporate Implications

6.1 Contribution to the Southend 2050 Road Map

This report supports the more specific desired outcomes for each theme, including: -

- Our streets and public spaces are valued and support the mental and physical wellbeing of residents and visitors. People in all parts of the city always feel safe and secure.

- A range of initiatives help increase the capacity for communities to come together to enhance their neighbourhood and environment.
- We are leading the way in making public and private travel smart, clean and green.

To help achieve these goals, investing in our highway asset is essential to the long-term prosperity of the Southend-on-Sea city as a safer, cleaner greener place to live together and a better place for business.

The Highways Asset Management report is an annual summary on the health of our highway infrastructure, how we are performing and our aims.

6.2 Financial Implications

N/A – annual report

6.3 Legal Implications

N/A – annual report

6.4 People Implications

N/A – annual report

6.5 Property Implications

N/A – annual report

6.6 Consultation

N/A – annual report

6.7 Equalities and Diversity Implications

N/A – annual report

6.8 Risk Assessment

N/A – annual report

6.9 Value for Money

N/A – annual report

6.10 Community Safety Implications

N/A – annual report

6.11 Environmental Impact

N/A – annual report

7. Background Papers

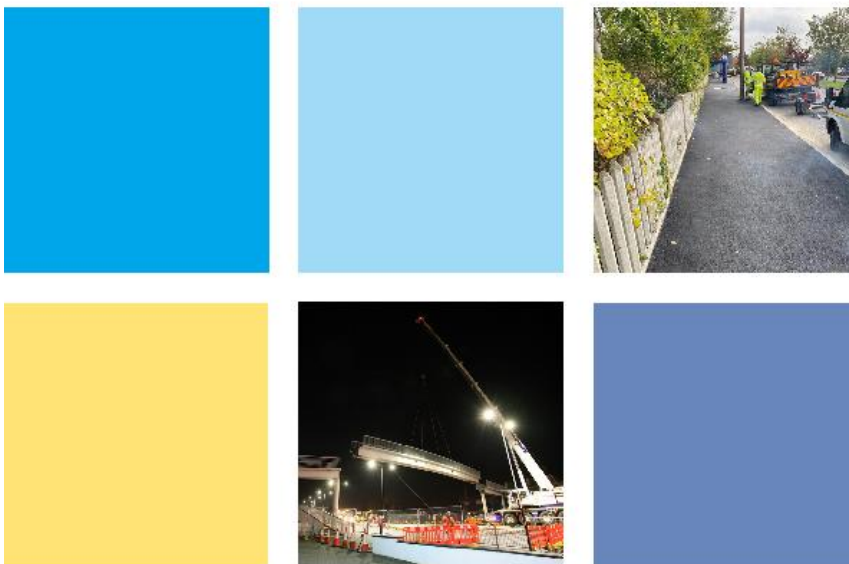
N/A – annual report

8. Appendices - Report Body

Highways Asset Management Annual Report 2021/22



**Highways Asset Management
Annual Report
Report 2021/22**



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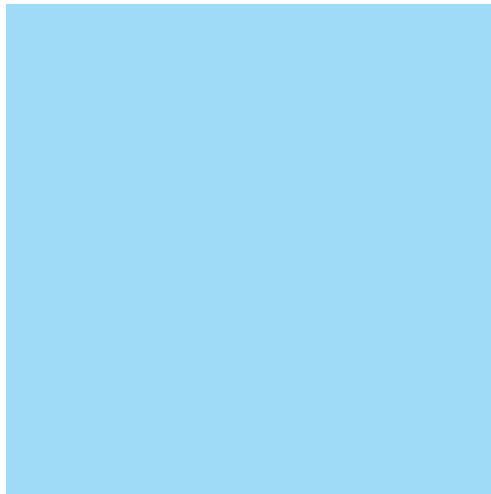


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Highways Asset Management Annual Report Report 2021/22



Highways Asset Management Report 2021/22

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1. Introduction

Southend-on-Sea City Council's shared ambition to transform the city by 2050 is aligned to five themes, with related desired outcomes: -

- **Pride & joy** - By 2050 South Enders are fiercely proud of, and go out of their way, to champion what our city has to offer;
- **Safe & well** - By 2050 people in Southend-on-Sea feel safe in all aspects of their lives and are well enough to live fulfilling lives;
- **Active & involved** - By 2050 we have a thriving, active, and involved community that feel invested in our city;
- **Opportunity & prosperity** - By 2050 Southend-on-Sea is a successful city and we share our prosperity amongst all of our people;
- **Connected & smart** - By 2050 people can easily get in, out, and around our city and we have world class digital infrastructure.

This report supports the more specific desired outcomes for each theme, including: -

- Our streets and public spaces are valued and support the mental and physical wellbeing of residents and visitors. People in all parts of the city always feel safe and secure.
- A range of initiatives help increase the capacity for communities to come together to enhance their neighbourhood and environment.
- We are leading the way in making public and private travel smart, clean and green.

To help achieve these goals, investing in our highway asset is essential to the long-term prosperity of the Southend-on-Sea city as a safer, cleaner greener place to live together and a better place for business.

The Highways Asset Management report is an annual summary on the health of our highway infrastructure, how we are performing and our aims.

2. Purpose of the Annual Report

The purpose of this report is to provide all stakeholders with an update on the implementation of our highway asset management approach to managing the City's highway infrastructure, to: -

- review the performance of our highway services over the last twelve months;
- identify areas of success;
- assess lessons learned; and,
- to raise awareness of some of the key issues that we will face going forward.

This report also forms, in part, our response to the Government's national approach through the Department for Transport (DfT), in that local authorities adopt a highway asset management approach to managing its highway infrastructure. The Council's Highways Asset Management Policy and Strategy were reviewed by the Places Scrutiny Committee in March 2015, and subsequently approved by Cabinet in April 2015. This is due for an update in 2023. This report forms a part of our communications plan as per recommendation 2 of the Highway Infrastructure Asset Management Guidance for Communications, which states:

'Relevant information associated with asset management should be actively communicated through engagement with relevant stakeholders in setting requirements, making decisions and reporting performance.'

The above recommendation is also included within the new Well Managed Highway Infrastructure:

A Code of Practice recommendation 4.

Also, it will be used to support our DfT self-assessment question 2:

'Has your local authority communicated its approach to highway infrastructure asset management?'

Furthermore, the Band 3 performance self-assessment requires Councils to have a 'communication strategy is in place, its implementation is monitored, and lessons learnt are incorporated. Stakeholder consultation information is used to develop levels of service. There is a transparent process for decision-making available to the public'. Southend-on-Sea City Council has been a band 3 authority for the last 3 years.

3. Covid-19: Easing of Restrictions

We shall continue to always work in a safe and professional manner, even at this stage as restrictions have been lifted there remains an on-going concern, with covid figures fluctuating and with new variants emerging, keeping the workforce safe/well along with their safety is of paramount importance to ensure we continue in keeping the highway network operational with minimum disruption.

4. Capital Investment Activities

The Council secured £10m investment for 2021/22 to support its highway improvement programme (specifically for carriageway & footways) to ensure that we continue to deliver an improved asset condition, performance/resilience, and value for money, while delivering in a risk-based approach. The other key investment activities for 2021/22 comprised of:

- £773k DfT Pothole Action Fund to carry out planned preventative maintenance works or the repairing potholes.
- £797k from the LTP Maintenance fund, which will be used for the delivery of various roads schemes.
- £193k DfT Highways capital maintenance allocation (Needs Based, Incentive Element) to undertake the delivery of the annual highway infrastructure programme of planned maintenance works.

Programme:

These investments are making a significant difference in ensuring we are able to adopt a maintenance strategy based on the longer-term view and consider the whole life cycle planning of assets. In particular:

- Highway Improvements programme – improvements in the process were utilised to ensure that the increased investment delivered not just new schemes, but a whole street scene improvement, rather than purely focussing on resurfacing. It is envisaged that further improvements this year will enhance the schemes further e.g. the replacement of kerbing.
- Highway Maintenance – adoption of a prevention is better than cure approach to carriageways and footways;
- Street Lighting – Sustainability for the future by reducing our carbon footprint and elimination the need for bulk lamp replacement. – 14 roads were completed on the infill programme with a total of 66 additional columns installed including Roads: Bailey Road, Barnard Road, Burlescoombe Road, Cheltenham Drive, Dawlish Drive, Greyhound Way, Poynings Avenue, Recreation Avenue, Richmond Avenue, Stanfield Road, Sunningdale Avenue, Sydney Road, Symons Avenue & Tudor Gardens – due to shortage of Materials caused by the pandemic these were the only schemes that took place.
- Drainage – The Civil Engineering Team undertakes the flooding responsibilities Southend City Council has as Lead Local Flood Authority. These include the responsibility to manage ‘local flood risk’, defined as flooding from ordinary watercourses (ditches and streams), groundwater (springs) and surface water (mostly flooding following heavy rainfall). This primarily involves producing strategic plans and policies, undertaking inspections, and providing advice, but also involves the delivery of capital schemes. These range from both large-scale flood alleviation works to smaller, more localised highway drainage improvement schemes. We were fortunate to secure a small budget to allow the delivery of highway drainage improvement works in 2022/23.

The works include the delivery of newer, more innovative measures such as Supergullies and HydroRocks including locations: Progress Road/ Glenwood Avenue/ Rayleigh Road/ Mayfield Avenue/ Leigh Hall Road & Highlands Boulevard. Following the implementation of the measures all sites will be monitored to measure effectiveness so that learning can be gained to allow other sites to receive similar measures and for the systems to be incorporated into wider highways schemes, where appropriate.

- Junction Protection – improving the safety and sightlines for motorists and pedestrians
- Vehicle Restraint Improvement Programme– all current VRS that is out of specification have been replaced and now a full condition survey is looking to utilise further safety improvements.
- Zebra Crossing improvement programme - to replace poor crossings and assess any requirements for new ones, an implementation plan is being developed.
- Car Park Resurfacing Programme – Alexandra Street Carparks 1&2, Clarence Road Carpark, Warrior Square Carpark and Southchurch Park East were all resurfaced in 2020/21, with additional infrastructure added for current and future EV charging points.
- Fairheads Green Carpark has been programmed in for this financial year (22/23)– Drainage team and Parks teams will be working collaboratively together
- Small Works schemes – utilising a patching programme to encompass works not covered by the Find and Fix programme

5. The Asset

To effectively and efficiently manage the Council's highway network asset, there needs to be an appreciation of the size and condition of it. A managed inventory of highway network assets is therefore fundamental. Southend-on-Sea City Council's highway network comprises mostly of an urban network, either classified as A, B, C roads or unclassified local roads and the Council holds a significant amount of data on its assets.

The Council, as the Highway Authority, has a statutory duty to maintain the highway network in a condition to enable the safe passage of the travelling public and users. The Council's highway network comprises of many diverse assets; this report shows how our asset management is applied to all highway infrastructure assets that are the responsibility of the Council.

Asset Groups and Components

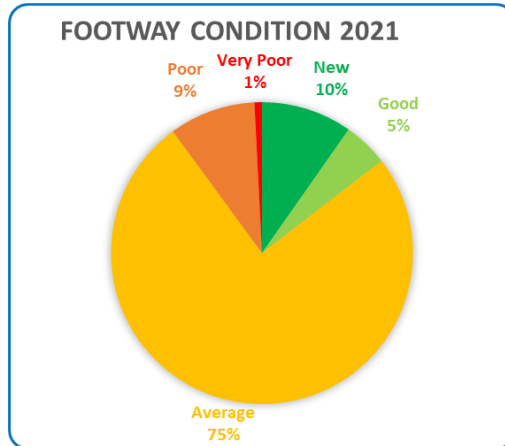
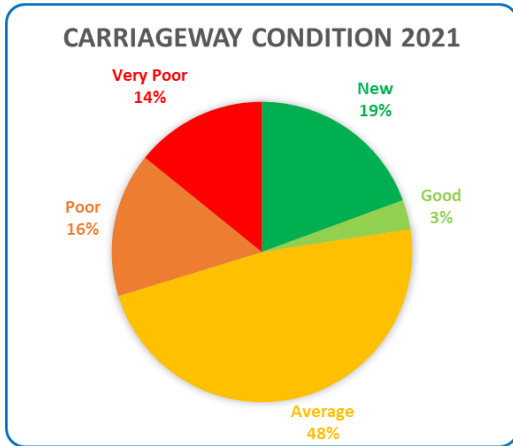
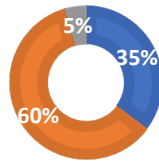
The Council's highway infrastructure has been divided into key asset groups in line with the Chartered Institute of Public Finance and Accountancy (CIPFA) reporting framework:

Asset Group	Asset Component
Carriageway	Carriageway
Footways and cycle tracks	Footways, cycleways and shared surfaces
Structures	Bridges, culverts, retaining structures etc.
Lighting	Streetlights, illuminated traffic signs and bollards
Traffic management	Traffic signals, information signs, VMS and control equipment
Drainage	Road gullies, carrier drains, manholes, pump stations and chambers
Street Furniture	Grit bins, public transport infrastructure, on street parking infrastructure

Currently the Council's inventory includes:



■ Carriageway ■ Footway ■ Cycle Track



Illuminated Signs = 1776

Illuminated Bollards = 1057

Signage

Non - Illuminated Signs = 11074

Non - Illuminated Bollards = 9830

Bridges = 109

Subways & Underpasses = 14

Structures

Retaining Walls = 22

Large Culverts = 15

Gullies = 23,334

Variable Message Signs = 14

Vehicle Activated Warning Signs = 44

Pedestrian Guardrail Length = 18.8km

Disabled Parking Bays = 456

Traffic Signal Junctions = 111

Controlled Pedestrian Crossings = 482

Asset Growth:

Asset	Quantity
Length of new carriageway adopted (m)	0
Length of new footways adopted (m)	0
Number of new gullies	0

This approach has been adopted to allow a clear understanding of budget allocation across different asset components and facilitating the recording of where money is invested linked to expenditure on activities.

Identifying where money is invested, allows the Council to monitor performance against service delivery and the implementation of a continuous improvements process, within the constraints of available funds.

6. Service Performance

By adopting the principles of asset management, the Council will be able to maintain its highway infrastructure so that it is fit to serve current and future highway user's needs; and provide levels of service that can meet stakeholder's expectations for a given budget allocation.

Our strategy outlines that our highway maintenance services are organised into three distinct approaches, comprising of **Reactive**, **Planned** and **Preventative** maintenance activities.

Reactive maintenance – maintain public safety

Planning maintenance – replace or enhance

Preventative maintenance – arrest deterioration, prolong lifecycle

Levels of Service

Levels of Service are defined by the County Surveyors Society (CSS) Framework for Highway Asset Management as “the quality of the service for the asset for the benefit of the customers”.

As a form of asset management objective, 'Levels of Service' are a series of public facing high level statements which outline how this plan aims to deliver on corporate, engineering and stakeholder objectives. They are linked to completed works through the Lifecycle Management for each asset group, providing a “line of sight” between the high-level objectives of this plan and works carried out on the ground.

The following highways objectives have been established:

- keeping our city moving
- to ensure that our customers feel safe, and are confident about personal safety, when they use the highway asset
- to provide our customers with a reasonable level of confidence that their journey on the highway asset, by any mode of transport, will be predictable and timely
- to ensure that the highway network is available and accessible, as far as possible
- to reduce the environmental impact of the highway asset to the benefit of our customers and the locality
- to maintain the condition of the Strategic Routes and the Local Resilient Network at an agreed level
- to maintain the remaining highway asset at an agreed level and quality commensurate with its use and purpose
- to respond to the repair of highway defects within the timescales defined in the Highway Safety Inspection Manual
- to minimise highway flooding by enhanced maintenance of the highway drainage assets

Targets and Performance Measures to monitor whether the Council is meeting the objectives are considered in more detail in the asset Lifecycle Plan at the tactical and operational level, and have the following Key Performance Indicators (KPIs):

Objective	KPI Description	Criteria	Target
To ensure that our customers feel safe, and are confident about personal safety, when they use the highway asset	To confirm compliance with Policy for category 1 defects made safe within time	% Response to defects within Policy timescales	90%
To ensure that our customers feel safe, and are confident about personal safety, when they use the footway asset	To confirm compliance with Policy for category 1 defects made safe within time	% Response to defects within Policy timescales	90%
To provide our customers with a reasonable level of confidence that their journey on the highway and footway assets, by any mode of transport, will be predictable and timely	To monitor compliance with safety inspections. (The KPI also acts as an indicator of effective programme planning and responsiveness)	The % of inspections completed within Policy timescales	90%

7. Maintenance Activity

Our Activity for 2021/22

We had the following highway ad-hoc maintenance works orders for 2021/22:

	Number to treat
Bus Stops	335
Carriageways	1895
Coastal Works	66
Drainage	147
Footways and cycle tracks	3149
Lighting	296
Street Furniture	462
Structures	137
Traffic management	322

The breakdown of the highways ad-hoc maintenance works orders for 2021/22 are as follows:

Asset	Number of Works Carried out
Bus Stops	
Bus Stops	335
Carriageway	
Carriageways	1895
Inspection Covers	6
Potholes	918
Coastal Works	
Beach Steps	2
Coastal Defences	5
Flood Gates	6
Groynes	37
Jetties/Platforms	1
Outfalls	0
Paddling Pool	3
Sea Defences	6
Drainage	
Drainage Connections	13
FW Drainage SBC	8

Asset	Number of Works Carried out
Gullies	137
Main Drains	1
Footways and Cycle tracks	
Crossovers	325
Cycle Tracks	2
Footways	3147
Kerbing	166
Verges	53
Lighting	
Streetlights	296
Street Furniture	
Pedestrian Guardrails	43
Safety Fences	4
Street Furniture	462

Structures	
Bridges	137
Retaining walls	2
Traffic Management	
Bollards	117
Bus Stops	335
Detect Loops	43
Hazzard markers	5
Road Markings	175
Signage	193
Traffic Islands	0
Traffic Signals	12

The highways work schemes in 2021/22:

Asset Group	Number of schemes
Carriageway Resurfacing	45
Zebra Crossing Resurfacing	10
Footway Resurfacing	43

8. Key Successes

One of the key outcomes of this report is to recognise the areas of success, so that we learn and develop from good practises and use this learning to further improve areas that may not have performed as well as planned. In broad terms our successes are outlined in the following categories:

Financial

Despite the challenges presented by Covid-19, we have been able to deliver 100% of our planned capital investment on highways maintenance for the year. The overall capital expenditure for highways and infrastructure was £15m in 2020/21, compared with £10m 2019/20 and in 2021/22 the investment was £29m which equates to 32% of the overall Council Budget. We will continue to invest year on year on renewing our network to ensure that our structures and road surfaces are well maintained and operating safely.

Service Development

We are always continuing to improve the way that we work and taking forward policies and procedures in line with the Highways Code of Practice and working more efficiently with our term contractors.

For example: our find and fix programme of works to repair potholes and reduce safety issues, has reduced customer complaints by 50% on carriageways and brings a cost saving to the repair of potholes, this programme delivered them for approximately £50 each, whereas the national average is over £70.

Risk based approach - we have adopted a risk-based process for all the works we do, how we select schemes and how we prioritise works. This aligns with Codes of Practice requirements and ensures we deliver works where the greatest need and risk is required. This system has now been embedded in our Asset Management system and will form the basis of all Highway Improvement work.

Staff Development

Southend's Highways team underwent a restructure of the service in late 2020; this was implemented in April / May 2021 with staff being supported and empowered to undertake their statutory duties. We created a career graded matrix to support those officers who aspire to learn and undertake more varied tasks within the service. One of the functions of staff development is to help the workforce to practise new skills and values in a safe setting.

9. Looking Forward

In the coming 12 months the Council will continue to manage in maintaining its highway infrastructure, as Covid-19 measures are slowly eased, becoming a city is something special, we can build on lessons learned during the pandemic and move forward as a community. Together we can make the City of Southend-on-Sea great, and we can build a brighter future.

Also, by the end of the 2022/23 financial year, we will have a suite of documents / policy that will support the delivery of the service in an efficient and timely manner.

Highways Improvements

We are hoping to develop this process further to not only deliver carriageway & footway resurfacing but to bring improvements to all assets as part of a whole street scene approach. It is led by a clear policy and then the required process and criteria for each area, to ensure all works are assessed for suitability, prioritised, and undertaken within available budgets. It will ensure that all required works are logged, reviewed, and undertaken where budgets allow. It will also enable long term programmes to be developed for all assets, integrated programme of works to be established (close once, fix many, approach) and accurate budget requests for annual and long-term funding. We are hoping to deliver a 5-year programme during 2022 for the main assets (carriageway & footway) with the other elements to follow or be incorporated into these works to bring key cost benefits.

Highways Enforcement

The Highways Enforcement team was introduced to the City of Southend-on-Sea in March 2021, the team was implemented to combat damage being caused to the Council assets (Highways) and to preserve what is currently existing. The Enforcement team work closely alongside the authorities Highway Inspectors and there are on average ninety first stage enforcement letters sent each month.

The team quickly took up the role of assisting colleagues from Planning by means of visiting the locations of pre-approved applications and assessing for any pre-existing damage at the locations specified, these also average one hundred pre-planning site inspections completed per month. The team carry out three inspections of each location and photograph/document the condition of the highway before, during and after any building works. If damage is identified as being the result of said planning works Southend City Council Highways Enforcement team will seek to recover the costs either from the developer or owner of the properties that have commissioned the work (if no details will be given). The Highways Enforcement Team is also assisting colleagues from Waste by taking over the responsibilities of any Highway offence apart from dedicated waste related issues. The team are now able to follow up these works as they have been given Delegated Authority to issue Fixed Penalty Notices for certain issues and if necessary, prosecute those responsible.

The team consists of one team leader, one supervisor and four Enforcement Officer posts (one currently vacant) that are responsible for the seventeen wards across the city.

Utilising Technology

We live in a world where technology is developing at a rapid rate, to keep up with change we are in the process of improving all our systems to ensure they link together so decisions can be made effectively and make costs efficient. Aurora will be replacing our current system Insight which will be implemented during 2023 – this provides map-based technology meaning Southend City Council can deliver an even better service, also ensuring residents and members have transparency on what we are trying to achieve and how.

10. Public Satisfaction

The highway infrastructure is accessed daily by residents, businesses, and visitors. As such we recognise the importance of engaging with the public to understand their levels of satisfaction and obtain their views on the condition of our highway infrastructure, service standards and levels of performance. The Council participates and utilises the information supplied annually to the National Highways and Transportation Network (NHT) Survey which serves to provide details on levels of customer satisfaction with local authority services and practices. Southend-on-Sea City Council, as part of the Eastern Highways Alliance, was detailed as the best improving authority in the eastern region for 2021 but there is still much work to be done, especially around the public's perception of Highways.

This helps target and publish information clearly and effectively to ensure members of the public and other highway stakeholders are as fully informed as possible about the current performance of the Council's services. It drives the Council's performance, identifying public perceived gaps, helps us analyse the public's understanding and will inform the communications approach. Details of the results of the surveys are available at <https://www.nhtnetwork.co.uk/>.

The public can report issues, request services and actions direct from the My Southend portal: <https://my.southend.gov.uk/portal>

Once registered a user can access a variety of useful information, buy services direct, report issues, amongst many more services on this online asset, you will find the Report It section for reporting issues.

Southend are the only authority who continued to provide a 24-hour response time on all roads, regardless of its class.

Additionally, many of our service policies, standards and annual programmes are now accessible directly by the public via the Council's website: <https://www.southend.gov.uk/>

11. Reporting and Requests

Highway Records Searches, service requests for the Traffic and Highways department are received via the MySouthend online system. The table below sets out the number of requests per quarter by the type of request received.

The year-on-year comparison shows an increase in requests for 2021/22 of more than 8%, demonstrating that the online system remains popular amongst the residents of the city and the department continues to respond to high demand.

Highways Service Requests 2021/22	<u>Apr - Jun</u>	<u>Jul - Sep</u>	<u>Oct - Dec</u>	<u>Jan - Mar</u>
Report a Highway Obstruction	160	195	124	241
Request for Road Markings (H Bar)	3	5	2	4
Disabled Parking Bay	12	9	15	13
Highways Records Searches	162	154	163	159
Public Rights of Way - General Enquiry	8	9	0	4
Street Naming and Numbering	28	17	17	17
Abandoned and Untaxed Vehicle	154	173	138	134
Report an Issue on our Highway Network (General)	1165	1135	1127	1360
Totals	1692	1697	1586	1932

Comparison of My Southend Reporting and Requests for Traffic & Highways					
Qtr	Year	2019/20	2020/21		2021/22
Apr - Jun		1325	926	↓	1692 ↑
Jul - Sep		1679	1629	↓	1697 ↑
Oct - Dec		1609	1702	↑	1586 ↓
Jan - Mar		2004	2113	↑	1932 ↓
Total Requests		6617	6370	↓	6907 ↑
Percentage Change			-3.73		8.43

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