

# Southend-on-Sea Borough Council

Agenda  
Item No.

**Report of Deputy Chief Executive (Place)**  
**to**  
**Traffic and Parking Working Party and Cabinet**  
**Committee**  
**on**  
**13<sup>th</sup> September 2018**

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

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## **Hospital Area Controlled Parking Zone**

**Cabinet Member: Councillor Moring**  
**Part 1 Public Agenda Item**

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### **1. Purpose of Report**

- 1.1 For the Traffic and Parking Working Party and the Cabinet Committee to authorise the advertisement of amendments to the existing Controlled Parking Zone around Southend Hospital.

### **2. Recommendation**

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

- a) **Consider the requests to advertise the amendments to the existing Traffic Regulation Order;**
- b) **If approved, further agree that in the event of there being no objections to the proposals, the Traffic Regulation Order be confirmed;**
- c) **Note that all unresolved objections will be referred to the Traffic and Parking Working Party for consideration.**

### **3. Background**

- 3.1 The Controlled Parking Scheme in operation around Southend Hospital has been in place since 2011. Minor amendments have been made since this time to increase parking bay numbers and make improvements but due to ever increasing parking demands, a comprehensive change to the operation of the scheme is justified.

- 3.2 At present, the parking is set out to include designated areas of;

Resident Permit Holder parking bays  
Pay And Display parking bays  
Limited Waiting parking bays  
Business Permit Holder parking bays  
Controls operate from 9.30am to 4.30pm Monday to Friday.

3.3 As demand increases, there are often vehicles driving around the area attempting to locate available Pay and Display parking bays while plentiful Resident Permit Holder bays are available. This behaviour increases congestion and vehicle emissions around the area which is detrimental to residents and road users.

3.4 Resident Permit Holder Bays appear to be used primarily in the early mornings and again in the late afternoons, presumably this is due to residents who may only require parking near to their home before and after work. Results of an occupancy survey undertaken is at Appendix 1 to this report.

3.5 Use of Resident Permit Holder Bays as a shared resource between 9.30am to 4.30pm could reduce congestion in the area. Amendment of the operational hours of the scheme could then protect residents at the times when these bays may be required for their sole use, for example

8am to 9.30am	Resident Permit Holder Only
9.30am to 4.30pm	Resident Permit Holder or Pay and Display
4.30pm to 6pm	Resident Permit Holder Only

3.6 A further requested change is to ensure any parking charges reflect the hospital car park charge, this will avoid the streets being used in preference to the hospital car park. The car park charges are;

Up to 3 hours	£3.10
Up to 6 Hours	£4.00
6 to 11 hours	£6.00
12 hours	£10.00

Our current charges for the parking bays on street are;

Up to 2 hours	£2.10
Up to 4 hours	£2.80

This could be encouraging use of the on street parking bays over the car park for those wishing to stay more than 3 hours.

3.7 To deter this, it is suggested that our charging structure is amended to ;

Up to 3 hours	£3.50
Up to 6 Hours	£4.50 Maximum

## 4. Other Options

4.1 Retain existing operational rules and charges. This will not reduce congestion in the area with hospital users seeking parking on street. Members may consider taking no further action if they feel it is appropriate.

## **5. Reasons for Recommendations**

- 5.1 To reduce congestion and emissions while creating additional parking capacity during the daytime.

## **6. Corporate Implications**

### *6.1 Contribution to Council's Vision & Corporate Priorities*

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

### *6.2 Financial Implications*

- 6.2.1 This will require £85,680 of funding to install pay and display machines, signage and installation costs. No provision has been made for this and a bid would be required from capital funding.

### *6.3 Legal Implications*

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

### *6.4 People Implications*

- 6.4.1 Staff time will be required to organise the advertisement procedures and monitor the progress of the proposals.

### *6.5 Property Implications*

- 6.5.1 None

### *6.6 Consultation*

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

### *6.7 Equalities and Diversity Implications*

- 6.7.1 The objectives of providing additional parking and reducing congestion and emissions takes account of all users of the public highway including those with disabilities.

### *6.8 Risk Assessment*

- 6.8.1 Neutral.

### *6.9 Value for Money*

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

## 6.10 *Community Safety Implications*

6.10.1 The proposal is designed to allocate additional public parking, reducing vehicle movements and contributing to the overall safety within the area.

## 6.11 *Environmental Impact*

6.11.1 Additional parking bays on street can reduce the requirement for vehicles to travel repeatedly along the roads seeking parking. This will reduce congestion and emissions within the area.

## 7. **Background papers**

None

## 8. **Appendices**

Appendix 1 – results of occupancy survey

Appendix 2 – plan of area

## Appendix 1

Surveys undertaken mid-morning on 15<sup>th</sup> August 2018 and early afternoon on 16<sup>th</sup> August

Location	Total Capacity	Total Number of Vehicles	
		AM	PM
Prittlewell Chase	17	7	7
Cardigan Avenue	13	3	3
Carlingford Drive	35	8	13
Hillborough Road	18	10	8
Carlton Drive	56	24	26
Lavender Grove	10	3	4

Total Number of Empty Resident Only Spaces

AM 94

PM 88