

Southend-on-Sea Borough Council

Report of Deputy Chief Executive (Place)

To

Cabinet

on

17th September 2019

Agenda
Item
No.

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

Scheme Commitments from Cabinet

Place Executive Briefing
Cabinet Member: Councillor Woodley
A Part 1 (Public Agenda Item)

1. Purpose of Report

- 1.1 At Full Council on the 18th July 2019 a commitment was made to look at items that were raised as opposition business. This report outlines the proposals and officer recommendations.

2. Recommendations

- 2.1 That Members note the content of this report and the risks associated with the implementation.
- 2.2 That Members agree with Officers' recommendations to progress and not to progress the proposals, as outlined below.

3. Background

Below are the requests and findings to be considered:

Item	Findings	Recommendation	Costs (estimated)
To increase connectivity between the Seafront and the High Street, reinstate the right-hand turn at Chancellor Road and Church Road junction	To progress this would mean removing the build-out. Should any issues be found as a trail there will need to be additional funding to re-instate	To proceed to informal consultation and bring back results to TRWP	£20,000
Allow the straight-ahead maneuver at the Chancellor Road and Church Road junction			
Allow a right turn into Tylers Avenue Car Park from Chichester Road			
Removal of the yellow lines by the businesses under Pier Hill on Western esplanade	The existing bay on the east side of Pier Bridge could be extended up to the controlled zone of the crossing with the addition of approx. 8 spaces.	To be progressed for consultation	£4,800
Introduce parking bays on the soft verge area on Chancellor Road	Uneconomic proposal; civil works would provide 3 to 4 spaces and would cost in the region of £5k and removal valuable green space.	Not to progress	N/A
By the coach bay near the Pier	The area suggested is now marked out as a bus stop and is used by the open top bus during the summer months. No opportunity for additional parking.	Not to progress	N/A
Remove yellow lines outside the Yacht Club	Outside Alexandra Yacht Club on the north side there is a Coach Set Down bay which could be changed to additional parking for approx. 4 spaces.	To be progressed for consultation	£4,600

Remove the yellow lines on Eastern Esplanade outside the Vaping Shop	Section of yellow line provides the nearby businesses with the opportunity to load and unload and would most likely attract objections. 3 additional spaces potentially to be gained.	To be progressed for consultation	£4,600
Provide parking on the area opposite Electric Avenue on Marine Parade	There are road safety issues with this proposal; to enter and leave the area would require vehicles to cross a shared use pedestrian / cycleway. To agree this would mean allowing vehicles to drive through a very busy pedestrian area and also reversing into pedestrians when leaving.	Not to progress	N/a
White lines outside Three Shells on Western Esplanade	Western Esplanade Area used by the Three Shells to load and unload – therefore consider a shared use bay loading up to 9am and 9am – 6pm pay and display. Up to 3 additional spaces	To be progressed for consultation	£4,600
Yellow lines outside the Marriott's on Western Esplanade	Would recommend that only 15m is used at the western end of the double yellow lines as the remaining lines should remain to enable large vehicles to turn through the intersection if required. Up to 3 additional spaces.	To be progressed for consultation	£4,600

4. Other Options

- 4.1 Do nothing; however this is clearly not what the administration or businesses want to see.
- 4.2 To consider other locations around the borough as part of the parking strategy.

5. Reasons for Recommendations

- 5.1 The recommendations are outlined in the table above.

6. Corporate Implications

- 6.1 The Council has also has an Air Quality Action Plan (https://www.southend.gov.uk/downloads/file/5973/low_emission_strategy_2018) whereby priorities include:

- Reducing emissions via the Local Transport Plan (LTP3), Southend Local Plan and the Joint Spatial plan;
- Reducing emissions from commercial vehicles, passenger cars and light goods vehicles, borough wide access and parking strategy;
- Reducing emissions from taxis and buses.

- 6.1.1 By increasing spaces we risk increasing traffic congestion and carbon emissions. We are therefore encouraging car use when we should be promoting other forms of transport

6.2 Financial Implications

- 6.2.1 Total income from Transport Projects are laid out in Section 55 of the Road Traffic Regulation Act 1984 which deal with financial provisions relating to income & expenditure of local authorities in connection with parking places. It sets out what Council can spend their car parking surplus on. Any additional parking spaces will generate additional revenue:

- s4(d)(ii) states: (for) the purposes of a highway or road improvement project in the local authority's area.

6.3 Legal Implications

Traffic Regulation Orders to be consulted and advertised with any objections following the usual sign off process at Traffic and Working Party.

6.4 People Implications

N/A

6.5 Property Implications

N/A

6.6 Consultation

N/A

6.7 Equalities and Diversity Implications

An Equality Impact Assessment will be carried out before any changes are taken into consideration.

6.8 Risk Assessment

Any appropriate risk assessments will be carried either as part of any changes relating to parking

6.9 Value for Money

N/A

6.10 Community Safety Implications

High tension levels could be reduced as more spaces will be available.

6.11 Environmental Impact

Increasing dependency on the car, will contribute to reducing the environmental impact and improving air quality.

7. Background Papers

N/A

8. Appendices

N/A