

Southend-on-Sea Borough Council

Agenda
Item No.

Report of Executive Director
(Neighbourhoods & Environment)
to
**Traffic Regulations Working Party and Cabinet
Committee**
on
6th January 2020

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Requests for Amendments to Parking Areas

Cabinet Member: Councillor Woodley
Part 1 Public Agenda Item

1. Purpose of Report

- 1.1.1 For the Traffic Regulations Working Party and the Cabinet Committee to consider a number of parking related requests submitted by Councillor Wakefield.

2. Recommendation

- 2.1. **That the Traffic Regulations Working Party and the Cabinet Committee:-**
- a) **Agree the recommendations related to each of the requests.**

3. Background

- 3.1 A list of requests related to parking areas was received from Councillor Wakefield.
- 3.2 Each of the requests have been assessed and comments provided, however, in accordance with the decision taken by the Portfolio Holder to only progress requests which relate to traffic flows or safety, none of the requests are recommended for progression at this time.
- 3.3 A number of the requests have previously been assessed and are currently being progressed. Other requests require significant investment, planning consent or relate to the loss of amenity area for parking where there is little demand. A number of the requests are recommended for progression at a time when the current workload allows.

- 3.4 Members are aware that the service is currently working on the development of a parking strategy, until the strategy is created, consulted on and approved, spending considerable funds on items which may or may not meet the aims of a future strategy is not recommended.

4. Other Options

- 4.1 Each request has been assessed and where appropriate, a recommendation to progress at a later date provided. Any alternative recommendation would result in a reprioritising of the work programme.

5. Reasons for Recommendations

- 5.1 The majority of recommendations relate to parking availability and while increasing parking is generally welcomed, where it is unsafe, impractical or unlikely to be used, the recommendation reflects this.

6. Corporate Implications

- 6.1 Contribution to the Southend 2050 Road Map

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

6.2 Financial Implications

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

6.3 Legal Implications

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

6.4 People Implications

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

6.5 Property Implications

- 6.5.1 None

6.6 *Consultation*

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

6.7 *Equalities and Diversity Implications*

6.7.1 the majority of the requests relate to the increase of parking, all assessments have been undertaken considering potential safety implications for all highway users including those with disabilities.

6.8 *Risk Assessment*

6.8.1 Neutral.

6.9 *Value for Money*

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

6.10 *Community Safety Implications*

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

6.11 *Environmental Impact*

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

7. Background papers

None

8. Appendices

Appendix 1 – List of requests and comments

Item	Findings	Recommendation	Costs
			(estimated)
Arnold Avenue, move parking from east to west side	Although the suggestion would increase parking availability, the current arrangements with unrestricted parking on the east side of the street (where the properties are located) allow residents to park over their own driveways. A proposal to amend the current arrangements was objected to in March 2019 resulting in a decision by this Committee to take no further action.	No Further action as the suggestion has been progressed within the last two years and was not supported by local residents.	£0
Lucy Road, amend taxi rank to shared taxi rank/parking area	This work is underway but requires formal approval by the Licensing Committee who will meet and discuss the provision of a rank shortly.	No Further Action as the request has been previously submitted and is being progressed	£0
Eastern Esplanade Provide diagonal parking to increase spaces	Two options have been considered. Option 1 gaining 18 bays requires construction of a build out, works to the Gasworks entry and removal of the existing pedestrian refuge island. Manoeuvres for large vehicles into the car park would be problematic and the existing hatched area used as a right turn lane serving the car park and Forge Way would require removal, potentially affecting traffic flow on Eastern Esplanade and all vehicles entering and existing Forge Way. Coaches attempting to enter the car park from the eastbound lane, may need to swing into the westbound lane to complete the manoeuvre.	Option 1 - no further Action due to the adverse impact on access arrangements into the car park and Forge Way, potential impact on traffic flow, increased risk that road traffic collisions may result from vehicles reversing into two way traffic from the parking bays with limited visibility and loss of pedestrian facility.	Option 1 £24,000 For the build out, works to the car park entrance, burning off hatching and existing bay markings, removal of pedestrian refuge and lining works.

		Option 2 no further action due to the potential risk that vehicles will overhang the footway which can be an issue for pedestrians and the increased risk that road traffic collisions may result from vehicles reversing into two way traffic from the parking bays with limited visibility.	£6,000 to remove bay markings, centre hatching and mark new bays
Western Esplanade Provide diagonal bays south side outside Adventure Island to provide a further 10 bays	Amendment to the existing layout would provide an additional 6 parking bays. The area is subject to one way traffic therefore the increased risk of collisions due to limited visibility is low and with an exceptionally wide footway, the risk of vehicles overhanging the footway and impacting on pedestrian movement is unlikely.	Recommend no further action at this time as the request is not related to safety or traffic flow.	£1000 for burning off existing markings and providing new markings.
Shoebury Common South Extend parking towards Maplin Way install 2 extra machines	There is little demand for additional parking with the existing parking areas rarely utilised to capacity. Overspill parking is provided at Shoebury Common North.	No further action	£12,000 for new machines and ground works
Shoebury Common South Install play equipment and harden parking area	The provision of a playground is not a traffic related request and cannot be considered by the Traffic and Highways group. Planning consent would be required for any surfacing works as the area is in a designated flood risk area.	No further action as the request for a play area is not within the terms of reference for this Committee. Colleagues who manage the land are aware of the request and have been asked to update the Councillor.	£0

<p>Shoebury Common North move parking area to the west and increase parking area, reposition entrance.</p>	<p>There is little demand for additional parking in this area which is primarily an overspill for Shoebury Common South. In June, July and August 2019, 166 transactions were made in this area generating £462.00. this indicates no requirement for additional parking.</p>	<p>No further action</p>	<p>£6,000 to reposition entry would also require planning consent to relocate entrance as this would be considered a commercial vehicle crossing</p>
<p>Blackgate Road Remove verge and lay out diagonal parking chargeable from 10.30am weekends and bank holidays</p>	<p>The area is primarily used during the week by commuters. Additional weekend and bank holiday parking is rarely required as East Beach has a large car park and overspill area. The verge would need to be excavated and hardened. Drainage provided and a new shared footway/cycleway created. The cost is estimated as a more detailed estimate would require in depth investigation as to utilities and drainage provision.</p>	<p>No further action</p>	<p>£100,000 to remove verge, provide new shared footway cycle way as the existing footway would be used to accommodate parking while maintaining a running lane into the car park. Costs may escalate as utility covers are in the verge indicating services may be located here and these would need relocating.</p>
<p>Prittlewell Chase, Fairfax Drive end Charge for parking between Hospital area and Fairfax Drive</p>	<p>Without protecting the adjacent residential streets, this will displace parking. Charging for parking can be beneficial but if surrounding streets are not protected (for example with permit controls), the existing parking will migrate to these areas.</p>	<p>No further action without protection of adjacent streets.</p>	<p>£25,000 to progress Traffic Regulation Order and provide payment machines.</p>

<p>Prittlewell Chase Provide parking in central reservation for hospital staff</p>	<p>The central reservation is grassed with significant number of trees. To provide parking would require the levelling of the area as there is significant level changes between the south and north carriageways. Drainage would need to be provided and utilities relocated with costs likely to be in excess of £500,000. Significant design and investigations would be required to provide an estimate of costs.</p> <p>The area also provides natural drainage and removal of the area could result in increased flood risk.</p> <p>The committee has previously approved a consultation with residents and road users of the area to convert some of the resident only bays into shared resident and pay and display bays. this work has not been progressed as yet due to resourcing issues.</p>	<p>No further action</p>	<p>>£500,000</p>
<p>Station Road Westcliff, Cliffs Pavilion to Hamlet Court Road. Provide additional parking by removing yellow lines</p>	<p>This was progressed as part of the extension of the permit parking controls and additional parking has been provided where safe to do so.</p>	<p>No further action</p>	<p>£0</p>

<p>Scratton Road Provide parking bays and pay and display machines creating an additional 40 bays (estimated)</p>	<p>Parking is available between 6pm and 8am during the evenings on the south side of Scratton Road (property side). In order to provide pay and display bays on the north side, all other parking would need to be prohibited as the road is not wide enough to accommodate two side parking and two way traffic.</p> <p>Designs could be created with areas of parking on the north side but with passing places provided.</p> <p>Residents are likely to object to the proposal to remove parking outside the properties.</p> <p>The area is part of the town centre area, were pay and display bays be introduced, residents of this section of Scratton Road would become entitled to apply for a concessionary season ticket and park for unlimited time in the new parking bays therefore additional income is unlikely to be generated.</p>	<p>Recommend no further action at this time as the request is not related to safety or traffic flow.</p>	<p>£12,000 to progress Traffic Regulation Order, remove existing markings and replace with parking bays, provide signage and payment machine.</p>
<p>Clifftown Parade opposite Prittlewell Square – remove yellow lines and replace with parking bays</p>	<p>Likely to only provide 6 bays as there is a need to maintain parking prohibitions around the easternmost junction of Prittlewell Square for access by larger vehicles. Relocation of donated seat will be required.</p>	<p>The existing shared resident and pay and display parking on Clifftown Parade is not fully utilised.</p> <p>As the request is not related to traffic flow or safety, no further action.</p>	<p>£4000 to progress Traffic Regulation Order, remove existing markings and replace with parking bays, provide signage.</p>

<p>Westcliff Parade cliffs pavilion end. Replace unmarked bays with diagonal parking.</p>	<p>Although this will give additional parking (approximately 8 spaces), this area is part of a Permit Parking Area which does not feature marked bays. The recommendation by the Department for Transport for management of parking in these areas is to not provide marked bays unless the controls differ from the main area ie a loading bay or disabled bay is provided with an area.</p> <p>Proposals to amend this to a shared area for resident permit holders and pay and display were considered in 2018 and rejected by this Committee following a large number of objections.</p> <p>Any additional bays would be therefore be for permit holders use only creating an anomaly of marked resident bays within the area.</p> <p>Any change to the current parking layout would require a build out to protect the pedestrian ramps and create visibility for pedestrians,</p>	<p>No further action.</p>	<p>£6000 to provide build out and road markings</p>
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<p>Clarence Road Car Park /Alexandra Road</p>	<p>Remove Project 49 parking bays from the car park and increase the ambulance bay in Alexandra Street. make the ambulance bay shared pay and display at weekends.</p>	<p>The ambulance bay has been subject to complaints from nearby businesses and was relocated away from the complainants property in 2018. As such, this cannot be extended without reverting to the previous situation.</p> <p>Project 49 have not advised us that they no longer require the parking facility for the vehicles and providing this in an off street car park is beneficial compared to decreasing on street parking availability.</p> <p>Recommend no further action at this time as the request is not related to safety or traffic flow.</p>	<p>£3000 to progress Traffic Regulation Order and amend signage.</p>
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