

Southend-on-Sea Borough Council

**Agenda
Item No.**

**Report of Executive Director
(Neighbourhoods & Environment)**

to

**Traffic Regulation Working Party
and Cabinet Committee**

on

14th September 2020

Report prepared by Sharon Harrington,
Head of Traffic Management & Highways Network

Airport Parking Scheme

**Place Scrutiny Committee - Cabinet Member: Councillor Woodley
Part 1 Public Agenda Item**

1. Purpose of Report

- 1.1 To inform the Traffic Regulation Working Party and the Cabinet Committee of further requests and alleged issues surrounding the parking areas in the vicinity of the airport and to seek agreement on the way forward-

2. Recommendation

- 2.1 The Working Party is requested to recommend to the Cabinet Committee its preferred option for the way forward in respect of any parking scheme in the area around the airport.

3. Background

- 3.1 At its meeting on 8th March 2018, the Working Party and Cabinet Committee considered a report in response a request for the introduction of a parking scheme in and around the Airport area due to perceived as parking displacement from workers and users of the airport.
- 3.2 At its meeting on 13th September 2018, the Working Party and Cabinet Committee approved the statutory consultation on the introduction of a parking scheme in Wells Avenue and Rochford Road.
- 3.3 At its meeting on 7th January 2019, the Working Party and Cabinet Committee considered a report on the introduction of no waiting restrictions in Eastwoodbury Crescent and Alton Gardens between noon to 2.00 p.m. daily but resolved that the matter be deferred pending a review of the parking situation in the wider area and a report be submitted to the meeting of the Traffic Regulations Working Party and Cabinet Committee on 12th September 2019.

- 3.4 A further informal consultation was subsequently undertaken by one of the Ward Councillors in 2019 on the full area, with the majority of the returns received opposing a scheme being introduced.
- 3.5 At its meeting on 17th March 2019, the proposed parking schemes in Wells Avenue and Rochford Road were confirmed. The timings of the restrictions were subsequently amended at the meeting on 6th June 2019.
- 3.6 In 2019 it was agreed that the service would undertake parking pressure surveys to understand where the parking pressures are. These were arranged to be undertaken during March / April 2020 but due to the Covid-19 pandemic were unable to be taken forward.
- 3.7 At its meeting on 24th February 2020, the Working Party and Cabinet Committee received a report of the Executive Director (Neighbourhoods and Environment) that presented the results of a parking consultation carried out by a Ward Councillor in roads situated to the south of the London Southend Airport. Whilst acknowledging the sterling work that had been undertaken by the Ward Councillor it was felt that further consideration should be given to the parking situation in the wider area around the airport. The matter should therefore be considered as a priority as part of the development of the Parking Strategy currently being developed.
- 3.8 Since the re-opening of the air-bridge, the service is starting to receive complaints from residents and Ward Councillors asking for a parking scheme to be installed on the basis that the parking pressures in some areas are causing severe anti-social behaviour and high tensions between residents.
- 3.9 During August 2020, the service has been in contact with all three Ward Councillors regarding proposal for the Traffic Regulations Working Party and Cabinet Committee to consider; however there has been a mixed view from the Councillors on the way forward.

4. Options

4.1 Option 1: Do nothing

Previous consultation, as outlined in [Appendix 1](#) to this report, does not show a high level of support from residents as a whole area based approach. It is therefore highly likely that the same results would be received in response to a further consultation, given the short timescale since the previous consultations.

4.2 Option 2: Full area consultation

A further full formal consultation could be undertaken, on the basis that driving behaviours may have changed, with a caveat that the consultation results are reviewed on individual road basis and only those with high level of support are taken forward. The full area consultation would need to make it very clear to all households about the potential displacement if neighbouring roads want the scheme implemented and that the service will not return to review the area for a further 2 years.

4.3 Option 3: Individual road consultation

From the 2018 consultation and the informal consultation undertaken by Cllr Cowan in 2019 there was clear support from Bristol, Avro, Wilmott, Vickers, Eastwoodbury Lane and Crescent area to have a parking permit scheme introduced.

If agreed as a group of roads, there is a high possibility of displacement to other neighbouring roads who would not have had the risks of this highlighted to them.

4.4 Option 4: Formalise bay markings ONLY

To support the parking behaviours, the service could look at the area as a whole and introduce marked parking bays ONLY without a permit scheme. This would not stop visitors or employees of the airport or neighbouring boroughs parking in the area but it would protect current residents dropped kerb areas and enforcement would be able to commence for parking out of bay.

4.5 Option 5: Delay consultation

Consultation on this area could be delayed until 2022 to allow the service to understand the new parking behaviours and those of the airport. This is particularly appropriate following the withdrawal of EasyJet from Southend Airport from 1 September and the uncertainty of the impact of this or the ongoing concerns about travel due to Covid-19 going forward.

5. Corporate Implications

5.1 Contribution to the Southend 2050 Road Map.

- 5.1.1 Ensuring parking and traffic is managed while maintaining adequate access for emergency vehicles, general traffic flow and improved sightlines at junctions. This is consistent with the Council's Vision and Corporate Priorities of Safe, Prosperous and Healthy.

5.2 Financial Implications

- 5.2.1 Costs for implementation of the consultation, if approved, will be met from the capital funding that has been agreed for this project.

5.3 Legal Implications

- 5.3.1 The statutory consultative process for Traffic Regulation Orders will be followed. Any objections received will be responded to by the service area.

5.4 People Implications

- 5.4.1 Works required to implement the agreed scheme will be undertaken by existing staff resources.

5.5 Property Implications

5.5.1 None

5.6 Equalities and Diversity Implications

5.6.1 Any implications have to be taken into account in designing the schemes.

5.8 Risk Assessment

5.8.1 The proposals are designed to improve highway safety and traffic flow and as such, is likely to have a positive impact.

5.9 Value for Money

5.9.1 Works associated with the schemes listed in **Appendix 1** will be undertaken by the Council's term contractors, selected through a competitive tendering process to ensure value for money.

5.10 Community Safety Implications

5.10.1 The parking permit proposals if implemented is likely to lead to improved community safety.

5.11 Environmental Impact

5.11.1 There is no significant environmental impact as a result of introducing the Traffic Regulation Order.

6. Background Papers

6.1 None

7. Appendices

7.1 **Appendix 1** – Parking review from March 2018.

Airport Area – Permit Parking Controls

Background

The area is adjacent to the Airport and the business park with reports of both long and short term parking disadvantaging residents.

Members have undertaken a survey encompassing a very large area to determine the resident's views on whether a parking problem exists in their street and the levels of support for parking controls to be implemented to reduce parking pressure.

Table 1

Road Name	Number of Properties	Number returned	% Returned	Number in Favour of Residents Parking	% in Favour of Residents Parking
ALTON GARDENS	104	22	21.2	11	50.0
ARAGON CLOSE	23	4	17.4	1	25
AUDLEYS CLOSE	18	4	22.2	2	50
AVRO ROAD	22	2	9.1	1	50
BEECHMONT GARDENS	37	12	32.4	9	75.0
BEVERLEY GARDENS	29	4	13.8	2	50
BRISTOL ROAD	17	5	29.4	3	50
BYRNE DRIVE	80	15	18.8	1	6.7
CAROLINE'S CLOSE	31	5	16.1	4	80.0
CRANSTON AVENUE	11	3	27.3	2	66.7
DENTON AVENUE / DENTON CLOSE	80	10	12.5	4	40.0
DEREK GARDENS	87	22	25.3	10	45.5
DOLPHINS	35	7	20.0	5	71.4
EASTWOODBURY LANE / CRESCENT	143	47	32.9	29	61.7
FAIRLAWN GARDENS	41	9	22.0	3	33.3
FEECHES ROAD	140	32	22.9	8	25.0
HAMPTON GARDENS	136	38	27.9	15	39.5
HORNBY AVENUE	120	23	19.2	12	52.2
KEITH WAY	96	22	22.9	2	9.1
LARKE RISE	5	5	100.0	1	20.0
MANNERS WAY	168	40	23.8	15	37.5
MARINA CLOSE	10	4	40.0	2	50.0
MARLOW GARDENS	19	2	10.5	0	0.0

Road Name	Number of	Number	%	Number in	% in Favour of
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	Properties	returned	Returned	Favour of Residents Parking	Residents Parking
NIGHTINGALE CLOSE	41	4	9.8	3	75.0
OAKEN GRANGE DRIVE	87	24	27.6	8	33.3
ROCHFORD ROAD	243	59	24.3	39	66.1
SHERBOURNE GARDENS	49	17	34.7	4	23.5
SIDMOUTH AVENUE	28	5	17.9	4	80.0
SOUTH CRESCENT	107	19	17.8	5	26.3
THORNFORD GARDENS	131	31	23.7	7	22.6
VICKERS ROAD	15	7	46.7	3	42.9
WELLS AVENUE	104	37	35.6	28	75.7
WILLMOTT ROAD	19	14	73.7	1	7.1
SUMMARY	2444	591	24.2%	253	42.8%

After analysing the results, the level of responses and support for parking controls falls well below the agreed threshold of at least 40% of residents responding to the consultation ad of these, 70% of residents support parking controls.