

APPENDIX A: REVIEW OF TRANSPORT EVIDENCE BASE



JNY9057-01A: TECHNICAL NOTE

Project Title: Southend Central Area Action Plan
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APPRAISAL OF CAR PARKING EVIDENCE BASE

Introduction

- 1 This Technical Note has been prepared by RPS Planning and Development Ltd on behalf of The Stockvale Group (the owners of Adventure Island), who are working with the Southend-on-Sea seafront traders, to review and provide a critique of the technical evidence base to the Draft Southend Central Area Action Plan (SCAAP), dated November 2016.
- 2 This review focuses on the transport evidence base and draws on the local knowledge and experience of the seafront traders as well as transport related data that they currently hold.
- 3 Specifically, this Technical Note concentrates on the Car Parking Study (CPS), undertaken by Steer Davis Gleave, Reference 22958604, dated November 2016.
- 4 This review follows the same structure as the CPS and identifies paragraphs and Tables etc where a critique is undertaken or comment made.

Context

- 5 Paragraph 2.1 of the CPS recognises the increased future demand for parking predicted in the Southend Local Transport Plan 3 by 2021, stating:

“The Southend Local Transport Plan 3 (LTP3): Strategy Document outlines key considerations related to Central Area parking provision. It notes that Central Area car parking demand is forecast to grow by 25% by 2021.”

- 6 Although this context is set out very early in the CPS, no further account appears to be taken of it in the analysis. Thus, the predicted increased future demand for parking of 25% is not accounted for within the strategy.
- 7 Paragraph 2.1 goes on to say:

“The document notes that Southend Central Area has a high level of car parking, which can encourage people to drive to the Central Area rather than using other more sustainable modes.”

- 8 For some land uses, this can be the case, however, for tourist attractions, high levels of car parking are necessary. The tourist industry relies upon the busiest days of the year to subsidise other periods of the

year when they are not busy. The car parking demand for these busy periods therefore must be met to maximise their customer attraction. If this is not met, then it jeopardises their viability throughout the remainder of the year, which has a significant knock-on effect in terms of jobs and the local economy.

- 9 Therefore, there will be some days that are not busy where there appears to be high levels of car parking availability, however, in reality, these spaces are necessary. In this regard, paragraph 2.1 recognises this by stating:

“The LTP highlights a seasonal shortfall of parking capacity in certain car parks in summer and in December.”

- 10 The CPS therefore recognises at a very early stage that there is a seasonal shortfall of parking capacity in some car parks and that there is a predicted 25% increase in future demand for parking. Despite this, the CPS makes no further reference to this.

Current Parking Provision in Southend Central Area

- 11 Table 2.2 in the CPS sets out the main off-street car parks in the Southend Central Area. It recognises that there are some other large privately operated car parks and lists these in Table 2.3. Paragraph 2.14 sets out that the car parks listed in Table 2.3 have not been surveyed and have not informed this report.
- 12 It is not made clear why the car parks listed in Table 2.3 do not inform the CPS as they are all publically available. These are replicated in Table 1.

Table 1: Additional Privately Operated Off-Street Car Parks in Southend Central Area

Car Park	Capacity	Operator
Portcullis House	160 (approx.)	Pay & Display
Sainsbury’s	340	Pay & Display
The Range (shopping outlet)	128	Unknown
Southend Central Station	138	Pay & Display
Total	766	

- 13 Portcullis House car park is located near to Southend Victoria Railway Station, is publically available, has comparable charges to other car parks and is advertised and being ideal for Victoria Shopping Centre and Railway Station. There does not appear to be an overriding reason why this car park has not been included within the CPS. Not including this car park is considered to underestimate the total car parking stock for tourists and visitors within the Southend Central Area and also underestimate the total car parking demand created by tourists and visitors within the Southend Central Area.
- 14 Southend Central Station car park is operated by NCP and located near to Southend Victoria Railway Station. It is publically available and has comparable charges to other car parks. There does not appear to be an overriding reason why this car park has not been included within the CPS. Not including this car park is considered to underestimate the total car parking stock for tourists and visitors within the Southend Central Area and also underestimate the total car parking demand created by tourists and visitors within the Southend Central Area.

- 15 The Sainsbury's and The Range car parks are provided to cater for customers to each and although they may be available on a short stay basis, on balance, it is considered correct to exclude these car parks from the CPS.
- 16 In addition to the car parks set out in Tables 2.2 and 2.3, there are other publically available off-street car parks within the Southend Central Area to the south of the railway line that have not been identified and have not been included within the CPS. These are set out in Table 2.

Table 2: Other Publically Available Off-Street Car Parks in Southend Central Area

Car Park	Capacity	Operator
Marine Plaza	200	Pay & Display
Beach Road	40	Pay & Display
Premier Inn	68	Pay & Display
Total	308	

- 17 The Marine Plaza car park is located on Southchurch Avenue, adjacent to Marine Parade. It is publically available, forms an important part of the seafront car parking stock and has comparable charges to other car parks. Tourists readily use this car park and it is unknown why this car park has not been identified, nor included, within the CPS.
- 18 There does not appear to be an overriding reason why this car park has not been included within the CPS. Not including this car park is considered to underestimate the total car parking stock for tourists and visitors within the Southend Central Area and also (by not counting cars parked here) underestimate the total car parking demand created by tourists and visitors within the Southend Central Area.
- 19 The Beach Road car park is located on Beach Road, adjacent to Eastern Esplanade. It is publically available and has comparable charges to other car parks. It is unknown why this car park has not been identified, nor included, within the CPS.
- 20 There does not appear to be an overriding reason why this car park has not been included within the CPS. Not including this car park is considered to underestimate the total car parking stock for tourists and visitors within the Southend Central Area and also underestimate the total car parking demand created by tourists and visitors within the Southend Central Area.
- 21 The Premier Inn car park is located directly on the Eastern Esplanade and is publically available for tourists. Parking demand created by tourists during the daytime period would complement the demand created by hotel guests during the evening and night time. Although this car park is available on a short stay basis and it is likely to be utilised by tourists, on balance, it is perhaps correct to exclude this car park from the CPS. However, it is an omission from Table 2.3 of the CPS.
- 22 The Portcullis House car park, Southend Central Station car park, Marine Plaza car park and Beach Road car park all combine to provide a total of 538 off-street car parking spaces to the south of the railway line which have not been included within the CPS.
- 23 By not including these off-street car parks within the CPS, it is considered that the total car parking stock for tourists and visitors within the Southend Central Area has been underestimated whilst the total

car parking demand created by tourists and visitors within the Southend Central Area has also been underestimated, as they have presumably not been counted.

- 24 In addition to off-street car parking, there are several key pay and display on-street parking locations in the Southend Central Area which are listed in Table 2.4 of the CPS.
- 25 However, there are a number of other on-street parking locations in the Southend Central Area to the south of the railway line that are publically available but have not been identified within the CPS. These are listed in Table 3.

Table 3: Other Publically Available On-Street Car Parking in Southend Central Area South of the Railway Line

Car Park	Capacity	Restrictions
Baltic Avenue	6	Pay & Display
Clarence Road	17	Pay & Display
Clarence Street	17	Pay & Display
Weston Road	26	Pay & Display
Nelson Street	21	Pay & Display
Capel Terrace	9	Pay & Display
Alexandra Street	23	Pay & Display
Cambridge Road	26	Pay & Display
Alexandra Road	40	Pay & Display
Cashiobury Terrace	13	Pay & Display
Runwell Terrace	9	Pay & Display
Prittlewell Square	43	Pay & Display
Royal Terrace	19	Pay & Display
Clifton Terrace / Cliff Parade	53	Pay & Display
Devereux Road	18	Pay & Display
Clifftown Parade	187	Unrestricted
Alexandra Street	58	Unrestricted
Cambridge Road	30	Unrestricted
Wilson Road	30	Unrestricted
Scratton Road	18	Unrestricted
Heygate Avenue	25	Unrestricted
Herbert Grove	17	Unrestricted
Hartington Road	25	Unrestricted
Ash Walk	5	Unrestricted
Pleasant Road	27	Unrestricted

Hartington Place	11	Unrestricted
Victoria Road	36	Unrestricted
Northumberland Avenue	18	Unrestricted
Arnold Avenue	30	Unrestricted
Total	857	

- 26 These car parking spaces are generally located in residential areas, however, they are generally located within walking distance of tourist and visitor attractions. There is similar potential for tourists and visitors to park in these streets than there is to those identified in Table 2.4 of the CPS.
- 27 Table 2.4 is titled 'Key On-Street Parking Locations', which in itself suggests there are other on-street car parking locations available. These other on-street car parking locations to the south of the railway line are set out in Table 3, above, where it is identified that there is a total stock of 857 car parking spaces that have not been included within the CPS.
- 28 It is recognised that some of these spaces will be utilised by residents, however, given their locations, and particularly given some of the spaces are unrestricted without charge (free to park), it has to be assumed that a proportion of tourists and visitors would also utilise these spaces, particularly on days of peak demand.
- 29 It is recognised that there are difficulties in determining whether car parking demand is created by tourists and visitors or residents in locations such as these. However, there are parking methodologies that would identify short-stay, long-stay, return-stay parking etc that would inform a judgement to be made on the demand created by tourists, visitors and residents.
- 30 This can be validated against Census data to provide confidence in the conclusions made and thus the total car parking stock for tourists and visitors and the total car parking demand created by tourists and visitors.
- 31 This, or any other form of judgement or consideration, has not been undertaken within the CPS. It therefore has to be concluded that the total car parking stock for tourists and visitors within the Southend Central Area has been underestimated whilst the total car parking demand created by tourists and visitors within the Southend Central Area has also been underestimated.

Existing Supply and Demand

Existing Supply

- 32 Although the CPS sets out that there are some publicly available car parking spaces that have not been included in the analysis (as detailed above), paragraph 3.1 of the CPS sets out that there is a network of approximately 5,500 spaces within the Southend Central Area. It is noted that Tables 2.2 and 2.4 of the CPS actually amount to approximately 5,000 spaces rather than 5,500 spaces. It has been assumed that 5,500 is an error and 5,000 is correct, since this appears to be referred to elsewhere in the document. Based on the parking identified in Tables 2.2 and 2.4, this Technical Note bases the following on the assumption that 5,000 is the figure the CPS intended to rely upon.

- 33 The above identified publically available off-street car parks that have not been included within the CPS but are available for tourists and visitors. If these were included, then there would be a network of approximately 5,500 spaces within the Southend Central Area.
- 34 The above also identified publically available on-street car parking that have not been included within the CPS but are available for tourists and visitors. Some of the capacity would be utilised by residents but some would also be used by tourists and visitors, particularly during peak days. The CPS does not attempt to distinguish between these and does not include them.
- 35 In the absence of any such data within the CPS, this Technical Note has considered that, during the daytime periods, when residents may not be at home and do not require to park in their street, approximately 25% of all car parking spaces would be available and utilised by tourists and visitors. This is a robust consideration and could easily be up to 50% or more. This equates to approximately 200 on-street car parking spaces.
- 36 If these are included, then there would be a network of approximately 5,800 spaces within the Southend Central Area.

Existing Demand – Survey Methodology

- 37 Paragraph 3.2 of the CPS sets out that parking surveys were undertaken by video camera at some 3,000 spaces on Thursday 13th and Saturday 15th August 2015, some 1,600 spaces on Wednesday 23rd, Friday 25th and Saturday 26th March 2015 and some 5,000 spaces on Monday 30th May 2016.
- 38 Given that 5,000 spaces were identified within the CPS, this only represents some 60% of the total parking stock during the August 2015 surveys. Of the remainder, parking occupancy at some 1,500 spaces (30%) were calculated using data collected via the Variable Messaging System (VMS) during this period.
- 39 Paragraph 3.5 sets out that there were some inconsistencies within the VMS datasets with some unusual results on some days. The comment appears to come across strongly, however, there are no further details provided. Given the number and the proportion of the overall parking stock that relies upon this data to determine their occupancies, it is unusual that the CPS does not set out more details on this to give more confidence in the results and subsequent conclusions.
- 40 A note is added after paragraph 3.5 to say that these anomalies are rare and that the VMS data on the whole is accurate giving the authors a high level of confidence in the datasets. This being the case, the strength of the wording in paragraph 3.5 should not be necessary.
- 41 Notwithstanding the above, it is clear that there are anomalies in the VMS datasets, which means that some car parking occupancies are incorrect. What is not clear is which car parks these relate to, what periods they relate to and to what extent they are incorrect.
- 42 The note sets out that 'on the whole' they are accurate, however, there is a significant amount of data within this dataset and those elements that are inaccurate may be small in the context of the entire dataset, but may be significant in the context of a particular car park or area during a particular time period. For example, it may be significant in the context of a sea front car park on a peak day, but in the context of an entire car parking stock of 5,000 spaces (as set out in Tables 2.2 and 2.4 of the CPS) over 6 survey days, represents only a small anomaly.

- 43 The extent of these anomalies is not stated and so it is not possible to determine how they affect the results and conclusions of the report. What is clear is that the most recent period to be surveyed on the May Day Bank Holiday 2016, all 5,000 spaces (100%) were surveyed via video camera.
- 44 This is very telling and suggests more reliance was considered necessary on video surveys rather than the VMS data. Indeed, under normal circumstances the same surveys would be carried out so the data on the different days could be compared on a like-for-like basis. This leads to questioning the accuracy of the VMS data. In turn, it leads to questioning the entire survey data for periods when VMS was relied upon, in particular the August 2015 surveys.
- 45 It is suggested that the extent of these anomalies should be published to enable the results and the conclusions to be verified.
- 46 Further, Table 2.2 sets out the capacity of the off-street car parks and contains a footnote which states:

‘There is a difference between the number of spaces produced by the Variable Message System reports and the actual numbers. This is due to the VMS being adjusted to take account of narrow bays and system resets at 6am each morning with some cars parked overnight. Capacities in the VMS reports may vary (typically by no more than 5%). Some of the analysis in this report is based on occupancy of car parks using VMS system capacity data’.

- 47 This footnote raises a number of points:
- Some of the car parks have narrow parking bays which cars may be unable to access on occasion. Thus, there is a lower ‘theoretical’ number of car parking spaces than are physically provided;
 - The VMS appears to account for this and bases its capacity, calculations on available spaces and decision to allow a car to enter the car park on this. However, this is theoretical and may not be experienced in practice. Cars could be circulating within the car park waiting for an accessible space to become available, whilst the VMS thinks there remains available spaces. This would underestimate occupancy;
 - The system is reset at 6am every morning. Therefore, if cars are parked overnight, then the system would start the day with all spaces being available, whereas in reality they are not. This would therefore underestimate occupancy;
 - These two factors combined will result in a general underestimation of occupancy;
 - The footnote sets out the variance would typically be no more than 5%. It does not set out what the maximum variance is. Nor does it set out which car parks this relates to.
- 48 On the basis of the above, it is not possible to determine how significant the variance of car park occupancy caused by the VMS is. It is therefore not possible to determine how this affects the results and the conclusions.
- 49 It is suggested that the extent of these variances should be published to enable the results and the conclusions to be verified.
- 50 Paragraph 3.4 sets out that video cameras were also used to count the number of cars parked on-street. Although this methodology can be accurate in determining parked cars, it may not be accurate in identifying spaces between parked cars and thus their practical availability. If cars are parked on-street in such a way that there is insufficient space between them for another to park, then this may not be obvious from a high level video camera that may be located some distance away. This could therefore overestimate the number of available car parking spaces.

- 51 When undertaking car parking occupancy surveys, it is normal to commence these with an initial survey of car park occupancy. This then allows the true occupancy to be determined throughout the day. It is not set out in the CPS that such a survey was undertaken, particularly for the off-street car parks. Such surveys would assist with the above issues.
- 52 It is suggested that information on initial car park surveys and occupancies are published to assist with the validation of the results and the conclusions.
- 53 Paragraph 3.9 of the CPS identifies 13th and 15th August 2015, as surveyed in the CPS, as peak days of demand. It is stated in paragraph 3.8 of the CPS that the weather on these days was dry and sunny with peaks of 22C and 20C respectively.
- 54 However, inspection of the recorded weather in Southend from the Woodham Mortimer weather station, it was cloudy and there were thunderstorms all day on Thursday 13th August 2015. On Saturday 15th August 2015, it was cloudy until approximately 14:00. This weather is not conducive for ad-hoc tourists to visit the area and will result in a lower level of visitors than would otherwise has visited if the weather was hot and sunny.
- 55 On this basis, it is considered that Thursday 13th August and Saturday 15th August 2015 are not representative of a true peak August day.
- 56 This is verified by takings on the seafront. The Stockvale Group have provided details of takings at three of their facilities for which data can be made available; Adventure Island, Sealife Adventure and Three Shells. The information has been provided on a percentage basis with the peak day of the entire year representing 100% and other days being proportionate to that, as set out in Table 4.

Table 4: Summary of Takings

Day	Adventure Island	Sealife Adventure	Three Shells
07/03/2015	-	82.98%	-
04/04/2015	-	81.12%	-
06/04/2015	74.97%	-	-
04/05/2015	-	88.00%	-
25/05/2015	78.15%	89.06%	-
27/05/2015	75.26%	-	-
29/05/2015	-	78.04%	-
04/07/2015	71.45%	86.50%	-
05/07/2015	-	73.21%	-
01/08/2015	75.98%	-	-
02/08/2015	73.46%	-	-
08/08/2015	86.19%	-	-
09/08/2015	84.39%	90.00%	-
13/08/2015	24.28%	64.69%	10.12%

15/08/2015	68.79%	57.98%	39.12%
22/08/2015	100.00%	100.00%	100.00%
28/08/2015	73.52%	-	-
31/08/2015	-	86.13%	-
23/03/2016	2.67%	18.82%	-
25/03/2016	66.45%	71.59%	-
26/03/2016	20.97%	67.69%	-
30/05/2016	52.52%	63.45%	-

- 57 This sets out that takings on Thursday 13th August 2015 were only 10.12% to 64.69% of the busiest day of the year. Takings on Saturday 15th August 2015 were only 39.12% to 68.79% of the busiest day of the year.
- 58 Table 3.1 of the CPS sets out a summary of surveys and data being available for each survey. It is noted from this that there are some car parking locations that have no car parking data available on some days. Those relating to 13th and 15th August 2015 are summarised in Table 5.

Table 5: Summary of Car Parking Locations with no Survey Data on 13th and 15th August 2015

Car Parking Location	Capacity
Civic Centre Overground	83
Civic Centre Underground	115
Library (Beecroft)	168
Short Street	73
Clifftown Road	11
Elmer Avenue	14
Queens Road	31
Queens Road (short stay)	10
Victoria Avenue	43
Total	546

- 59 Table 5 sets out that there are 546 car parking spaces analysed within the CPS that have no survey data on 13th and 15th August 2015. This represents over 10% of the total stock being considered within the CPS.
- 60 To assist with the survey analysis, paragraph 3.13 sets out that the Southend Central Area has been separated into the Central Area North and the Central Area South, divided by the railway line and based broadly upon a 10 minute walking distance from the shoreline. For the purposes of assessment, this appears reasonable.

- 61 After separating the Southend Central Area into northern and southern areas, Table 3.3 of the CPS then sets out that there are 2,500 total car parking spaces in the Central Area South.
- 62 As above, there are car parking spaces that have been omitted from the CPS. These can be considered in greater detail in the context of the Central Area South.
- 63 The car parking spaces that are identified in this Technical Note as being omitted from the CPS are all located in the Central Area South. With an allowance for residents parking, the above estimated they amount to some 800 car parking spaces.
- 64 If this is added to the 2,500 set out in Table 3.3 of the CPS, then there would be 3,300 total car parking spaces available for tourists and visitors in the Central Area South on peak days.
- 65 The CPS therefore clearly underestimates the total stock of car parking spaces in the Central Area South and it accounts for only 75% of the total supply.
- 66 In doing so, it also therefore underestimates the car parking demand created by tourists and visitors in the Central Area South.
- 67 This is considered to be a serious omission. There is no confidence in a car parking study that only considers 75% of the total stock to give sufficient evidence on which to draw the correct conclusions. When undertaking a parking study, it is normal to identify and survey all available parking spaces in a manner that is robust and from which the correct conclusions can be made.
- 68 The CPS does not do this and there is therefore no confidence that the correct conclusions have been made.

Existing Demand – Survey Analysis

- 69 A comment is made after paragraph 3.10 of the CPS which sets out that 85% occupancy of car parks has been adopted as an optimum maximum capacity to account for vehicle circulation, queuing and perception. This is reasonable.
- 70 The analyses of the parking data does not assess total parking demand against total parking stock. Instead, the analyses totals the number of parking spaces for which there is survey data and then assesses this against the number of vehicles within the car park based on entry and exit counts.
- 71 This is simply a count of car park occupancy. During periods when there is available capacity in all car parks, then this can be considered to be the parking demand. However, during peak periods, there are significant numbers of vehicles in the town travelling between car parking locations having been unable to park in the location they initially intended. These vehicles form part of the overall parking demand.
- 72 These vehicles have not been considered within the CPS. These vehicles will inevitably find a car parking space, however, this may be after a short period of time circulating. This can have the effect of such vehicles entering car parks in the periods after they first intended. If such vehicles entered Southend during the peak time of the day but were unable to enter a car park initially then there is a risk that such vehicles could be classified in periods after the peak time of the day. Within the CPS, this has the effect of suppressing the peak demand.
- 73 Therefore, on busy days, a comparison of car parking capacity against occupancy will be lower than the true parking demand at the peak time of the day.

- 74 Observations on-site during busy days will identify this issue. From these observations, an appropriate methodology could be devised on which to make an allowance for such occurrences. For example, vehicles queueing to get into car parks can be identified and added to the entry to create a better understanding of parking demand for that car park.
- 75 This would not establish the true demand, however. Comparisons of traffic flows at key locations on busy days against non-busy days can provide an idea of increased movement. This could be related to demand and could be validated against the car parking occupancies (with appropriate consideration that the occupancy on the busy day may not be representative of the true demand).
- 76 It is recognised that estimating the true demand would be difficult, however, the CPS makes no attempt to do so. As a result, the CPS underestimates car parking demand during the peak times of busy days.
- 77 Furthermore, the CPS only includes the car parking locations for which survey data was available. The calculation of occupancy therefore only relates to some of the car parks. There may be significant exceedances of capacity at other locations, however, since the CPS does not have data at all locations, this is not known.
- 78 As a result the CPS does not consider the complete parking situation in the Southend Central Area and there is less reliance placed on the results and the conclusions drawn from these. Furthermore, given that there are other locations (as set out above) that were not identified at all, this places an even lesser reliance on the results of the Central Area South (and North).
- 79 For each day of survey, the analyses identify the individual car parks that exceed their optimum maximum capacity (85% occupancy). For those that are identified, the occupancy of adjacent car parks are reviewed to determine if surplus capacity could be accommodated within these and then the walking distance between the two are considered to form a view if this is feasible.
- 80 The CPS does not explicitly set out that if the walking distance between car parks was considered to be feasible then the excess capacity could be absorbed by these other car parks. However, by making these analyses, the CPS is inferring that this would be the case.
- 81 Although transferring to other car parks sounds reasonable in theory, the evidence does not validate this.
- 82 Paragraph 3.22 of the CPS analyses the surveys on 13th August 2015 and states:
- ‘Aside from the five most popular parking areas, there is significant availability of spaces in alternative parking areas’.**
- 83 This means that tourists and visitors are currently choosing to park in these car parks despite them being in excess of their optimum maximum capacity. They currently have the option to park in alternative car parks but they are not. This suggests that they are not willing to travel to another car park and walk the additional distance.
- 84 Later on in this Technical Note, there is a summary of a travel survey undertaken by the seafront traders and this demonstrates that 54% of all tourists visit more than 5 times per year. A large majority of tourists are therefore return visitors who are already aware of the location of car parks and road layout. These tourists choose their car park based on the convenience to them. They will already be aware of the other car parks but they choose the popular car parks.
- 85 This evidence is acknowledged in the CPS, where paragraph 3.22 goes on to state:

'It can be assumed that the high level of demand for the five most popular parking areas means that users wish to park in the locations that are close to the main shopping and tourism destinations of Southend Central Area.'

- 86 On this basis, there is no evidence that tourists and visitors would transfer to alternative car parks. The evidence suggests that tourists and visitors would utilise the most convenient car parks, despite them already exceeding their optimum maximum capacity.
- 87 Furthermore, an analysis of walking provisions and ambience between car parks needs to be made to establish the likelihood of vehicles transferring. If there is poor and congested footway provision with no crossing points, then this will not be very attractive irrespective of the distance.
- 88 The CPS does not consider this and it is therefore not possible to form a view on the ability for vehicles to transfer to alternative car parks.
- 89 The surveys demonstrate that parking in the Central Area South has a far higher demand than parking in the Central Area North. This is most noticeable on Saturday 15th August 2015. Paragraph 3.25 of the CPS states:

'Occupancy across the entire network peaked at 79% between 14:00 and 16:00. Central Area South occupancy reached a higher peak (97%) than Central Area North occupancy (54%).'

- 90 Paragraph 3.29 of the CPS goes on to state:

'Table 3.7 shows the peak period of occupancy and the percentage of spaces occupied in that period for each parking area. It shows that those eleven most popular car parks, all in the Central Area South area, are heavily over-subscribed at peak periods of demand, typically in mid to late afternoon.'

- 91 There were 12 car parks surveyed in the Central Area South on Saturday 15th August 2015 and the CPS identifies that 11 of these were all in excess of their optimum maximum capacity.
- 92 There is therefore clearly a distinct difference in parking demand between the Central Area South and the Central Area North. Users choose to park in the Central Area South for convenience and despite there being available spaces elsewhere they choose not to.
- 93 Paragraph 3.25 of the CPS identifies that the Central Area South occupancy reached 97% on Saturday 15th August 2015. As set out in Table 4, this equates to up to only 68.79% of the peak day of the year.
- 94 97% relates to the entire stock, which the above calculates at 3,300 spaces. Later on, this Technical Note sets out that the car has a mode share of 84.7% for tourists to the Central Area South. Thus, if the additional takings on the peak day is equated to car parking demand, this amounts to an additional 641 cars seeking a space in the Central Area South (3,941 total car parking demand). This equates to 119% occupancy in the Central Area South.
- 95 It is clear that demand for parking in the Central Area South on peak days already exceeds capacity.

Existing Demand – Survey Analysis – Busiest Day of the Year

- 96 The CPS has used the VMS data to identify the busiest day for parking within the Southend Central Area between May 2015 and May 2016 and identified Saturday 22nd August 2015.

97 Figure 3.6 of the CPS sets out that the Central Area South was in excess of its optimum maximum capacity from 12:00 to beyond 19:00 (the survey data ceases at 19:00) on this day.

98 Paragraph 3.42 of the CPS goes on to state:

'For the Central Area South parking areas as a whole, the number of days on which occupancy exceeded 85% was 38 between May 2015 and 2016.'

99 Figure 3.7 of the CPS then shows the temporal distribution of these 38 days. This demonstrates that, excluding the winter months of November to March, there was at least 3 days in every month when the optimum maximum capacity of the combined car parks in the Central Area South for which data was available was exceeded.

100 During August 2015, there were 17 days when the optimum maximum capacity of the combined car parks in the Central Area South for which data was available was exceeded.

101 This Technical Note, and the CPS, has identified that there is a significantly different parking demand and occupancy between the Central Area South and the Central Area North. Significantly greater pressure on parking has been identified for the Central Area South.

102 Despite this, the CPS does not identify the busiest day of the year for the Central Area South. The CPS does not therefore analyse in detail the busiest day of the year for the Central Area South.

103 This is a serious omission. The above sets out how the tourist industry relies upon the busiest days of the year to subsidise other periods of the year when they are not busy. The car parking demand for these busy periods therefore must be met to maximise their customer attraction. If this is not met, then it jeopardises their viability throughout the remainder of the year.

104 Therefore, to have not analysed the Central Area South, which is the main attraction area for tourists, on its busiest day of the year is a serious omission from the CPS.

Benchmarking

105 The CPS undertakes a series of comparisons for Southend against Blackpool, Brighton and Bournemouth.

106 The aim of this appears to be to identify how each of these manage their peak demand and to consider whether this is transferrable to Southend.

107 Table 3.10 of the CPS sets out that Southend has a significantly greater number of seafront car parking spaces per 1,000 annual visitors in comparison to the other three (0.56 for Southend versus 0.10, 0.04 and 0.02).

108 In part, this suggests that Southend caters for a larger proportion of day visitors in comparison to the others, since a day visitor arriving by car needs public parking whilst visitors for more than one day (i.e. staying overnight) and arriving by car can park at their accommodation.

109 Despite having more car parking per visitor, the CPS demonstrates that the seafront car parking spaces in Southend exceed their optimum maximum capacity on a number of occasions.

110 Table 3.11 sets out that Southend has a greater number of central area car parking spaces per 1,000 annual visitors in comparison to the other three (2.1 for Southend versus 0.6, 1.0 and 0.5). This also

suggests that Southend caters for a larger proportion of day visitors in comparison to the others. Indeed, Blackpool, Brighton and Bournemouth have a very large amount of hotels, and a much greater proportion of visitors stay overnight than at Southend.

- 111 The needs and management measures to cater for visitors vary depending upon their length of stay and day visitors are different to those who stay overnight. With a higher proportion of day visitors at Southend in comparison to the others, the needs of visitors may be very different to those at the others.
- 112 The measures which the others use to manage peak demand must therefore be considered very carefully in identifying if they are transferable to Southend.
- 113 It should also be borne in mind that the measures used to manage peak demand at the others will be dependent upon their unique circumstances and what works at one location may not work at another. This is evident from paragraph 3.88 of the CPS which sets out that the examples at all three provide different approaches to dealing with peak demand.
- 114 Paragraph 3.93 of the CPS sets out that, of the three others, the approaches in Brighton are more transferable to Southend, which includes the provision of a one-stop shop for local travel information, provision of a park and ride service and provision of underground car parks.
- 115 The third bullet point of paragraph 3.93 suggests the ruling out of underground car parking in advance of giving it any further consideration by immediately stating it is a more expensive option and quoting likely costs. Brighton have adopted underground car parking and so there is no need to rule such provision out at this stage of the report based on cost.

Future Demand and Supply

- 116 The CPS considers the additional parking demand created by future uses in the Southend Central Area. It assumes that all new residential, business and hotels etc would be developed with their own off-street parking which is not available for public use. It also assumes that all new shops, restaurants, cinema and museum would have parking that is available to the public. These are reasonable assumptions.
- 117 The trip generation and parking demand created by the museum has been taken from its planning application. The trip generation and parking demand created by the other uses have been estimated using industry standard techniques. These methodologies are reasonable.
- 118 Two parking approaches have been considered; one that provides new parking for the new uses based upon maximum parking standards, and one that uses judgement to provide a reduced level of parking provision.
- 119 The principle of this methodology is reasonable, however, no evidence is provided to set out how much parking has been provided for / reduced by for the latter approach. These assumptions should be set out to give more confidence in the results and subsequent conclusions.
- 120 Table 4.1 of the CPS sets out the scenarios that have been created and these are reasonable, subject to the above assumptions being reasonable and the assumptions on the likely development itself being reasonable.
- 121 Based upon these, Tables 4.2 and 4.3 of the CPS set out the effect on the total parking stock in both the Central Area South and the Central Area North as a result of the approved planning applications and the Opportunity Sites.

- 122 It is firstly noted that Opportunity Site CS1.3 is Marine Plaza. As set out above, this is currently used as a publically available car park, however, has been excluded from the CPS. There are 200 publically available car parking spaces on Marine Plaza, therefore, these should be treated as being lost as part of the net change calculation as a result of the redevelopment.
- 123 Given the Marine Plaza car park has not been included within the CPS, these spaces do not appear to be included in the net change calculation. Therefore, on this basis alone, Tables 4.2 and 4.3 will overestimate the net change in car parking by 200 spaces.
- 124 In addition, spaces gained appears to be the total spaces gained for each of the approved planning applications and the Opportunity Sites. It does not appear to deduct the parking for uses that will not be publically available i.e. residential. On this basis, Tables 4.2 and 4.3 will further overestimate the net change in car parking.
- 125 In the Central Area South, there are 432 residential units proposed on Opportunity Sites PA7.1 and CS1.3. Assuming maximum car parking standards of one space per dwelling equates to 432 spaces that would not be publically available. Assuming a conservative approach for the reduced parking scenario of 0.2 spaces per dwelling, equates to approximately 100 spaces (for ease of reference and calculation) that would not be publically available.
- 126 These calculations have been applied to Tables 4.2 and 4.3 of the CPS and they are recreated in Tables 6 and 7 respectively for the Central Area South.

Table 6: Future Parking Supply: Based on Central Area Precedents (Central Area South)

Scenario	Spaces Lost	Spaces Gained	Net Change
Scenario 1: pre-2021 planning applications	0	200 to 250	+200 to +250
Scenario 2: pre-2021 planning applications and pre-2021 Opportunity Sites	1,050 to 1,100	1,000 to 1,100	-100 to +50
Scenario 3: post-2021	1,200 to 1,300	1,000 to 1,100	-300 to -100

Table 7: Future Parking Supply: Application of Maximum Parking Standards (Central Area South)

Scenario	Spaces Lost	Spaces Gained	Net Change
Scenario 2: pre-2021 planning applications and pre-2021 Opportunity Sites	1,050 to 1,100	868 to 968	-185 to -82
Scenario 3: post-2021	1,200 to 1,300	1,068 to 1,168	-232 to -32

- 127 As can be seen, Tables 6 and 7 present a very different case to Tables 4.2 and 4.3 of the CPS. The above predicts that the Opportunity Sites would result in a net loss of parking in the Central Area South.
- 128 Given that the CPS identifies that there is already significant pressure on the car parks in the Central Area South (and the LTP predicts a 25% increase in demand), this is unwelcome and would impact upon trade in this area.
- 129 Notwithstanding the above, Figure 4.4 of the CPS estimates car parking occupancy in the Central Area South using its calculations in Tables 4.2 and 4.3. Figure 4.4 of the CPS shows that the optimum maximum capacity of the Central Area South would remain exceeded in all scenarios.

130 As shown above, the Opportunity Sites will actually result in a loss of publically available parking in the Central Area South, therefore the effect shown on Figure 4.4 of the CPS would in fact be far worse.

131 Paragraph 4.29 of the CPS then states:

'It should be noted that the scenarios were tested for demand in August, representing the peak season of demand, so are not representative of typical demand which, as described earlier, is notably lower than the existing supply.'

132 This is a wholly inappropriate statement. The above sets out how the tourist industry relies upon the busiest days of the year to subsidise other periods of the year when they are not busy. The car parking demand for these busy periods therefore must be met to maximise their customer attraction. If this is not met, then it jeopardises their viability throughout the remainder of the year. Without this car parking the business models of tourism businesses will have to change, potentially to the detriment of the local economy.

133 To base parking provision on periods of typical demand would result in significant loss of the very fabric of this area.

Visitor and Shopper Spend Survey

134 This section of the CPS gathers information from tourists and visitors in the Southend Central Area which can inform a judgement on how changes may affect parking patterns in Southend.

135 It is firstly noted that only 29% of interviews were conducted on the seafront. This is despite the CPS identifying that parking is under most pressure in this location.

136 There is very limited disaggregation of results to only the seafront or only the town centre. Therefore, the results of the interviews are balanced in favour of the town centre. They are not therefore considered wholly relevant to tackle the issues that the CPS has identified, namely that there is significant pressure on parking in the Central Area South.

137 In particular, the tourists that visit the sea front and the Central Area South are mostly families visiting the area. Those visiting the town centre are mostly shoppers etc. There is some overlap between the two as some tourists and visitors will visit both. However, in the whole, the visitors are different with different needs and requirements.

138 Families will typically be less inclined to walk further distances than shoppers. Families will also be more inclined to travel by car for ease of travel and convenience rather than use sustainable modes of transport such as bus or the train. That said, families travelling by car is sustainable travel as it is a form of car sharing and typically have approximately 4 occupants, as is set out below.

139 This differentiation is not fully considered from the interview surveys.

140 Paragraph 5.32 of the CPS states:

'Measures to increase the number of vehicles accessing and parking in the Central Area and at the seafront are likely to impact negatively on all visitors through increased congestion, worse air quality and reduced ambience, and this needs to be taken into account when planning car parking provision.'

141 This statement does not appear to be evidenced by the preceding text and appears to be a point of view. With careful management, an increased number of vehicles and parking in the Southend Central Area may not impact negatively, as is suggested.

142 Furthermore, a significant proportion of vehicle movements parking in the Central Area and at the seafront on busy days are vehicles circulating looking for a space. If there was sufficient parking to cater for these busy days then the number of vehicle movements in these areas would reduce. This in itself would reduce congestion, improve air quality and improve ambience. Reducing vehicle movements is not the only solution for this.

143 The statement appears to lead into the following paragraphs (5.33 and 5.34) which state:

'This study has shown that there is significant pressure on the seafront parking areas at times of peak demand but there is spare capacity elsewhere in the Central Area parking network. Survey data appears to suggest that price of parking is prioritised by visitors, yet there is little differentiation in the pricing of parking between the seafront car parks which are at or over capacity at peak times and the Central Area car parks which have plenty of spare capacity.'

144 and

'Making better use of available spare capacity within a reasonable walking distance of key destinations should be a key priority in any parking strategy for Southend Central Area.'

145 There is insufficient evidence presented to make this statement. In addition to cost, convenience was the joint top priority from the interview surveys. This is evidenced from the results of the parking surveys in the CPS which demonstrate that car parks in the Central Area South exceed their optimum maximum capacity but car parks nearby (within a 5 minute walking distance) remain available.

146 The August car parking surveys demonstrated that during peak demand there was insufficient availability within car parks within a reasonable walking distance. It is these days that need to be catered for to secure the long term business for the sea front and therefore, a key priority for the parking strategy should not just be to cater for this, but to exceed it to enable growth.

147 Growth is a key strategy in the LTP3 and predicts an increase in car parking demand of 25% by 2021 in the Central Area. The CPS demonstrates that this could not be catered for.

The Stockvale Group Travel Survey

148 Before reviewing the recommendations set out within the CPS, this Technical Note sets out the details of a travel survey undertaken by The Stockvale Group of Adventure Island visitors. This is an open online survey which has been running since 3rd February 2016.

149 The results of the survey were extracted on 6th December 2016 when there were 1,538 respondents. Key answers are set out in Tables 8 to 13.

Table 8: Question 3 – What Mode of Transport Did You Use to Get Here?

Mode	Respondents	Proportion
Car	1,295	84.7%
Bus	28	1.83%
Train	143	9.35%
Other	63	4.12%

Table 9: Question 4 – If You Came by Car How Many Passengers Came With You?

Number	Respondents	Proportion
1	43	3.02%
2	183	12.85%
3	406	28.51%
4	437	30.69%
5	193	13.55%
6	76	5.34%
7	33	2.32%
8	24	1.69%
9	13	0.91%
10	16	1.12%

Table 10: Question 6 – Are You a Frequent Visitor to Southend (have you been here more than five times in the last 12 months)?

	Respondents	Proportion
Yes	798	53.88%
No	683	46.12%

Table 11: Question 8 – From 1 to 10 (10 highest) How is Parking and your Journey to Southend, Important to your Decision, as to Whether You Will Come Back Again?

Importance	Respondents	Proportion
1	57	3.84%
2	37	2.49%
3	49	3.30%
4	36	2.43%
5	112	7.55%
6	91	6.13%
7	137	9.23%
8	309	20.82%
9	161	10.85%
10	495	33.36%

Table 12: Question 9 – Did you Find it Easy to Find a Car Parking Space Near to the Seafront?

	Respondents	Proportion
Yes	836	58.96%
No	582	41.04%

Table 13: Question 10 – What is Most Important to you When Choosing Where to Park from the List Below? (Please Number in Priority, 1 is Highest Priority and 4 is Lowest)

Mode	Weighted Average
Quality	2.84
Convenience	1.82
Cost	2.18
Security / Safety	2.13

- 150 The surveys undertaken by The Stockvale Group are similar to those undertaken as part of the CPS. However, they relate solely to the seafront area and the Central Area South.
- 151 The most striking difference between the two surveys is the mode of travel. The CPS survey was weighted towards visitors of the town centre and saw a mode share for cars of 29%. The Stockvale Group survey for the Central Area South saw a mode share for cars of 85%.
- 152 The CPS survey did not gather the number of occupants per car, whereas The Stockvale Group survey identified that 28.51% of respondents travelled as a party of 3 and 30.69% of respondents travelled as a party of 4.

- 153 This validates the above in that the tourists and visitors to the Central Area South are very different to those for the Southend Central Area as a whole.
- 154 Furthermore, The Stockvale Group survey identified convenience as the key priority for choosing a car parking location, followed by Security / Safety, then cost and quality. The CPS survey covering the whole Southend Central Area identified convenience and cost as equal top priorities.
- 155 The Stockvale Group survey helps to identify reasoning why there is significant pressure on car parks in the Central Area South whilst, those in the North have availability. Clearly cost is a factor, but it is outweighed by convenience, likely to be because of the number of families that visit the Central Area South.
- 156 The Stockvale Group survey also introduces the fact that a majority of visitors (54%) are regulars who visit more than five times a year. These visitors will be aware of the parking and locations and choose their parking primarily, according to the survey, based on convenience.
- 157 It is these respondents who park in the Central Area South and which create the pressure on the car parking within it. The recommendations of the CPS should reflect this.

Recommendations

- 158 The CPS sets out 4 themes on which to base a parking strategy for a short, medium and long term basis. These are:
- Travel Information: Provide better travel information to influence mode and choice of travel;
 - Sustainable Access: limit the number of vehicles accessing the Southend Central Area by encouraging alternative modes and car sharing;
 - Parking Management: Make better use of parking availability by displacing excess demand in the south to the north through price structuring; and
 - Parking Supply: Provide a park and ride facility for visitors to the seafront area to reduce the pressure on parking in this location.
- 159 The CPS considers these themes for the Southend Central Area as a whole. It is clear that the parking demand in the Central Area South is very different to that in the Central Area North.
- 160 The Travel Information theme would provide a good means of influencing mode and choice of travel and those who are capable of and want to change may well do, which in turn would reduce the pressure on parking.
- 161 However, it is clear from The Stockvale Group survey that a vast majority of tourists to the Central Area South travel by car as they are families with 3 to 4 occupants per car. It is unlikely that such tourists would alter their mode of travel. Given the frequency of visits, it is likely that such tourists are already aware of the various car parks and they choose their car parking location based on convenience.
- 162 It is considered that this theme would assist the Southend Central Area as a whole but would have only a limited effect upon the Central Area South, where there is most pressure on parking.
- 163 A similar conclusion is drawn for the Sustainable Access and the Parking Management themes. These themes may assist the Southend Central Area as a whole by travelling by more sustainable modes and by making better use of car parks in the Central Area North; however, it is considered that they would have only a limited effect on the Central Area South.

- 164 Families visiting the Central Area South do so by private car (85%) due to convenience. They will have difficulty in shifting to a mode away from the private car and they are unlikely to utilise car parks in the Central Area North primarily due to inconvenience. As above, families travelling in a group of 3 or 4 per car is a sustainable mode of travel in any event.
- 165 In a similar vein, families would be unlikely to switch to park and ride due to the convenience of the private car. Such a scheme may assist the Southend Central Area as a whole but is unlikely to have any profound effect on the Central Area South.
- 166 Although the recommendations may work well in some locations, they are not considered suitable for Southend on Sea. The evidence base that has been gathered for the CPS masks what the true effect may be.
- 167 The parking surveys identified significant pressure in the Central Area South, however, the interview survey for the CPS is not detailed enough to enable specific consideration to this area. Instead, the interview survey is weighted towards visitors of the town centre, who have been identified to be very different to those in the Central Area South.

Summary and Conclusions

- 168 This Technical Note reviews and provides a critique of the technical evidence base to the Draft Southend Central Area Action Plan, dated November 2016, concentrating on the Car Parking Study, dated November 2016
- 169 The review focuses on the transport evidence base and draws on the local knowledge and experience of the seafront traders as well as transport related data that they currently hold.
- 170 The following key points have been identified:
- The CPS identifies early that the LTP3 notes Central Area car parking demand is forecast to grow by 25% by 2021, however, this has not been allowed for. Indeed, the parking stock is predicted to reduce.
 - The CPS does not identify all publically available car parking and thus does not identify the total car parking stock, nor does it identify the total car parking demand.
 - In the Central Area South the CPS identifies 2,500 publically available car parking spaces, however, this Technical Note has estimated there are actually approximately 3,300 publically available car parking spaces.
 - Of the car parking spaces that the CPS does identify, only 60% of these have been surveyed using reliable survey methodologies.
 - The remaining 40% have been surveyed using VMS data, which was found to have errors.
 - The surveys in August did not consider the total car parking stock and only obtained data for a proportion of the total car parking stock.
 - The CPS assesses car parking occupancy rather than car parking demand.
 - The CPS suggests that when car parks are full, then visitors should use other nearby spaces, however, the evidence does not support this.
 - As a result, the CPS considers the Central Area as a whole, however, there is significantly different car parking demand between the Central Area North and South and there is an over-demand for car parking in the Central Area South.
 - The CPS does not assess the peak day robustly and considers this using limited data for the Central Area as a whole. However, there is significant over-demand in the Central Area South which is not fully analysed.
 - The Opportunity Sites would result in a net loss of car parking in the Central Area South, which the CPS does not identify.
 - The interview survey within the CPS is balanced in favour of the town centre whereas it is the in the Central Area South that experiences the greatest demand for parking. As a result, the

conclusions of the interview survey are not relevant to the key parking matters in the Central Area,

- Surveys undertaken by The Stockvale Group have identified very different results to the surveys in the CPS which reflects the differing natures of the Central Area North and South.
- The recommendations set out the CPS are not considered to be appropriate to the Central Area South because they have been developed by considering the Central Area as a whole.
- Overall, the CPS fails to properly consider the parking situation in the Central Area South and therefore fails to adequately develop a strategy for developing the AAP.

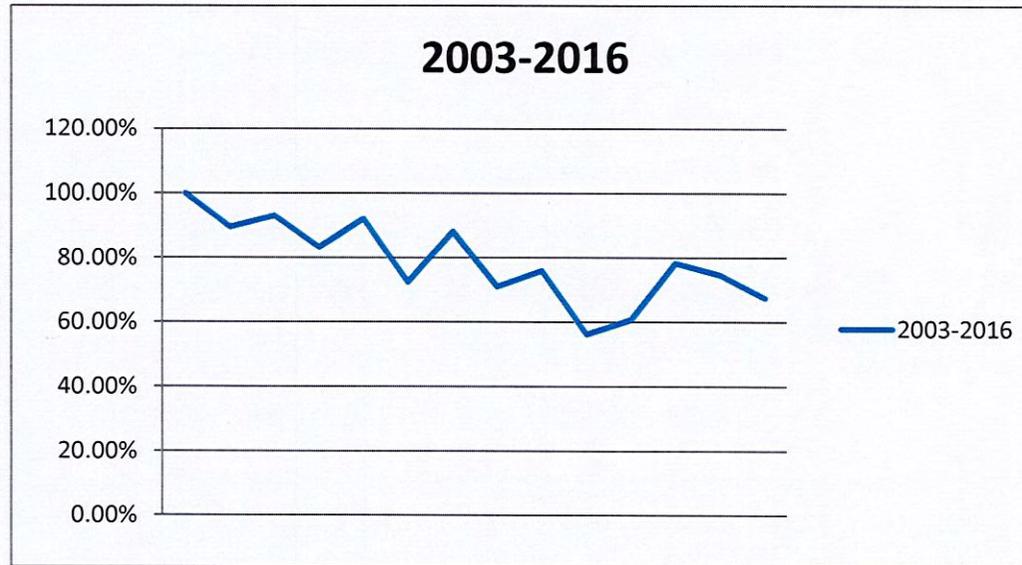
APPENDIX B: MEASURES TO PROMOTE SUSTAINABLE TRANSPORT

Marketing Measures and Initiatives at Adventure Island to Promote Sustainable Transport

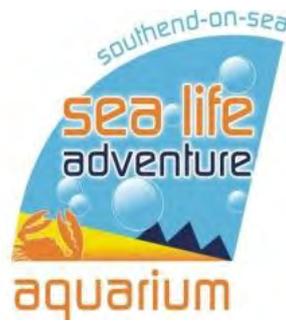
- The Stockvale Group meets with C2C annually and have developed a strong working relationship.
- Visitors who produce a valid rail ticket together with a promotion leaflet will receive a 20% discount in the price of a wristband which gives access to rides at Adventure Island.
- This is the only discount available on the day, acting as an incentive to travel by sustainable modes of transport.
- C2C/Adventure Island offers advertised by the following means:
 - C2C website;
 - Adventure Island website;
 - Social media channels;
 - You Tube channels;
 - Advertising at Railway Stations;
 - Posters and artwork at Railway Stations
 - Tannoy announcements at Railway Stations; and
 - TV adverts.

APPENDIX C: VISITOR NUMBERS AT ADVENTURE ISLAND 2003-2016

Year	2003-2016
2003	100.00%
2004	89.52%
2005	92.94%
2006	83.26%
2007	92.13%
2008	72.44%
2009	88.20%
2010	71.02%
2011	75.85%
2012	56.20%
2013	60.68%
2014	78.33%
2015	74.63%
2016	67.42%



APPENDIX D: SEA LIFE PRESS RELEASE



Sea-Life Adventure expansion called off

Philip Miller, Executive Chairman of the Stockvale Group, announced today (29 February) that regrettably the planned extension to Sea-life Adventure will not now go ahead.

He said "After believing a deal had finally been made, we heard that Southend-on-sea Borough Council had agreed to develop the old Dizzyland site with 285 flats. We believe nowhere near enough parking spaces are being provided as part of this project, and that the overflow would inevitably be swallowed up by the car park next to the Sea-life Adventure.

Taking into account the proposed development of Seaway Car Park – which will also eat up what's left of the already overstretched seafront car parking - left us with the feeling that our deal had been devalued. At that point we asked Southend-on-Borough Council for improved terms and/or replacement car parking. Unfortunately neither was forthcoming, so despite determined efforts on both sides to hatch a deal we had to withdraw from going ahead with this particular development.

We fully understand the council's position of having to get the best deal for the ratepayers of Southend; however we are very sad this development will not now go ahead. Our decision is based on head over heart thinking."

FOR PRESS ENQUIRIES

Please contact Tracy Jones at Brera PR & Marketing – 01702 216 658 / 07887 514 984 / tracy@brera-london.com / www.brera-london.com

APPENDIX E: LEIGH-ON-SEA CAR BOOT SALE

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OPEN EVERY SUNDAY AND BANK HOLIDAY MONDAY

[Sutton Sunday Market](#) **About Leigh Boot Fair**

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- On site Cafe
 - Premium coffee service
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 - Plenty of parking
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- There is NO NEED to book.**

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For Sellers

FOR SELLERS

- Arrive Early for leigh-on-sea (Pre 7am)
- Please ensure you have a "float" for giving change
- Please take all items and waste with you when you leave the site



For Buyers

FOR BUYERS

- Early Buyers from 6am
- Entry 50p per person (£1 before 8am), children free
- Please treat sellers with respect
- Check all change given

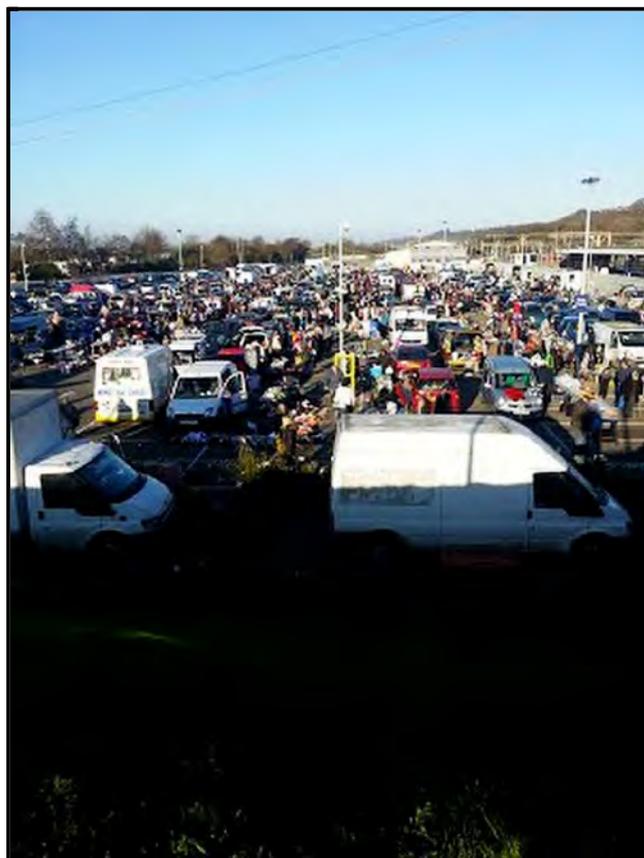


Our Sale

Lazybones Boot Fair is a fun, easy and enjoyable way to turn your unwanted and unused items into cash. We are a family run business and have been visted on several occasions by BBC's Car Booty.

- **Cars - £12.00**
- **Small Vans - £15.00**
- **Large Vans £20.00**
- **Trailers £5.00**
- **Entry 50p per person £1.00 before 8am Leigh**

For more information please use the Contact Us link



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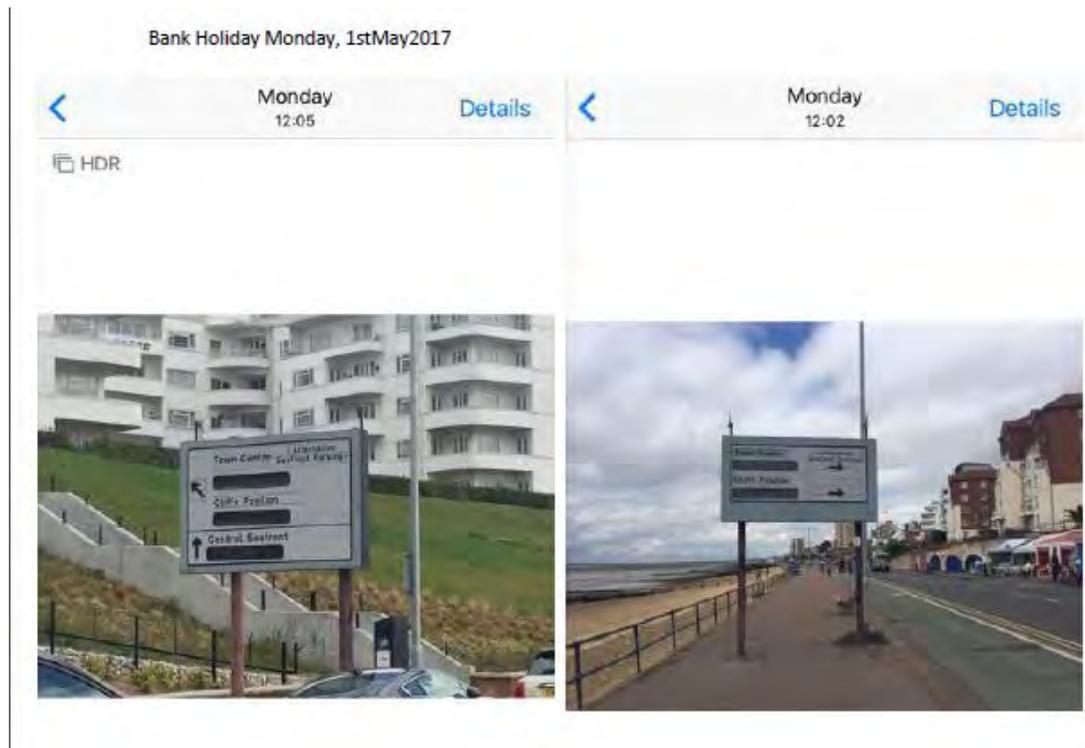
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APPENDIX F: VMS ERRORS

Variable Messaging Signs Error Data Collected by the Seafront Traders



VMS not working on Bank Holiday Monday 1st May 2017

Show all car parks

P Car Parks P

Location	Status	Spaces
Alexandra Road	Spaces	28
Ceylon Road	Spaces	36
Clarence Road	Full	0
College	Spaces	147
Essex Street	Spaces	160
Fairheads Green	Spaces	195
Hamlet Court Road	Spaces	133
Seaway	Spaces	635
Shorefield Road	Spaces	91
The Royals	Spaces	311
Tylers Avenue	Spaces	62
University Square	Spaces	252
Victoria Shop Cntr	Spaces	448
Warrior Square	Spaces	344
Western Esplanade	Spaces	104

As at 27 April 2017 17:29 hrs



Thursday
17:30

Details



Thursday
17:25

Details



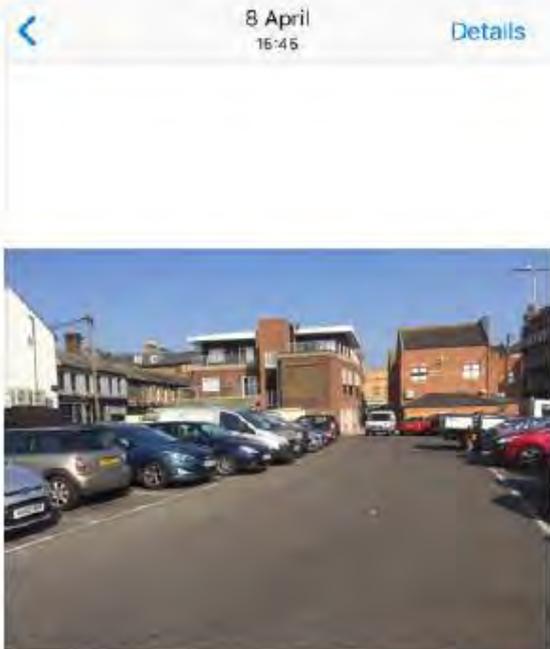
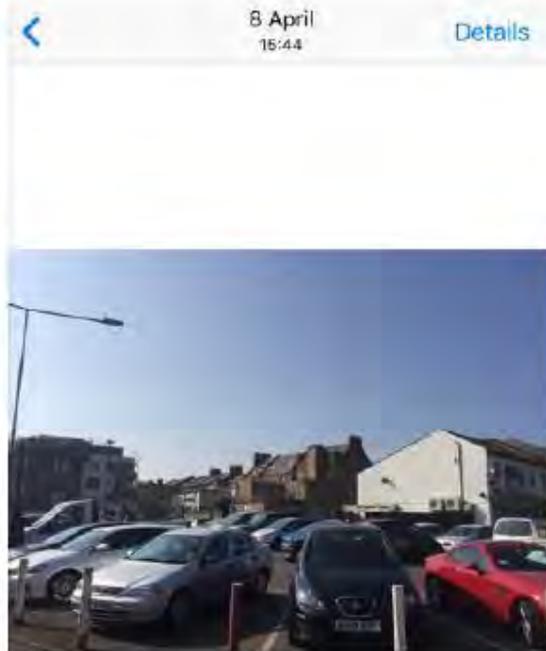
VMS car park app shows 104 available spaces out of a 500 capacity. This equates to 396 parked cars, however photos show the car park spaces are empty.

VMS sign shows 90 available spaces, whereas the app shows 104.

8 April 15:45 Details

P Car Parks P

Location	Status	Spaces
Alexandra Road	Spaces	66
Ceylon Road	Spaces	44
Clarence Road	Full	0
College	Spaces	162
Essex Street	Spaces	93
Fairheads Green	Full	0
Hamlet Court Road	Spaces	148
Seaway	Spaces	10
Shorefield Road	Spaces	39
The Royals	Spaces	68
Tylers Avenue	Full	0
University Square	Spaces	145
Victoria Shop Cntr	Spaces	227
Warrior Square	Spaces	342
Western Esplanade	Spaces	67



VMS car park app shows 66 available spaces out of a 74 capacity. This equates to 8 parked cars, however photos show the car park is full.

Show all car parks



Car Parks



Town Centre

Location	Status	Spaces
Essex Street	Spaces	155
Tylers Avenue	Spaces	204
University Square	Spaces	244
Warrior Square	Spaces	344

Central Seafront

Location	Status	Spaces
Fairheads Green	Spaces	192
Seawey	Spaces	629
Western Esplanade	Spaces	94

As at 5 October 2016 18:00 hrs

Car Parks



5 October 2016

17:50

Details



5 October 2016

18:00

Details



26 October 2016 11:07



Details



26 October 2016 11:07



Details



Top photo shows VMS sign showing 197 available spaces in Tylers Avenue car park at 11:07 on the 26th October.

The bottom photo shows a different VMS sign at exactly the same date and time showing 76 available spaces for Tylers Avenue car park.

APPENDIX G: TRAVEL CONDITIONS ON 9TH APRIL 2017

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10 Apr 2017

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Don't be the last to know! Get the latest local news straight to your inbox.

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SEAFRONT car parks were full up by noon as visitors flocked to Southend yesterday.

The town saw an influx of visitors keen to enjoy the good weather, as sunshine drew people to the area with summer coming early to south Essex. It saw temperatures yesterday reach highs of 23 degrees, equal to Madrid, Rome and Lisbon and topping Athens, Marseille and Berlin.

Car parks in Western Esplanade, Fairheads Green, Shorefield and Seaway were full up by noon, with Alexandra Road and Clarence Road car park also running out of spaces.

Traders welcomed the influx of visitors, but lamented the shortage of parking. Those who battled through the traffic and found a space said they had a brilliant day.

Father of six, Glen Palmer, from [Benfleet](#), brought his family to enjoy the weather.

The 48-year-old said: "I have got quite a big family so it's a bit of a tradition, as soon as the sun comes out, we come to Southend for the day. The kids love adventure island and we all love some fish and chips by the seaside to end the trip.

"It is a great day and we always have fun. Hopefully the sun is here to stay now and we can have more days out. It's really good because it isn't that expensive because you can sit by the beach and enjoy the sun."

Richard Frobisher, 33, from Queen's Park Road, in [Billericay](#) added: "It's a good day out but the traffic is an absolute joke. It took an hour-and-a-half to get down here. It's not good when you have kids in the car.

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"We are going to Sealife centre to see the new animals and then just we how we feel.

"The weather is fantastic so I can't really ask for much more."

Jennifer Springs, 79, from Link Road, in [Canvey](#), said: "Me and my husband, Roy, have been coming to Southend every year for the last 50 — since we moved here from Poplar in London.

"Canvey is nice as well but there is something special about Southend. It has changed so much but we always have a walk along the seafront and go down to the end of the pier.

"Although, we got the train today because it was too hot."

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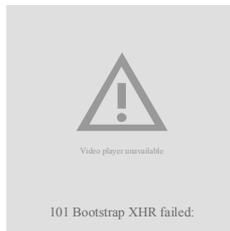
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Lee Chapel

9:19am Mon 10 Apr 17

now get out there and clear up all the litter...

Score: 5

[Report](#)

TheRealCommuterDogWalker  **Lee Chapel**

10:32am Mon 10 Apr 17

I bet it's a state. The queue in the Seaway car park to buy a ticket was easily 30 people long when I passed it. Must have been a super busy day.

It'll also make up for dismal weather expected over Easter.

Score: 4

[Report](#)

Southends Most Dangerous Cyclist

10:34am Mon 10 Apr 17

Gotta be an idiot to take the car down to Southend on a hot day. Then people have the audacity to complain about sitting in traffic. You are the traffic. Get a train or cycle.

Last edited: 7:50am Tue 11 Apr 17

Score: 12

[Report](#)

StuckInTraffic  **Southends Most Dangerous Cyclist**

11:48am Mon 10 Apr 17

Agree, the guy who complained about the traffic lives within walking distance to Billericay Station, it would have been a whole lot easier and quicker to get the train.

Score: 3

[Report](#)

costa-del-blowfly  **StuckInTraffic**

12:08pm Mon 10 Apr 17

To be fair, there were no trains on Sunday.

Score: 1

[Report](#)

LoopyLou88

10:40am Mon 10 Apr 17

people were parking on the hill of the sea way car park and not a traffic warden in site think the traffic wardens missed out on a way to get money there

Score: 2

[Report](#)

revo one  **LoopyLou88**

11:38am Mon 10 Apr 17

Maybe they were under instruction not to ticket, cant see how they would miss a trick, its not considered dangerous or obstructive when it suits.

Score: 2

[Report](#)

2000  **revo one**

12:57pm Mon 10 Apr 17

They all got ticketed in the end I noticed.

Score: 1

[Report](#)

LoopyLou88  **2000**

8:11pm Mon 10 Apr 17

not all saw some drive off no ticket...

Score: 0

[Report](#)

deleted  **LoopyLou88**

5:56pm Mon 10 Apr 17

deleted

Score: 0

Thames Gateway

5:58pm Mon 10 Apr 17

I know, why don't we reduce the number of car-park spaces in the Seaway car-park, whilst going ahead with a development which will attract yet more cars to the seafront area

Score: 1

[Report](#)

No Surrender to the Brexiteers

6:48pm Mon 10 Apr 17

I read an interesting article all about Brexiteer "facts" the other day:

- in five years time the average Brexiteer will only really care about when their incontinence pad is being changed not the nationality of who is doing it.
- in five years time the average Brexiteer won't need a passport, blue or otherwise, because they won't be able to afford the health insurance to leave the UK
- in five years time, 25% of Brexiteers won't care about Brexit any more because they'll be senile, or dead
- in five years time, the monarchy will have relocated to Scotland due to the anarchy arising from Brexit
- in ten years time this number will have increase from 25% to 60% due to the absence of health care professionals
- in twelve years time England will be back trying to petition the EU for membership and begging Scotland and Ireland to lobby on their behalf
- in 12 years time Le Farage - now known as Lord Haw Haw of Brexit - will still be making bitter and twisted speeches about "scraps from the EU table" from his villa in St Tropez bought through a Euro-lottery grant where he will have set himself up as an "English ambassador" - he'll still be chasing a French PA though
- in 12 years time, the Daily Heil will still be lying about asylum seekers, only they'll be English people storming the closed up Channel Tunnel trying to get out of the hell that Brexit has created.
- in 12 years we'll have hunted down the likes of May, Bojo, Ian Dunchin Donuts, Osborne, Cameron, Corbyn, Abbott, Fox, Davies, etc and hung, drawn and quartered them them after brief treason trials for their parts in the farce that was Brexit.
- in 12 years, the English parliament's motto will have changed to "200 Years of Empire and Commonwealth, Gone in three years of Brexit" as a permanent reminder of just how fecked we are

Anyone fancy a flutter

Score: 1

[Report](#)

Living la Vida Legra ➡ **No Surrender to the Brexiteers**

4:53pm Tue 11 Apr 17

Remoaner

Score: 0

[Report](#)

LoopyLou88

8:13pm Mon 10 Apr 17

News just in : after sun sales threw the roof boots and sainsburies and all main stores have sold out of after sun due to an increase in sunburn.

Score: 1

[Report](#)

piston-broke ➡ **LoopyLou88**

9:59pm Mon 10 Apr 17

Tessgo, Assdah, Waytrose, co-hop and Sainsberries.
Threw the roof boots off the roof.

Score: 1

[Report](#)



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Car Parking and Transport on 9th April 2017





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Your Southend added 4 new photos.

9 April at 13:22 ·

With thousands of day trippers visiting Southend today and the Seafront car parks all being quickly full up, we've been sent multiple photos of motorists who decided to park on the pavement.

Some motorists were even spotted parking ON roundabouts.

Although driving on the pavement is illegal, parking on the pavement like this is reportedly difficult for the council to prosecute against because motorists need to be caught in the act of driving on the pavement, under the current law.

What do you think about this issue? Does Southend need more carparks?

Throughout today, the carparks further into the town centre such as Warrior Square had plenty of spaces.



77 Likes · 190 Comments · 96 Shares

Vania Matte, Abbie Kinerman, David Clapp and 74 others like this. [Top comments](#)

96 shares



Courtney Bird I would ticket the lot of them. Why should pushchairs or wheelchair users have to go in the road and put themselves at danger when someone is too ignorant to park.

177 · 9 April at 13:28

[4 Replies](#)



Alison Lee We need a Park and Ride scheme. And for Seaway car park NOT to be built on

81 · 9 April at 13:25

[4 Replies](#)



Aisha S norta Keane Pisstake when you have to push your pram in the road and put ypu and your childs life at risk coz some inconsiderate asshole parks on the pavement
Should ticket and clamp them!

36 · 9 April at 13:33

[1 Reply](#)



Si Reed I drove passed the bridge to Old Leigh earlier today, a load of cars were parked on the bank opposite, the 2 wardens put a ticket on every single one of them.

49 · 9 April at 13:36

[1 Reply](#)



Adam Bruce Clarke It was a bloody joke the parking, I see one idiot park his car on the pier!

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54 · 9 April at 13:46

6 Replies



Jay Lea No we need more flats (only joking) of course we need more parking. Watched an ambulance struggling to get through a127 traffic going out of town, just imagine that it was having to go to Basildon A&E!

28 · 9 April at 13:25

2 Replies



Kim Newman That's pretty disgusting but the parking down the seafront is ridiculous I live literally on the seafront I pay 90 pound a year for a permit yet it doesn't allow me a specified space. So on a hot sunny day I can't move my car otherwise I'll not get par... [See more](#)

26 · 9 April at 14:17

12 Replies



Dean Williams Clamp all the cars on the pavements and the cars that are illegally parked else where, it's not safe for mum's and dad's with kids to walk on the road to get by them something needs to be done about it 🙄🙄

23 · 9 April at 13:35

1 Reply



Mark Bromfield Anyone parking like this can be nicked for obstructing the highway - no need to catch anyone red handed - the parking is enough. Fine them and give them points - parking like a prick deserves punishment.

20 · 9 April at 13:46

3 Replies



Erica Elsy All the number plates are there apart from the Vauxhall so why not issue them tickets for this, they went up a kurb which by council laws is not allowed, the more they allow people to get away with it the more naive idiots think they can do the same

8 · 9 April at 13:40



Vaughan White If you are not going to bother ticketing for driving on the pavement why not ticket them for causing an obstruction? You don't need to see them driving the vehicle for that, it is enough that they are actually parked on the pavement and thus causing an unnecessary obstruction.

7 · 9 April at 13:41

2 Replies



Samantha Margan The Peugeot is a resident, they were steam cleaning the seats whilst parked there yesterday. As someone who also lives on the seafront with no parking, it is very frustrating on sunny days. If you have to move your car, be prepared to not be able to ge... [See more](#)

5 · 9 April at 14:50

1 Reply



Patric Redding I'd like to know what the council will do about the mass of litter that's left on the beaches. I would prefer to see the civil enforcement officers ticketing people who litter.

Surely there should be a table on the beaches distributing rubbish bags as a precautionary measure.

6 · 10 April at 01:23

1 Reply



David Smith Tyler's Court had loads of spaces too. Maybe you should be looking at different laws to prosecute. I'm sure there's a law about obstructing a public highway and pathways are covered under that.

5 · 9 April at 13:28



Lauren Ashton I think its rather bad when they obstruct a walkway meaning a wheelchair user or someone with a pushchair has no option but dip on to the road! Should be fined!

I can still see from my place now that people are parked on the grass verge next to queensway roundabout. 🙄🙄🙄

4 · 9 April at 13:29



Simon Otton I pretty sure you'll find parking on the pavement is classed as "obstruction", again I'm pretty sure this carries a £30 fine...well surprised the "parking wars" mob of Southend weren't out there capitalising... 🙄

3 · 9 April at 14:51

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Peter Wayland Lazy fuckers the lot of them! Cant be asked to park a bit further away in the car parks away from the front and don't want to pay.Should clamp or ticket all the cars on the pavement or grass verges,wankers!!!

4 · 9 April at 14:13



Sian Laidlaw In the summer we should ban all parking in Southend to non Southend borough residents unless they are disabled and make them all get

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the train or bus in, not like there isn't many!! So people could potentially park all down the highstreet and unless caught doing it, nothing can be done??? Just put up a load of signs along the road saying they will be clamped or towed! Imagine how much money the council could make!!!

2 · 9 April at 14:29 · Edited

1 Reply



Mark Wabe Bollards on the corners of junctions would stop it..... residents parking only in roads near the seafront would be handy on two fronts, one because the residents would have somewhere to park and two, increased revenue for the council. More car parks wo... [See more](#)

2 · 9 April at 14:38



Samantha Allington The lack of parking is a major issue, sometimes it feels like we are deliberately trying to keep tourists away. The fact that seaway has planning permission is really worrying as we have seen today

3 · 9 April at 13:35



David Hadjicostas Interestingly all the 'posh' areas have no parking in force otherwise there would be plenty of space. Can't have bloody day trippers parking outside the bungalows all day. What!

3 · 10 April at 01:44



Chris Reeks I got a ticket parking in a proper driveway but didn't park far in enough so back of my car happened to stick out onto part of the pavement, while working. I don't c why these car drivers should not b prosecuted for parking on pavements. They r clearly obstructing pedestrians. There r sufficient car parking areas in Southend if these drivers don't mind walking n paying the fees.

1 · 10 April at 01:21



Emma Louise Thompson More low price allocated space permits for residents of southend/westcliff. And more car parks for tourists. Pretty sure most people would pay an extra few quid a year to ensure being able to park outside their own homes.

1 · 9 April at 14:48



Gerald Mance The lack of parking, on or near the seafront, has been dire for many years, probably some in the council begrudge seafront parking as it does not bring money in, in the winter months but it must make up for it, during the summer months, if we get a good one!

2 · 9 April at 13:29



Kaylan John Boyd How are buggies, wheelchairs and mobility scooters supposed to get past, without endangering themselves?

3 · 9 April at 13:41 · Edited

2 Replies



Annie Trout Sammons And we are getting rid of a local A&E yet how much more likely are we to have accidents that happen by carefree holidaymakers and local people that come to our beaches each year - WE HAVE MORE NEED FOR AN A&E THAN A NON HOLIDAY RESORT AREA !!!! Are people so stupid they can't see this!!!

2 · 10 April at 01:32

1 Reply



Anna Waite Today there was total meltdown in Southend town centre and along the Seafront. This is of no benefit to anyone indeed it is detrimental. The problem was the amount of traffic trying to find a place to park. More precisely, there was traffic backed up ... [See more](#)

1 · 10 April at 09:01



Tanya Ebert Stop turning old car parks into bloody flats. I think we need more car parks than flats. Otherwise we wouldn't have this problem.

2 · 10 April at 03:04 · Edited



Anna Morgan Well parking is stupidly expensive in southend and with all the new flats popping up we will need more carparks without a doubt. But we need a park and ride it's the only way to reduce traffic in the town. And there is no way SBC will close off the town as someone mentioned as they love taking all our cash lol. I live here but shop in basildon (or online) when visiting family. Too expensive to park and shop here.

10 April at 01:03



Linda Cook I have lived in Westcliff on and off for 30+ years and yesterday was one of the worst traffic and parking wise... Shorefield Road parking on double yellow lines both sides of the road and on a blind bend so dangerous and inconsiderate... More traffic wardens and park and ride sites needed.. Roads always busy and more flats being built-what a nightmare !!

1 · 10 April at 00:33



Natalie O'Leary Need a Park and Ride scheme put in place, would make it so much easier for all visiting and people that live in or around Southend. I hate the thought of having to jump in car to go anywhere on days like this cos of trying to get back!!... weird that the Peugeot in the pics was caught on the pavement in 2 different roads!!

10 April at 01:59



Gill Burrell They were quick enough to give me a ticket when parked 2ft over a PVX1

Can't they really give cars a ticket for parking wholly on the pavement or a roundabout! 🙄

1 · 9 April at 15:45



Lesley Smith Why would anyone want to queue for hours on the a127 as far back as Basildon to get to Southend beaches on a hot day when we all know

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they're going to be rammed, never mind the parking problems? It's beyond me - not my idea of nice day out on a Sunday!

10 April at 23:28



Sammie Jayne Harvey Definitely need to do something tried to park by chalkwell today and couldn't even get down the dead end road bit because at the end where the little roundabout is to turn around and come back people had illegally parked all up the grass verge and on the roundabout itself

9 April at 13:27



Annie Trout Sammons Southend needs to do something about it parking if it had proper carparks the money it would make would mean it would be able to reduce the permits for residents who can't even park and pay £90 a year for a permit!!! That is disgusting!!

10 April at 01:28



Mounia Sansone I went for walk with my kids to the seafront by 6 pm my goodness we were shocked the rubbish everywhere specially the beach shame

2 · 9 April at 17:57



Suzanne Stedman I use a mobility scooter and car parked on the pavements are a big problem for me. Its ok if there is a drive so I can in and out of the road but if not I have to get up and down the kerb.

1 · 9 April at 23:15



Amie Watson They are blocking walk ways, they would soon moan if there was scratches on their cars from wheelchairs and prams trying to get through

5 · 9 April at 13:35



Craig Daniel Hannington What about the car park next to the civic centre and the one next to the old library. I walked past earlier and they were empty. Are these not allowed to be used by the public.

2 · 9 April at 14:05

1 Reply



Diane Allmark As I understand it, if you park either side of double yellow lines you are committing an offence. The no parking restriction is effective from the road to the wall.

1 · 9 April at 16:08



Jane Hale Why isn't it illegal to park on a pavement?? It should be changed and these morons given parking fines. Sick to death with drivers thinking they can park where they bloody want.

3 · 9 April at 13:38



Patricia Martin Definately need more car parks and keep the existing ones! Trippers increase the economy in Southend we need to encourage them NOT make it difficult for them to visit!

10 April at 12:29



Garry Waters Most of the roads on thorpe bay seafront have a monthly switch over for parking on one side of the road to the other. But this is only in the summer months. In the winter you can park on both sides. Maybe if the council weren't so greedy then there would be more available parking. Because they know people will take a risk, get a ticket and line their pockets..

10 April at 03:13



Sandra Burns Yes and it's not bloody fun for a wheelchair user that's for sure. We are invisible at the best of times !! and up on the cliffs they were parked right along the road over the lower kerbs and just stood watching as I struggled to bounce my chair off the kerb ignorant arse holes

1 · 9 April at 23:03 · Edited



Jessica Lou Live just after these pics on the seafront if the sun is out , we get blocked in or we can never park back anywhere near our house! Between Southchurch park and the seafront we need a car park or two ! Having to walk miles with a sleeping toddler and m... See more

10 April at 00:55



Seg Mason PT I live right on the Seafront and as I was walking to work I could see cars down Victoria Road driving up the pavement and gross. What if a blind person walks along. Also parking on the pavement & gross brakes then down and make them look horrible

3 · 9 April at 18:43



Tyna L Bloss I live just off the seafront and when I get home from a early shift at work I can't even find a place to park!! Some days I've had to go to my mums at the airport and wait until later to go home. That sucks when you have been on a 4am start at work!

B... See more

10 April at 08:05



Leeness Brown I don't think it's much of a problem. It only happens a few days of the year and now there's no airshow or shakedown it happens even less. I think once Southend Council ban all the events that bring people into town the parking problem will go away completely.

9 April at 12:00



Dan Kavanagh Yes there is a mild convenience and dont agree with wheelchair users and children in pushchairs having to use the road where there is an element of danger. Ultimately its good for local businesses and how many people bitching on here will do something about it? My prediction....none. chill out everyone and enjoy the weather!

9 April at 14:21



Paige Martin I dont think we need more spaces just people need to be less lazy... there is SOOO much parking up the top of town, like victoria car park (its always empty up the top and there's 8 floors of parking!) Why cant people be bothered just to walk down the town?

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10 April at 02:03



Kelly Marie Soar If people weren't so lazy they could park in the town centre and walk down to the seafront! It's 5-10 minutes! Warrior square, Tyler's avenue and York road carparks had plenty of spaces yesterday. Not hard. But instead, parked cars were dotted all over pavements and verges! Not good.

10 April at 01:30



Jaimi Mayhew There were cars parked on double yellows the whole length of Victoria road - not one car had a ticket! Traffic was that bad I saw a police car escort an ambulance through all the traffic! Better signage to alternative car parks is well in need!

9 April at 22:50



Sean Martin I no it's bad that they did this but surely it's not the end of the world chill people Jesus 🙏 was anybody hurt by this no did it effect ur lives no chill !!!!!!!

1 · 9 April at 18:08

[3 Replies](#)



Joe Ross We need a park and ride like what Chelmsford has and encourage day trippers to take the train or a coach excursion from their area to Southend.

9 April at 23:26



Andrew Dennison-McCarey Philip Miller and stockvale have been campaigning for this for years, more parking is absolutely needed. Stockvale have been asking for this kind of support to help with their battle with the council.

9 April at 16:30

[2 Replies](#)



Jon Wood We need a public transport system that works, and people who can walk should do , and the reintroduction of the death penalty for motorists who park in disabled bays when they are not entitled to

3 · 9 April at 13:30



Kaylan John Boyd Tourists also tend to like parking outside people's houses from morning to late, leaving people that live down the road unable to park locally, just for free parking.

9 April at 13:38

[1 Reply](#)



Paula Matthews I thought it was illegal to park up on the pavement if you couldn't get a wheelchair past! Total ignorance and sheer laziness though!

10 April at 04:09



Gary Morris Everyone on here whining about it. Do something about it. If you see someone parked like this it is very easy to get five or six people together to bump the car off the pavement and into the road. They'll then get lifted for causing an obstruction or at the very least ticketed. I could push that French POS Peugeot into the road on my own.

9 April at 23:25



Wendy Ingle I would clamp the lot of them. They park all over the place because they won't pay for spaces, or because they're too lazy to walk from car park to sea front.

10 April at 14:06



Jenna Malteser Whitehead Clam the cars on the pavement, they shouldn't be there and are endangering the pedestrians.

Could the council
Not look into a park and ride?

9 April at 13:58



Sarah Pratt More car parks... that's the one problem with Southend.. it's alright to live in but hard when people come visit you or want to go to the beach :) x

1 · 9 April at 13:28

[5 Replies](#)



Adam Miles I think it's funny how so many these douchebags bitch about our beach, yet as soon as it's sunny they are the first down here.

10 April at 02:22



Roger Woodcock Footpaths are not constructed for vehicles, only at crossovers. Parking on them causes damage which the council can take action for.

10 April at 01:26



Dean Woolf Clamping keeps cars there longer while they wait to be unclamped after payment. Punishing drivers, no matter how inconsiderate they are, will force them to go elsewhere. Eventually lack of trade will affect jobs, house prices and then goodnight Southend. Better to attract people with adequate fair priced parking, park and ride or other schemes. No need to bite the hand that feeds you

9 April at 14:52 · Edited



Alan Robbo Well if Southend don't have enough car spaces who's fault is that, after all we are a Holiday Town, or is it?

So if the traders want business, they must tell the council to find room for cars. Getting rid of the circle track will help.

9 April at 13:49 · Edited



Madi Everitt All the side roads should residents only permit parking! Should put up a bigger Carpark on Essex street with more floors and do a park and ride. Residents are suffering for Southend councils lack of parking. When the solution is probably quite easy!

9 April at 15:11

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Heather Wall People are just too lazy and have to park on top of where they want to be. Unless there are only car parks and no pavements it will still happen.
11 April at 01:59

Tiffany Bryan Parking on roundabouts? Oh my god! 😡 honestly may as well just ditched your car in the middle of a road. Some people, honestly 🙄🙄🙄
1 · 9 April at 14:10

Christopher Sales If your with a wheelchair, mobility scooter or buggy just squeeze your way through the gap...scratching their car is a chance you take but its their own fault for being ignorant in the first place. Dont put yourself in danger by diverting into the roads.
1 · 9 April at 20:29

Terry Ive And our Council seem forever to be looking for new kinds of revenue?
They are 'missing the boat' here a bit, aren't they? Perfect opportunity. Should be a freephone number on signs around Southend enabling reporting of these selfish morons.
10 April at 03:50

Richard Whiting Binkiewicz wow I was peacefully in my garden enjoying the sun. love living by the sea 😊
7 · 9 April at 13:25
[3 Replies](#)

Julie Merrin Terrible isn't it im sorry to the owner of the red Peugeot that accidentally got a deep scratch all along its bodywork I didn't realise my uncles crutch that was over hanging didn't have a rubber on the end when I literally had to squeezed by with him in his wheelchair 😞
10 April at 15:04

Natalie Stambrow On a Sunday most buses are 1 an hour after 4.30pm and the Victoria line was rail replacement this weekend that doesn't help or give people an insentive to use public transport. Perhaps more than 1 bus an hour would encourage people to get the bus on a day when it's gonna be rammed down the seafront.
10 April at 01:33 · Edited

Paula Lane Maybe visitors to Southend need to know where the other car parks are? More signage?
3 · 9 April at 13:46

Lucy Barrett An absolute joke!!!! What's wrong with a little further walk in such lovely weather?!?
4 · 9 April at 14:03

Laura Blenes Unfortunately parking on the pavement is a dvlia issue and not the council/enforcement officers. That's why the tickets aren't there. Double yellows, grass verges etc yes but the pavement they can't.
1 · 9 April at 22:48

Clair Wood Well the 5 of us went via train and only cost 20pound we never drive to southend so much easier via train
9 April at 21:36 · Edited

Hayley Attard Disgusting!! They shld be clamped no excuse!! I'm a Mum with a baby and other children, so what I have to walk into the road with them, just because of some lazy arse who can't park legally!! Fkg joke!!
1 · 9 April at 13:53

Jean Keeley I was sitting outside the papillon & the amount of cars that drove onto the path putting kids lives at risk I even saw someone bib someone out of the way so they could park on the path
10 April at 00:43

Connor Willis Are you serious during a busy period I parked outside my own home on a grass verge outside woodgrange drive next to lidls because my street for parking (Arnold avenue) is the closest you can get to the seafront without paying for parking all surroundin... [See more](#)
10 April at 02:18 · Edited
[2 Replies](#)

Alison Davey Warrior Square is hardly convenient for the beach, no wonder it was empty.
3 · 9 April at 13:43
[2 Replies](#)

Emma Blakemore Maybe slightly better signage to point people towards less used car parks. An app to find available spaces. A park and ride scheme connected to train stations.
2 · 9 April at 13:30

Tracey Lawler Ginn Why can't see why people can't catch a train to Southend and then walk down. Oh no wait they can't be bothered to walk!
1 · 10 April at 00:01

Ben Lawley The law is there to be broken I'm afraid..nothing else too see here
2 · 9 April at 13:29

Sian Greest Holly Flynn terrible behaviour ! Must be because all the car parks were full 🙄🙄🙄
2 · 9 April at 13:24
[6 Replies](#)

Aaron Gregory Tow them away and make them pay for release. Council make money and dick heads have to pay for being... dick heads.
2 · 9 April at 13:49

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- 
Tom Pankhurst If anything this has just highlighted the loophole to more people haha
 2 · 9 April at 13:27
[1 Reply](#)
- 
Clair Bear I bet the beach will also resemble a shit tip now too 🤢
 3 · 9 April at 14:49
- 
Stacey Clifton Southend is terrible for parking on hot days and traffic is a nightmare when the hot weather comes
 1 · 9 April at 13:31
- 
Sue Manning was just going to ask is there not a park & ride scheme for Southend? works so well in a lot of places now
 9 April at 16:07
- 
Steve Stickman Barrett In Bournemouth and Poole £60 fine, plus we have park and ride, and today our beaches were packed ..
 1 · 9 April at 14:12
- 
Matt Butcher Park and ride. And one that doesn't close at 7pm like the Chelmsford one
 1 · 10 April at 00:00
- 
Amie Bailey If u park on a grass verge u get fined for it surely u can do the same with that thats a joke for buggies and wheelchairs !
 1 · 9 April at 14:07
- 
Michael Marvel Just make parking on / obstructing pavements along the seafront a fineable offence....
 1 · 10 April at 04:42
- 
Paula Stowers If the council want to continue to encourage people to visit Southend seafront then the issue of parking clearly needs to be addressed.
 9 April at 14:29
- 
Jaimi Mayhew There are also alternative ways to get to Southend other than a car!
 9 April at 22:53
- 
Claire Sugrue Did the Peugeot move? It's pictured in two different places
 1 · 9 April at 14:19
[1 Reply](#)
- 
Richard Green I for one think it's good for the local economy, it's a seaside town we should be glad of the visitors
 1 · 9 April at 14:13
- 
Alison Phillips Danny Phillips. You should read these. We'll live further out from the seafront I think! 😊
 1 · 9 April at 23:37
- 
Matt Crow Ticket the lot of them
 6 · 9 April at 13:26
- 
Dave Phillips I wonder why that blue Peugeot is photographed parked in two different locations.....?
 2 · 9 April at 13:36
[1 Reply](#)
- 
Keith Knight Any clown who thinks building on the seaway car park is a good idea is totally brain-dead.
 1 · 9 April at 13:30
- 
Tanya Godwin Terrible. There were too many people in Southend today.

 9 April at 14:19

 **Guy Grimwade** so they get away with it because they were seen parked there but not doing it, pathetic
 1 · 9 April at 13:43

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 **Scott Winfield** There is a lot of roads that don't need double yellows it's all about getting money created in the county
 9 April at 13:37

 **Mary Wheeler** Nathan Bailham told you it was rammed yesterday. All car parks were full by the afternoon 😞
 10 April at 09:31

 **Kim Brooks** It must be the palm trees, they seem to attract heaps of people
 9 April at 14:41

 **Alfred Wickermore** That's when you get your keys out and give them a well done tick the length of the car
 10 April at 01:20

- 
Nicky Vangalis Park and ride out of town for day trippers like they have in Chelmsford?
 9 April at 14:08
- 
Caroline Howard-Spitzer We need a park and ride - maybe some of those funky tourist trains in summer months
 9 April at 15:43
- 
Sherry Franklyn Perhaps free parking in the town car parks? People might walk if they are saved a few quid!
 10 April at 01:06
- 
Simon Stone How about making public transport available and cheap and some kind of park and ride schemes say leave the cars at leigh station
 10 April at 08:04
- 
Tracey Ford All deserve to be clamped why should pedestrians risk their lives by having to walk in the road
 10 April at 02:13
- 
Ben Taylor This is such a good idea! Must do this when i go to the beach 😊
 Lol jk i never go "beach"
 10 April at 07:44 · Edited
- 
Steven Barrell Majority of those day trippers are from London. They park how they want in that neck of the woods 🤔🤔🤔🤔
 9 April at 22:35
- 
Sam Lomax We drove past about ten cars parked on a grass verge all with yellow tickets tucked under the windscreen wiper.
 10 April at 00:00
- 
Lindy Pearman I think clamping would be good where it is a danger to the pedestrian
 10 April at 17:10
- 
Trish Triggs Get out your cars and walk, it's better for you alternatively take the train.
 9 April at 22:21
- 
Matthew Keane Surely we have enough car parks already! People need to use public transport... park and ride job on the A127?
 10 April at 01:12
- 
Tom Lewis So if someone isn't caught parking on double yellows is it fine? Bullshit law
 10 April at 12:10
- 
Susan Young I live opposite southchurch park, hubby can't park when comes home from work on any sunny day! 😡
 9 April at 13:51
[3 Replies](#)
- 
Ewa Bednarska Where is the traffic warden ? They are always in wrong place and wrong time 🤔
 9 April at 15:19
- 
Ioana Junquera Nope, warrior square was full. I was there driving around for half an hour at 15:30
 9 April at 14:55
- 
Shaun Boyden Me and the other half spent a hour trying to park because they were park everywhere. Can't even park near your own home.
 9 April at 14:26
- 
Dan Crysell Could do with a park and ride tbh especially on days like today
 9 April at 14:08
- 
Gary Sackman Wankers
 3 · 9 April at 13:53
[1 Reply](#)
- 
Nicci Osborn Drove the fireservice mad today ,so irresponsible.....
 2 · 9 April at 23:18
- 
Jay Finlay They are taking car parks away...plans for 3 car parks to be built on!! Nutz
 10 April at 06:23
- 
Angela Mears And to top it I suppose the seafront is left littered as usual!
 10 April at 08:30 · Edited
- 
Annie Trout Sammons And we are getting rid of a local A&E yet how much more likely are we to have accidents that happen by carefree holidaymakers and local people that come to our beaches each year - WE HAVE MORE NEED FOR AN A&E THAN A NON HOLIDAY RESORT AREA !!!! Are people so stupid they can't see this!!!
 10 April at 01:33
- 
Hannah Louise Nicholls Same Peugeot in different pictures
 2 · 9 April at 14:16
- 
Will Wordley Be worse once the council cut car parking spaces and summer parking fees come into effect
 9 April at 13:27
- 
Lee Copper Bet all those who hate traffic wardens wished some where there at that time 😊
 10 April at 01:09
- 
Chloe Elizabeth Blake-Iofthouse Some clever people that know the law 🤔

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2 · 9 April at 13:26

3 Replies



Caroline Sword Yeah and we get a freaking ticket with a permit showing in our car and we live in the road.A joke!!!!
9 April at 23:35



Tom Delaney No it needs less daytrippers. Prosecute everyone
1 · 9 April at 13:33



John Chapman No don't need more park, need to ban idiots like this from driving
1 · 9 April at 15:45



Jacqui Sutton-Taylor Park and ride just makes sense.
1 · 9 April at 22:01



Darren Brown Clamp them all
1 · 9 April at 13:45



Steve Riley We don't need more parking we need less people
1 · 9 April at 22:28



Emma Fox We live off the seafront parking is a nightmare
1 · 9 April at 13:46



Andrew Church No visitors, no trade...
1 · 9 April at 14:16



Rob John Lamb There are worst thing going on in this world .get a life
1 · 9 April at 14:20

3 Replies



Michael Wells Southend needs a park and ride like Chelmsford.
10 April at 04:03



Jo-Anne Brown Park and ride.... I've been saying it for years!!!!
9 April at 14:37



Lisa Holbrook Bring rail prices down , try to encourage taking the train
10 April at 02:01



Karen Louise Farrant Rookie mistake - always get the train on sunny days lol
10 April at 00:08



Hayley Jean A park and ride is well overdue and needed!
10 April at 07:52



Alec Thomas I know where I'll be parking from now on then.
10 April at 07:00



Annie Higgins Clamp them, then it costs a lot more than a ticket.
10 April at 01:28



Samantha Watts Ticket them
10 April at 00:05



Lesley Burghart The car in pics 1 & 3 are the same car???



Helen Bastin It's the same Peugeot in different places in 2 of those pics
10 April at 14:27



Melva Phillips Thought this was Only a Greek habit??????????



Peter Booth Park and ride. Much better idea.
10 April at 23:33



Liz Alsop Park and ride...
9 April at 13:34



Diane Allmark I
9 April at 16:05



Sally Horrigan Should be clamped & towed away.
9 April at 13:54



Wendy Woo Quilter I agree with Alison Lee have a park n ride scheme
9 April at 13:33



Seg Mason PT Also cheaper trains 🇧🇪
9 April at 18:44



Christine Pearce Oh yes I agree Rob x
10 April at 02:17



Julie Huggins Selfish and ignorant people!
9 April at 14:10



Elaine Blewitt Ticket and clamp them
10 April at 11:15



David Wakeling Because the lazy buggers don't want to walk
9 April at 15:55



Avril Duffy So wrong
9 April at 23:34



Yoke de Jong more car parks ??????????????????
9 April at 23:56

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