

Statement of Reason

THE SOUTHEND BOROUGH COUNCIL (WAITING, LOADING, STOPPING AND PARKING PLACES) (MAP BASED) (CONSOLIDATION) ORDER 2021

THE SOUTHEND-ON-SEA CITY COUNCIL (WAITING, LOADING, STOPPING AND PARKING PLACES) (MAP BASED) (SAN REMO PARADE) AMENDMENT NO.* ORDER 2026

Proposals:

- (i) extend the existing No Waiting at Any Time restrictions (double yellow lines) across the unrestricted parts of the east side of San Remo Parade adjoining the Cliffs Pavilion, providing a continuous restriction from the Station Road junction to the southern dead end and around part of that end.
- (ii) to introduce No Loading at Any Time restrictions (double kerb marks) along this full length, covering both existing and new double yellow lines and extending through the junction into Station Road up to the bus shelter.
- (iii) to introduce No Loading at Any Time restrictions (double kerb marks) along the existing double yellow lines on the west side of San Remo Parade at its junction with Station Road, extending through the junction along the south side of Station Road for a distance of approximately 10 metres from the junction.

Reasons:

The proposed Traffic Regulation Order is intended to improve access and maintain clear space around the Cliffs Pavilion, particularly in the vicinity of its emergency exits, by extending the existing No Waiting at Any Time restrictions and introducing No Loading at Any Time restrictions at the locations specified in the Order.

The Cliffs Pavilion accommodates large audiences, and assessments undertaken as part of the ongoing refurbishment have identified concerns regarding vehicles parking alongside the emergency exits on the eastern side of San Remo Parade. Vehicles parked in these locations can restrict the space available for people leaving the premises during an emergency and can reduce the available space for emergency vehicles to access, manoeuvre and position alongside the building.

Extending the existing No Waiting at Any Time restrictions along the eastern side of San Remo Parade will provide a continuous restriction from the Station Road junction to the southern dead end and around part of the end of the road. This will remove the opportunity for vehicles to park alongside the affected emergency exits and assist in maintaining clear access in the vicinity of the premises.

The introduction of No Loading at Any Time restrictions along this length is considered necessary because the existing No Waiting at Any Time restrictions would otherwise permit loading and unloading, subject to the provisions of the Order. The loading restrictions will help maintain clear space around the emergency exits and emergency access routes.

Additional No Loading at Any Time restrictions are also proposed through the Station Road junction and along the south side of Station Road for approximately 10 metres. These restrictions will assist in keeping the junction and approach to San Remo Parade clear of loading activity.

The restrictions are proposed to operate at all times to provide consistent protection of the emergency access and evacuation areas, including outside periods when performances or other events are taking place.

The proposal is limited to the areas identified as requiring protection. Existing parking provision on the western side of San Remo Parade beyond the junction restrictions will remain unchanged.

The Council has therefore concluded that the proposed restrictions are appropriate and proportionate having regard to the need to maintain clear access for people evacuating the Cliffs Pavilion and to facilitate access, manoeuvrability and positioning for emergency vehicles.

Road Traffic Regulation Act 1984

The sections which the City Council are using for the implementation of the proposed scheme as above are 1, 2, 4 and 122. The grounds that encompassed the reason for these proposals in Section 1 of the Road Traffic Regulation Act 1984 are:

- a. for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
- b. for preventing damage to the road or to any building on or near the road, or
- c. for preserving or improving the amenities of the area through which the road runs.

In addition, thorough consideration was given to the factors set out in Section 122 of the Road Traffic Regulation Act 1984 in proposing this scheme.

Traffic Signs Regulations and General Directions 2016

All of the associated signing and lining will be in accordance with Traffic Signs Regulations and General Directions (TSRGD) 2016.

Equality Act 2010

Thorough consideration was given to the equalities duty of Southend-on-Sea City Council under Section 149 of the Equality Act 2010