

CMB - SIGN OFF OF CABINET REPORTS



Report subject	Highcliffe Seafront Area - Parking Restriction Proposals (P26 2022)
Meeting date	27 September 2023
Status	Public Report
Executive summary	<p>To consider the representations received following the advertisement of the Traffic Order and to approve the making and sealing of the Order. This will enable the implementation of parking restrictions across the Highcliffe Seafront area.</p> <p>The benefits to road users resulting from the proposed restriction include reducing danger to such road users and facilitating improved passage, particularly for cyclists, pedestrians, and those with mobility issues.</p>
Recommendations	<p>It is RECOMMENDED that:</p> <p>Cabinet approve the Traffic Regulation Orders as advertised, except for the Stuart Road proposals, to enable the order to be made, sealed and to implement the restrictions which are outlined in this report and appendices.</p>
Reason for recommendations	<p>To approve the making and sealing of the Orders will enable the implementation of new and amended traffic restrictions on the following roads in Highcliffe: Abingdon Drive, Beacon Drive, Bute Drive, Castle Avenue, Chewton Lodge, Elmwood Way, Jays Court, Lymington Road (service road), Silver Way, Marrayat Court, Mill Lane, Montagu Road, Pine Crescent, Rothesay Drive, Waterford Gardens, Wharncliffe Gardens, Wharncliffe Road, Waterford Place, Waterford Road</p> <p>The benefits to road users resulting from the proposed Traffic Order include reducing danger and facilitating improved passage by maintaining visibility at junctions, sharp bends and narrow points.</p> <p>In particular these proposals will assist cyclists, pedestrians and those with mobility issues or who are visually impaired by keeping junctions clear at all times which in turn will enable the safe use of dropped kerbs and associated tactile paving to safely cross at junctions in the area.</p> <p>In taking this decision regard has been made to the council's duty under section 122 of the Road Traffic Regulation Act 1984 which</p>

	states that local authorities 'secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).
Portfolio Holder(s):	Councillor Vikki Slade - Leader of the Council and Portfolio Holder for Dynamic Places Councillor Millie Earl - Deputy Leader of the Council and the Portfolio Holder for Connected Communities Councillor Andy Hadley - Portfolio Holder for Climate Response, Environment and Energy
Corporate Director	Jess Gibbons – Chief Operations Officer
Report Authors	Andy Brown – Traffic Team Leader Matthew Carruthers – Traffic Technician
Wards	Highcliffe & Walkford;
Classification	For Decision

Background

1. The BCP Traffic Team were approached locally following issues raised by residents in the Highcliffe Seafront area regarding traffic and parking concerns primarily at junctions, bends and narrow sections in the area.
2. Subsequent site meetings were carried out between BCP Traffic Engineers, Ward Members, Highcliffe School representatives, Highcliffe & Walkford Parish Council representatives and local residents to address the concerns, understand the issues and take forward proposals.
3. Consultation was carried out on the proposals by way of legal 21 day notice from 8 July 2022 to 29 July 2022. Notices were placed in the local Daily Echo as required along with notices placed locally on site.
4. The matter was discussed locally and supported by Highcliffe and Walkford Parish Council, as minuted at their council meeting of 27 July 2022 and supported by the Highcliffe Residents Association.
5. Following community engagement, the proposals taken forward will ensure that the existing summer seasonal restrictions (single yellow line) restrictions remain in place with the addition of all year no waiting at any time (double yellow lines) and no loading and unloading, if required, are installed at junctions, bends and narrow points to ensure smooth traffic flow and good visibility for all users, especially cyclists and pedestrians.
6. The proposals also provide for 'No loading and unloading' in Rothesay Drive to keep the access road clear, where issues have been reported, to Highcliffe Castle which is a well-used BCP tourist destination and event facility.

7. A summary of the support, objections and comments is outlined in Appendix 2. There were 70 responses in total with an initial 64% shown to object to the scheme with 36% support. However, upon further analysis it is noted that 10 of the objections were specifically related to the Stuart Road section. These were primarily from staff and visitors to local care home; therefore, it is recommended to remove this section from the advertised proposals.
8. In addition, there were several objections from Montagu Road residents. However, considering formal comments and further discussion with residents, ward councillors and the residents association, they would have like BCP to go further with restrictions in Montagu Road. It must be noted that advertised proposals cannot be added to, but once installed (subject to approval) the restrictions will be monitored with continued dialogue locally and any further changes required to be assessed and prioritised for any future programme.
9. There were number of objections received from visitors outside the area who were under the impression that the proposals were putting in place all year parking restrictions across the area where there are currently summer restrictions. As noted previously, existing seasonal restrictions remain in place with the addition of no waiting at any time at junctions, bends and narrow sections so there is no major change for visitors from the current situation.
10. No material negative impacts have been identified in relation to the restriction including matters such as access to premises, amenities and use of the road by public service vehicles save for the possibility that displaced motor vehicle traffic could marginally increase, but to other points that would be safer. This is not considered to outweigh the benefits to safe traffic movements that the Order will provide.

Options Appraisal

11. There are 2 Options:

- Make the Orders and implement the provisions as advertised in the following streets: Abingdon Drive, Beacon Drive, Bute Drive, Castle Avenue, Chewton Lodge, Elmwood Way, Jays Court, Lymington Road (service road), Silver Way, Marrayat Court, Mill Lane, Montagu Road, Pine Crescent, Rothesay Drive, Waterford Gardens, Wharncliffe Gardens, Wharncliffe Road, Waterford Place, Waterford Road, and to withdraw Stuart Road from the proposed order due to the high number of objections received on this element of the scheme adjacent to local care homes (this is the preferred option and proposed decision, as set out in Appendix 2).
- Not to make the Orders.

Summary of financial implications

12. The costs associated with the consultation of the Orders are estimated to be £2,500, with a scheme implementation cost of approx. £15,000 to include signs and lines funded from the Local Transport Plan allocation for 2023/24.

Summary of legal implications

13. The Road Traffic Regulation Act 1984, as amended (RTA) provides local authorities the power to make Traffic Orders. Consultation and notice provisions as identified in The Local Authorities' Traffic Orders (Procedure) (England and Wales)

Regulations 1996 have been carried out as detailed above. In reaching a decision regard has been had to all relevant statutory provisions. They include, as appropriate, relevant requirements and duties as set out in s1 and s122 of the RTRA 1984 and s16 of the Traffic Management Act 2004.

Summary of human resources implications

14. There are no known human resource implications.

Summary of sustainability impact

15. The traffic restrictions are a local highway improvement scheme that will complement the council's wider Transforming Travel programme and declared climate and ecological emergency. It will also support the council's Big Plan ambitions for improving local travel and creating an environment where the use of public transport, cycling and walking become more attractive travel choices.

Summary of public health implications

16. One of the aims of the scheme is to improve walking and cycling in the area by providing parking restrictions around junctions to improve safety, which may increase walking and cycling thereby improving health and wellbeing of residents and visitors.

Summary of equality implications

17. An equality impact assessment screening was carried out and is attached as Appendix 2.

In summary, the restrictions will be a benefit to all road users as they will clear junctions and certain pinch points increasing visibility for pedestrians, cyclists and drivers. This will also make it easier for pedestrians and especially the elderly and those with mobility issues, visually impaired and with young children to use the dropped kerb crossing points and any associated tactile paving. The local amenities and seafront will still be accessible to all.

Summary of risk assessment

18. There are no known risk implications.

Background papers

There are no background papers

Appendices

Appendix 1 - Highcliffe School Area – P26 2022 TRO Notice Deposit Document

Appendix 2 - Consultation Outcome and Comments - Highcliffe Seafront Area – P26 202

Appendix 3 – Equality Impact Assessment Screening Document.