



Cufaude Lane Traffic Regulation Order

Cllr Ruffell, Cabinet Member for Planning and Infrastructure

Report to	Portfolio Holder report for decision
Ward(s):	Bramley and Sherfield and Chineham
Key Decision:	
Appendix 1:	Scheme drawing
Appendix 2:	Summary of comments received
Papers relied on:	

Foreword - Cllr Ruffell, Cabinet Member for Planning and Infrastructure

Recommendation to Cabinet Member:

It is recommended that;

- an extension to the existing parking controls is advertised. The effect of which would be to remove the existing gap in the double yellow lines on the western side of Cufaude Lane, south of its junction with Rockbourne Road;
- the existing experimental traffic regulation order ends and is made permanent, and;
- objectors, frontages and previous consultees are advised accordingly.

Background, corporate objectives and priorities

This report advises the Cabinet Member for Planning and Infrastructure of the outcome of the public advertisement of an experimental traffic regulation order to introduce new parking controls on Cufaude Lane and recommends a way forward. This links to the key priorities of the Council Plan by improving resident's quality of life and environment and creating neighbourhoods where people feel safe and want to live.

Main considerations

1 Executive summary

1.2 The recent Sherfield Park housing development has resulted in the re-alignment of Cufaude Lane. As part of the highway adoption process of the development, Hampshire County Council (HCC) require that an independent road safety audit is undertaken to identify any specific safety issues on site prior to adoption of the road. HCC had received a number of complaints from residents regarding on street parking around junctions and within visibility splays on Cufaude Lane and the safety audit team noted there was an issue and duly raised it in their report. The report's recommendation was that parking controls were considered as a suitable option to address this issue. In response to the safety audit and in conjunction with Hampshire County Council, the Highway Authority, and the Developer, Croudace, officers have designed and implemented an experimental traffic regulation order in the interests of highway safety, maintaining passage for vehicles and improving visibility.

2 The proposal

- 2.1 The experimental traffic order includes double yellow lines with gaps to provide spaces for limited on-street parking.
- 2.2 The reason for proceeding by way of an experimental traffic order is to assess the effects of the parking controls before considering whether they should be made permanent. Experimental parking controls can continue in force for a maximum of 18 months before a permanent order is made. Within a period of 6 months of operation any person may object to the making of a permanent order.
- 2.3 The scheme drawing can be found at appendix 1.

3 Key issues for consideration

- 3.1 During the experiment officers from Basingstoke and Deane Borough Council, HCC and Croudace have made regularly visits to the road to assess the impact of the parking controls.
- 3.2 Officers believe the scheme has brought an effective improvement. However during the experimental period parking was noted to occasionally restrict the free flow of traffic, particularly during the evening peak period. This can affect the operation of the priority narrowing traffic calming feature.

3.3 To address this issue a further traffic regulation order proposing to extend the parking controls, in the vicinity of the northern most traffic calming feature, will be consulted on as soon as possible. It is also proposed to end the experimental traffic order by making the order permanent.

4 Options analysis

4.1 Options considered in relation to requests for traffic management measures are as follows:

- 'Do Nothing' if, after on-site survey and assessment, the problem is considered to be minor and not justifying the imposition of parking controls.
- Introduce a prohibition of waiting at any time if there are concerns regarding road safety and/or traffic congestion.
- Introduce timed or permit parking controls to suit specific parking difficulties.

Corporate implications

5 Legal implications

5.1 The legal impacts of this report relate to the statutory procedure for traffic regulation orders which are undertaken by Legal Services and include the making of the order in accordance with the recommendations of this report. This will involve further publicity requirements including a press notice, in accordance with statutory requirements.

6 Financial implications

6.1 The developer, Croudace, is funding the scheme and there are no financial implications to the council.

7 Risk management

7.1 A risk assessment has been completed in accordance with the council's risk management process and has identified no significant (Red or Amber) residual risks that cannot be fully minimised by existing or planned controls or additional procedures.

8 Equalities implications

8.1 When considering the impact of the proposals on the protected characteristics groups, and the implications for the Public Sector Equality Duty, it has been concluded that the changes would be generally positive for all local residents who use cars or other vehicles. If agreed, the changes should be clearly communicated through a variety of channels and monitored for any unforeseen impact on any groups.

9 Consultation and communication

9.1 In line with the statutory traffic regulation order making process the proposed experimental traffic order was the subject of public advertisement via press notice from 12 January 2018. In addition notices and plans were erected on

site. Frontages were also advised of the proposals by letter. The deadline for comments was 12 July 2018.

- 9.2 In response to the public advertisement 6 people made comments on the experimental traffic order.
- 9.3 County and Borough Council Ward Members and Hampshire Constabulary were consulted prior to public advertisement of the proposals and no adverse comments were received at that time.
- 9.4 However following the experimental period Borough and County elected members have asked that consideration be given to extending the double yellow lines to remove the existing gap on the western side of Cufaude Lane, south of its junction with Rockbourne Road.
- 9.5 A summary of all the comments received, together with an officer response to each point, is attached at appendix 2.
- 9.6 At the end of the 6 month experimental period Croudace have stated that the traffic order works well in favour of the Stage 3 Road Safety Audit.
- 9.7 Hampshire County Council, the Highway Authority, have said they will support a decision to make the experimental order permanent.

10 HR implications

- 10.1 There are no HR implications arising from this report.

11 Conclusion, summary and reasons for the decision

- 11.1 In response to the comments received it is proposed to;
- Advertise an extension to the existing parking controls. The effect of which would be to remove the existing gap in the double yellow lines on the western side of Cufaude Lane, south of Rockbourne Road.
 - End the experimental traffic regulation order by making the existing parking controls permanent.
 - Advise objectors, frontages and previous consultees accordingly.

12 The options considered and rejected

- 12.1 Options considered in relation to requests for traffic management measures are as follows:
- 'Do Nothing' if, after on-site survey and assessment, the problem is considered to be minor and not justifying the imposition of parking controls.
 - Introduce timed or permit parking controls to suit specific parking difficulties.

<p>Date: Decision taken by: Portfolio Holder</p>
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Lead officer	Head of Environmental Services
Report author	Becky Poulter Ext 2754
Version	Final
Dated	
Status	Open
Confidentiality	It is considered that information contained within this report (and appendices) do not contain exempt information under the meaning of Schedule 12A of the Local Government Act 1972, as amended, and therefore can be made public.