

**BOROUGH OF POOLE**

**PLACE OVERVIEW AND SCRUTINY COMMITTEE**

**24 MAY 2016**

**CONSULTATION REPORT  
EXTENSION OF ON-STREET PARKING CHARGES  
TO ROADS ADJACENT TO BEACHES**

**1. PURPOSE**

- 1.1 To inform members of the outcome of the consultation exercise regarding proposals to extend on-street charging for high season parking in roads adjacent to Poole beaches and to seek views from the committee on the content of the report to assist in the further work ahead.
- 1.2 To give consideration to a number of petitions as received by the Council in relation to this matter.

**2. RECOMMENDATIONS**

- 2.1 That Place Overview and Scrutiny Members recommend to Cabinet that:
  - 2.1.1 the consultation report and petitions received be noted
  - 2.1.2. based on the consultation feedback received and related petitions to provide a Member overview to help in further work required on mitigation
  - 2.1.3 further work is enacted with key stakeholder follow up as required to help clarify and then facilitate a way forward.
- 2.2 Members are asked to note that Cabinet shall consider the consultation results and the initial input via the Chairman's Report from Place Overview and Scrutiny Committee with a view to help advise on further work required. Officers would aim to consider the concerns being raised through consultation and help identify any mitigation through further recommendation.

**3 BACKGROUND/INFORMATION**

- 3.1 In February 2016 Cabinet approved that formal consultation should proceed on the proposals in order to seek the views of the public. The Consultation Report April 2016 is provided in Appendix A.
- 3.2 The formal consultation has followed Gunning Principles and its design was comprehensive to include for high profile communication followed by a series of surveys coupled with the opportunity for the public to fully engage through

“drop in” sessions. Target groups were defined in advance and different ways of seeking out local views then progressed to gain a good public response.

- 3.3 The Consultation itself ran from 22nd February to 6<sup>th</sup> April 2016 and was conducted in accord with pre-defined principles.
- 3.4 The detail of the process followed is outlined in the report and officers would like to take this opportunity to thank the public for their own effort in engaging and for the many comments now provided.
- 3.5 In addition the following petitions showing an opposition have been received, as reported to Council on 26<sup>th</sup> April (Report shown in Appendix B):
  - To stop the proposal for pay and display in Sandbanks and Canford Cliffs; and
  - To abort plans for similar in all roads outlined at consultation.

#### **4. THE NEED FOR THE PROJECT**

- 4.1 The need is twofold and has been made clear to the public via the consultation process. Although the project itself had not been fully formed prior to consultation there is a need:
  - To improve on the traffic position that currently exists; and
  - To cater for expected growth in the future, itself related to the already approved Sustaining Poole’s Seafront SPD (Dec 2015)

<http://www.poole.gov.uk/planning-and-buildings/planning/ldp/spds/sustaining-pooles-seafront/>

- 4.2 Traffic related issues already exist near to the beaches during the high season. The planned enhancement to the beach offer shall only flourish if people can access the beach and with relative ease by all modes. The aim is to seek to resolve traffic and parking matters by controlling parking as well as enhancing the travel choice towards more sustainable modes into the longer term and for the benefit of all beach goers.
- 4.3 Much has already been done over a number of years to counter the traffic issues but more will be needed into the future if the beach experience is to remain valued and be kept safe.
- 4.4 The aim is to reduce queuing and extra traffic movement through better control via charging, signage improvement and enhanced quality of parking facilities where it is needed. Some capital is already allocated to be spent this year on further signage but further work to take on board issues raised is now needed.
- 4.5 Road safety is one concern that Members should be aware of given that 80 injuries have occurred over the last five years in the beach area. With over 80% of these collisions relating to the injury of local people the aim is to continue to invest in safer walking and cycling facilities as well as seeking to

influence a better supply of bus services to help allow for a better position into the future for many more beach goers.

## **5. CONSULTATION RESULTS**

5.1 The key headline results from the consultation exercise were:

Over 2,000 responses were received to the consultation:

- 424 responses from the Residents' Sample Survey (28% response).
- 1659 responses received in General Public Consultation - open to all

5.2 The majority of respondents disagreed with the proposals. In doing so many people show concern about paying for something that in the past has had no charge. Some do not feel the proposal is justified.

5.3 In being given pricing options the majority of respondents wanted neither tariff to be applied. In the Resident Survey, half of respondents preferred 'Option B'. However, within this group of respondents, 54% said they disagreed with the proposal overall.

5.4 The majority of respondents said the proposals would have an impact on them with many saying they would visit the beaches less frequently, park in another road with no on-street charges or park somewhere else. Others said they would use on-street pay and display parking

5.5 People would like to see more frequent buses to the beach areas

5.6 The report itself in Appendix A provides further and more detailed outcomes and views.

## **6 FINANCIAL IMPLICATIONS**

6.1 Further feasibility work is now required to consider the impacts identified by the respondents with any mitigation carefully considered where possible. This will influence financial assumptions made thus far.

## **7. LEGAL IMPLICATIONS**

7.1 The current proposal is an extension of an existing scheme. The scale of mitigation necessary has yet to be defined. With potential for a change there may be the need for further consultation.

## **8. RISK MANAGEMENT IMPLICATIONS**

8.1 If nothing is done to counter the traffic pressures during high season then congestion and safety concerns shall remain and potentially worsen over time. Some action is already planned though to further improve the existing beach offer and to help facilitate future SPD based development, itself approved in December 2015.

## **9. EQUALITIES IMPLICATIONS**

- 9.1 A full Equalities Impact Assessment (EQIA) has been completed (Appendix C)
- 9.2 The EQIA group have considered the consultation report in full and have identified the need for some mitigation. This is to help with concerns over the impact on family use of the beach and to help better encourage more leisure and health activities for children as well as concern over the potential impact on carer services for the elderly in the general area.

## **10. CONCLUSION**

- 10.1 To facilitate the expected popularity of Poole Beaches into the future and to ensure that the beachfront can be safely accessible for all some control of parking coupled with other transport improvement is likely to be needed.
- 10.2 As the first step a general proposal based on parking controls has been devised. The council has consulted and engaged with local people and as a process this has been relatively successful in gaining valuable insight into genuine concern over the potential impacts.
- 10.3 The majority of respondents disagreed with the proposals in their current form. Many detailed concerns have been raised that now need to be considered with a further clarification from some of those showing concern before a way forward can then be devised.
- 10.4 Both the Consultation Report and EQIA process has helped and officers need further time to establish suitable mitigation to further inform on the way forward.

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Appendix A: Consultation Report - April 2016.

Appendix B: Report related to petitions received – Council Report - April 2016.

Appendix C: Equality Impact Assessment Report - April 2016