

Notice of Transportation Advisory Group

Date: Wednesday, 26 February 2020 at 7.00 pm

Venue: Committee Suite, Civic Centre, Poole BH15 2RU



Membership:

Chairman:

Cllr A Hadley

Vice Chairman:

Cllr Dr F Rice

Cllr N Brooks

Cllr S Bull

Cllr G Farquhar

Cllr N C Geary

Cllr M Greene

Cllr M Howell

Cllr T Trent

All Members of the Transportation Advisory Group are summoned to attend this meeting to consider the items of business set out on the agenda below.

The press and public are welcome to attend.

If you would like any further information on the items to be considered at the meeting please contact: or email

Press enquiries should be directed to the Press Office: Tel: 01202 454668 or email press.office@bcpcouncil.gov.uk

This notice and all the papers mentioned within it are available at democracy.bcpCouncil.gov.uk

GRAHAM FARRANT
CHIEF EXECUTIVE

18 February 2020



Maintaining and promoting high standards of conduct

Declaring interests at meetings

Familiarise yourself with the Councillor Code of Conduct which can be found in Part 6 of the Council's Constitution.

Before the meeting, read the agenda and reports to see if the matters to be discussed at the meeting concern your interests

Do any matters being discussed at the meeting relate to your registered interests?

Disclosable Pecuniary Interest

Yes

Declare the nature of the interest

Do NOT participate in the item at the meeting. Do NOT speak or vote on the item EXCEPT where you hold a dispensation

You are advised to leave the room during the debate

Local Interest

Yes

Declare the nature of the interest

Applying the bias and pre-determination tests means you may need to refrain from speaking and voting

You may also need to leave the meeting. Please seek advice from the Monitoring Officer

No

Do you have a personal interest in the matter?

Yes

Consider the bias and pre-determination tests

You may need to refrain from speaking & voting

You may also need to leave the meeting. Please seek advice

No

You can take part in the meeting speak and vote

What are the principles of bias and pre-determination and how do they affect my participation in the meeting?

Bias and predetermination are common law concepts. If they affect you, your participation in the meeting may call into question the decision arrived at on the item.

Bias Test

In all the circumstances, would it lead a fair minded and informed observer to conclude that there was a real possibility or a real danger that the decision maker was biased?

Predetermination Test

At the time of making the decision, did the decision maker have a closed mind?

If a councillor appears to be biased or to have predetermined their decision, they must NOT participate in the meeting.

For more information or advice please contact the Monitoring Officer
(tanya.coulter@bcpcouncil.gov.uk)

Selflessness

Councillors should act solely in terms of the public interest

Integrity

Councillors must avoid placing themselves under any obligation to people or organisations that might try inappropriately to influence them in their work. They should not act or take decisions in order to gain financial or other material benefits for themselves, their family, or their friends. They must declare and resolve any interests and relationships

Objectivity

Councillors must act and take decisions impartially, fairly and on merit, using the best evidence and without discrimination or bias

Accountability

Councillors are accountable to the public for their decisions and actions and must submit themselves to the scrutiny necessary to ensure this

Openness

Councillors should act and take decisions in an open and transparent manner. Information should not be withheld from the public unless there are clear and lawful reasons for so doing

Honesty & Integrity

Councillors should act with honesty and integrity and should not place themselves in situations where their honesty and integrity may be questioned

Leadership

Councillors should exhibit these principles in their own behaviour. They should actively promote and robustly support the principles and be willing to challenge poor behaviour wherever it occurs

AGENDA

Items to be considered while the meeting is open to the public

1. **Apologies**

To receive any apologies for absence from Councillors.

2. **Substitute Members**

To receive information on any changes in the membership of the Committee.

Note – When a member of a Committee is unable to attend a meeting of a Committee or Sub-Committee, the relevant Political Group Leader (or their nominated representative) may, by notice to the Monitoring Officer (or their nominated representative) prior to the meeting, appoint a substitute member from within the same Political Group. The contact details on the front of this agenda should be used for notifications.

3. **Declarations of Interests**

Councillors are requested to declare any interests on items included in this agenda. Please refer to the workflow on the preceding page for guidance.

Declarations received will be reported at the meeting.

4. **Confirmation of Minutes**

To confirm and sign as a correct record the minutes of the Meeting held on 22 January 2020.

1 - 8

5. **Public Issues**

To receive any public questions, statements or petitions submitted in accordance with the Constitution. Further information on the requirements for submitting these is available to view at the following link:-

<https://democracy.bcpccouncil.gov.uk/documents/s2305/Public%20Items%20-%20Meeting%20Procedure%20Rules.pdf>

The deadline for the submission of public questions is Wednesday 19 February 2020.

The deadline for the submission of a statement is 12.00 noon, Tuesday 25 February 2020.

The deadline for the submission of a petition is 12.00 noon, Tuesday 25 February 2020.

6. **James Road to Sheringham Road, Record Unprotected Footpath (currently blocked) as a Public Right of Way (PRoW)**

To obtain permission to permit an Order to protect the currently obstructed path from James Road to Sheringham Road as a Public Footpath.

9 - 22

| | |
|---|---------|
| 7. Branksome Park and Canford Cliffs Residents Association Road Safety Petition | 23 - 36 |
| To consider an e-Petition from local residents to address safety concerns in their area. | |
| 8. Traffic Regulation Orders | |
| To consider the proposed Traffic Regulation Orders set out within the reports at 8a and 8b . | |
| a) Traffic Regulation Orders - Advertisement of Traffic Regulation Orders (Ref P2, T1 & S1 2020) | 37 - 50 |
| To approve the advertisement of changes to the Traffic Regulations Order (TRO) as requested by members of the public, councillors and council officers. | |
| b) Traffic Regulation Orders - Advertisement of Changes to On-Street Disabled Bays (Ref P1 2020) | 51 - 66 |
| To approve the advertisement of changes to the Traffic Regulations Order (TRO) implementing changes to on-street disabled bays. | |
| 9. Anti-Idling Outside Primary Schools Campaign | 67 - 74 |
| To consider recommending to Cabinet that: | |
| <ul style="list-style-type: none"> a) An Anti-Idling Campaign be undertaken at a small number of primary schools using allocated DEFRA funding b) Appropriate enforcement action be used but as a last resort c) Should the campaign prove successful, it will be rolled out to additional schools across the BCP area in future years | |
| 10. Dorset Local Enterprise Partnership (DLEP): Programme Update | 75 - 84 |
| This report for Dorset Local Enterprise Partnership (DLEP): Programme has been developed to update members on progress with respect to projects within the BCP Council area. | |
| 11. Forward Plan | |
| Items due to be considered at the next meeting of the Transportation Advisory Group on 1 April 2020 include: | |
| <ul style="list-style-type: none"> 1. Traffic Regulation Orders 2. Electric Vehicle Supplier Arrangements and Provision 3. Keep Our Children Safe Petition: Hill View School, Redhill | |

No other items of business can be considered unless the Chairman decides the matter is urgent for reasons that must be specified and recorded in the Minutes.

TRANSPORTATION ADVISORY GROUP

WEDNESDAY, 22ND JANUARY, 2020

Present: Cllr A Hadley – **Chairman**
Cllr Dr F Rice – **Vice-Chairman**

Cllr N Brooks, Cllr S Bull, Cllr G Farquhar, Cllr N C Geary,
Cllr M Greene, Cllr M Howell and Cllr T Trent

Officers: Julian McLaughlin, Director of Growth and Infrastructure
Richard Pincroft, Head of Transportation inc. Sustainable Transport
Richard Pearson, Transport Network Manager
Tim Forrester, DLEP & Capital Programme Manager
Chris Parkes, Traffic Management Team Leader

1 Apologies

There were no apologies for absence.

2 Substitute Members

There were no substitutes.

3 Declarations of Interests

There were no declarations of interest made on this occasion.

4 Terms of Reference

The Terms of Reference were noted.

5 Public Issues

No public issues were raised.

6 South East Dorset (SED) City Region Transforming Cities Fund (TCF) Progress Report

The Head of Transportation presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'A' to these Minutes in the Minute Book.

Officers responded to comments and requests for clarification, details included:

- The Council had done everything to ensure that the bid for this funding was within the parameters set by the Department for Transport.
- It was uncertain whether the project would be threatened by the government's pledge to support the north of England.
- The bid that BCP Council had submitted was one of twelve for a share of £1.22bn, originally this process had only been open to 10 city regions for a sum of £1.1bn, with our South East Dorset City Region and Preston added at a later date.
- The sum of money bid for was lower than original aspirations, in the early stages of bidding, the Government was clear that the Council would have the opportunity to bid for more of the funding. This advice had from government had changed, possibly due to oversubscription, hence the reduced sum being bid for at this later stage.

- There was an Officer capacity issue to address, as at present, the proposed schemes would be a challenge to deliver over a course of three years and even partnership organisations had raised concerns. There was a need for the Council to remain a credible delivery partner throughout.
- The Aim of this project was to enhance and deliver a host of sustainable transport options across the conurbation and beyond in partnership with Dorset Council.
- It was only possible to include packages of work within the project that could be delivered within three years, this meant that park and ride schemes would not be looked at through TCF, but would be explored as part the strategic car parking review being undertaken. The output from this would include the determination of the conurbation's needs for park and ride solutions and whether it would be financially viable to operate and maintain.
- The park and ride site in Creekmoor had recently been resurfaced for use as a potential contingency site for post Brexit planning in the event that lorries needed to be stored, so could not be utilised at this point in time.
- Cabinet had engaged with the Department for Transport and had spent a day discussion options and concerns. Additionally, the Leader of the Council had written to DfT to best make the case for the bid.
- Separately to the TCF Project, Officers would be recommending a refresh to the Local Transport Plan in view of recent changes.
- Due to the multi-centred nature of the conurbation, there was a great need to evaluate the options that were open to it.

In summing up, the Chairman expressed his thanks to Officers for the report and all of the work that had gone into the bid, and that he had found the discussion to be incredibly useful and highlighted that this item would return to the Transportation Advisory Group at a later date.

7 Traffic Regulation Orders

The Head of Transportation presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'B' to these Minutes in the Minute Book.

He explained that this was the covering report to a series of sub-reports which would be considered individually.

a) Stourbank Road Residents Parking Scheme

The Traffic Management Team Leader presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'C' to these Minutes in the Minute Book.

Member comments in relation to the proposals included:

- Residents warmly welcomed the introduction of the proposed restrictions and there was no reason for them not to be implemented.
- There would be great benefit in limiting the restrictions to just the times where the existing problems caused were at their worst.
- Resident's schemes could be difficult to manage, created an inflationary pressure in car ownership and existing problems generally ended being displaced elsewhere, generally surrounding roads which, in this case would be Riverlea Road and Kings Avenue to name a few.
- Additional parking area had been created by the school for support staff and teachers, with scope for students to park in as well.

- It would be disappointing if schools started offering parking to sixth formers in times of greater environmental and climate awareness.
- There were other options to resolve the problems caused by student parking near to the school and resolving issues as they arose with a piecemeal approach should be avoided.
- Would like to see this delayed and considered after strategic parking review has taken place.

Officers responded to comments and requests for clarification, details included:

- The restrictions imposed would be from 8am to 6pm as this is what had been advertised.
- There was no opportunity for the majority of residents of Stourbank Road to park anywhere but on the road as there was no suitable offroad parking.
- This was a legacy request that came from Dorset County Council.
- This committee existed to advise cabinet and take a temperature from the discussion.
- Residents would need to pay a nominal fee of £50 for a parking permit to cover the administration costs of the scheme.
- Dorset Council had not been able to implement the scheme previously due to timescales – not all processes had been completed before its abolition, hence the need for the process to start from scratch through BCP Council.

b) Disabled Bay Proposals (P1 2019 September 2019)

The Traffic Management Team Leader presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'D' to these Minutes in the Minute Book.

Member comments in relation to the proposals included:

- This was a request based on need and there should therefore be no issues.
- Good idea that these general discussions are had at this point. Seems that fees have changed over the years.
- It was important to consider this individual's needs.

Comments and discussion included:

- Residents applying for a disabled parking bay were charged for this service which would also include subsequent removal at a later date, in the event that it was no longer needed.
- Applicants in Bournemouth were charged £300 for a general disabled bay or £400 for a specific permit-based bay. A general bay could be occupied by any blue badge holder.
- In Christchurch and Poole it was only possible to apply for a general bay.
- In Bournemouth, anyone that applied for a general bay was able to 'upgrade' it to a permit bay if required, subject to a fee of £200
- Strict criteria needed to be met when applying for a disabled bay, particularly if applying for the permit based one.
-

c) Beresford Road (Cul-de-Sac)

The Transport Network Manager presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'D' to these Minutes in the Minute Book.

Officers responded to a request for clarification, details included:

- The proposed restriction would be for both sides of the road, which was in the region of 4.5m wide. The Road needed to be accessible for larger vehicles such as emergency vehicles and waste collection vehicles.

d) Alipore Close

The Traffic Network Manager presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'E' to these Minutes in the Minute Book.

Member comments in relation to the proposals included:

- Residents made heavy use of the cul-de-sac
- It was considered more important that full size refuse vehicles were able to access the properties than it was for a small number of residents to park outside their homes and if refuse vehicle vehicles were unable to access a route, consideration also needed to be given to emergency vehicle access as they would also likely have the same difficulty.
- The streetview image had “painted a thousand words”

Officers responded to comments and requests for clarification, details included:

- There were a couple of substantially large properties at the end of Alipore Close, which housed at least 10 flats, the number of bins that the blocks of flats utilised was not known by highways officers.
- It was estimated that the distance from Birchwood Road to the top of Alipore Close was approximately 70m.

e) Doyne Road

The Transport Network Manager presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'F' to these Minutes in the Minute Book.

Member comments in relation to the proposals included:

- The head of the road already had double yellow lines in place but when reviewing the alignment of the road, it was clear to see that it was indeed very narrow, which would make it nearly impossible for emergency vehicles to pass and residents were parking on the pavement.

Officers responded to comments and requests for clarification, details included:

- Parking restrictions would be implemented on the left-hand side of the road as the road was entered. There was more opportunity to park on the other side of the road and so it would not have been conducive to have introduced restrictions on that side as there would have been a greater impact to all.
- The objections received were not necessarily objections but more of a request to vary the proposed scheme to residents parking only.
- H bar markings otherwise known as access protection markings could be introduced at the request of any resident, for a fee of £150. The parking enforcement team would be able to fine offenders where permission not given by resident. This was now available now across whole of the conurbation.

- There could be a variety of reasons for dropped kerbs extending further than necessary, generally this would be due to historical or construction reasons. Capital improvement schemes would often reinstate full height schemes, but these were not dealt with as a priority.

f) Dunford Road

The Transport Network Manager presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'G' to these Minutes in the Minute Book.

Member comments in relation to the proposals included:

- Requests like this raised some alarm bells in terms of safeguarding because of previous experiences which had led to intimidation.
- There were already double yellows on one side of the road and this proposal seemed a reasonable relocation of an existing bay.
- The pavements on this road seemed very narrow.
- These kinds of requests can get very emotive.
- The request effectively took a parking space which already existed and just sought to relocate it.

Officers responded to comments and requests for clarification, details included:

- The resident that had made the request was having to pay for the new bay to be implemented.
- There would be no net loss of parking, despite concerns raised by other residents.
- It was possible to withhold the details of an applicant during the application process, but once implemented it would become abundantly clear as to who was using a space.
- Double yellow lines were present on both sides further down the road to allow for emergency vehicles to pass as the road narrowed.
- When there were roads which had issues with width, the council did work with residents and emergency services to identify the severity of problems.

g) Advertisement of Traffic Regulation Orders (Ref P20 2019)

The Traffic Management Team Leader presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'H' to these Minutes in the Minute Book.

Member comments in relation to the proposals included:

- These reports should explain why the changes are needed.
- The majority of people liked the idea of being able to park outside their homes, but this was not a right.
- Pleased that a number of these proposals were now coming forward to resolve historic difficulties.
- Would like to see parking meters with an option for cash payments as not all residents had access to smart phones and there was a need to think of payment options across the borough.
- One of the key benefits of introducing restrictions was that it could help encourage modal shift.
- Need to ensure that app parking methods are charging the appropriate seasonal rates where appropriate.

- Need to review requests and ensure that they're in the public interest, not just in the interest of a couple of residents.

Officers responded to comments and requests for clarification, details included:

- The measures detailed at items 6 and 8 were being reinstated because the roads in question were close to the seafront in Southbourne which were often congested during the summer months due to seasonal visitors trying to avoid parking charges. The previous seasonal restriction had previously been removed a couple of years ago, but residents were now requesting its reinstatement.
- There needed to be balance when implementing restrictions to parking due to the displacement that often occurred as a result.
- Ward councillors would be consulted on proposals as a matter of course in the future, this was not currently always the case.
- Would like to see parking meters with an option for cash. Comes back to strategic car parking review.
- The proposals along the Broadway which would use PayByPhone were a cheap and efficient to administer option and, despite many concerns, a smartphone was not required because it was possible to call and use the automated phone system. There was the option for visitors to use the nearby car park which accepted credit/debit card payments as well as PayByPhone.
- Officers were working with the Portfolio Holder to review the TRO process including the scheme of delegation, there was a need to harmonise processes across the conurbation.

h) Advertisement of Changes to On-Street Disabled Bays (Ref P19 2019)

The Traffic Management Team Leader presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'I' to these Minutes in the Minute Book.

There were no comments received

Officers responded to a request for clarification, details included:

- There was a conversion fee to take a general disabled bay to a permit bay.

8 James Road Footpath

The Chairman advised Members that the item was withdrawn prior to the meeting and would be considered at the next meeting of the Transportation Advisory Group on 26 February 2020

9 BCP Council Local Transport Plan (LTP) Capital Programme 2020/21

The DLEP and Capital Programme Manager presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'J' to these Minutes in the Minute Book.

Member comments in relation the LTP included:

- The Wallisdown crossroads was a difficult area to manage due to the ability for cars to park on shop forecourts and also the fact that it was a major bus route which did not have a dedicated layby for it to pull into allowing passengers to board and alight, which led to regular and significant congestion and proved to be one of the key problems road users experienced when navigating east-west. It was important that great thought

was given to this arterial road on the network and how best the problems could be remedied.

- It was disappointing that the trees would be lost as part of the work to be undertaken at the Boundary Road roundabout, but this was necessary as it was a fatal injury blackspot, and at least they would be replanted. The layout was also not ideal but it was acknowledged that it was not possible to redesign at this late stage as this would incur significant costs.
- There was a need to address problems in the Highcliffe area, which had several sections of the A337 that were very dangerous due to the volume of traffic that it handled. The Parish Council in Highcliffe and Walkford would be keen to assist highways officers in identifying resolutions.
- It was Important that this body wasn't used for pushing ward issues as its main purpose was to be advising on the decision to be made from a BCP council-wide point of view.
- Realtime info for buses needs to be properly delivered.
- Cabinet were seeking to introduce a sub-committee which would look at local centres and the issues that they faced, it was intended that this would work as a place audit.

Officers responded to comments and requests for clarification, details included:

- A report would be provided to the next meeting of TAG which would set out the proposed enhancements for the Boundary Road roundabout.
- Bus companies did not like laybys due to the difficulty faced by drivers when trying to re-join the main carriageway, which proved to be a challenge for tackling congestion.
- The Safer routes to schools line would include was funded part funded by the Council and part funded by the TCF Scheme on a 50/50 basis.
- It would be inadvisable to recommend any changes to the figures quoted within the appendices because it would undermine the strategic bid for the Transforming Cities Fund.
- The figure of £185k for bus facilities would largely be spent on the provision and upgrading of bus shelters and real time information boards, although this would primarily be focussed within the Christchurch area due to the historic underfunding of its bus infrastructure.
- There were multiple lines referring to shelters and RTI, the TCF would fund these on routes within identified corridors, whereas the 'Bus Facilities' line would focus on other routes.
- There was some funding coming from the South East Dorset Contribution Scheme which pre-dated CIL, its purpose was to top up travel planning activity with capital improvements. The council was actively trying to work with partners such as businesses and schools to develop travel plans and would invite them to bid for funding to make improvements. It was hoped that over time this project would grow and expand, although over the years, there had been varying degrees of success for the predecessor councils and so the Council needed to be challenging schools and business to expand on this programme, which in turn, was hoped would change behaviours of residents and businesses.
- The Council's pothole funding allocation for 2020/21 financial year from DfT had not been announced yet. The three-year programme for the structural maintenance area detailed several resurfacing activities, these activities were aimed at preventing potholes. Structural maintenance area amount of funding was calculated by DfT based on several elements, including the length of network, number of structures etc. Part of the award was an 'Incentive Fund' element and the amount allocated to authorities for this portion of structural maintenance fund was determined by how well DfT considers the highway authority manages the maintenance of its network. BCP was classed as a Band 3 authority, which was the highest level. Officers would report the final funding amount that BCP Council will receive once it is in receipt of the letter from the DfT at a later TAG meeting as part of a monitoring report.

**Transportation Advisory Group
Wednesday, 22 January 2020**

- There were ways to apply for additional funding from the Government to undertake larger scale maintenance projects such as the Challenge Fund.
- Bus RTI equipment had been updated recently and should be more reliable but any issues experienced should be reported to transportation officers and the bus companies to address. Issues could be experienced if the bus lost contact with the equipment.
- Quite often, residents believed that potholes hadn't been infilled/repared adequately, however there was a process that meant that potholes were generally inspected once they had reported and they were then temporarily infilled with cold lay asphalt to prevent any risks of trips and falls. The potholes were then permanently infilled permanently at a later date, when they were batched together, the purpose being to ensure that the costs were cheaper and the permanent repairs were of a higher quality.

10 Forward Plan

The Forward Plan was noted

11 Dates and Times of Future Meetings

The dates and times of future meetings were noted

Comments and discussions included:

- 7pm start is an acceptable time to start as this was more convenient to some councillors and also members of the public.
- Bournemouth was the most suitable venue to hold meetings due to its central location.

Duration of the meeting: 7.00 - 9.48 pm

Chairman at the meeting on
Wednesday, 22 January 2020



Transportation Advisory Group

| | |
|----------------------------|--|
| Report subject | James Road to Sheringham Road, record unprotected footpath (currently blocked) as a Public Right of Way (PRoW) |
| Meeting date | 26 February 2020 |
| Status | Public Report |
| Executive summary | To obtain permission to permit an Order to protect the currently obstructed path from James Road to Sheringham Road as a Public Footpath. |
| Recommendations | The Transportation Advisory Group is asked to consider recommending to the Cabinet that it approves: Permission is granted to create an order to record the unprotected footpath as a Public Right of Way. |
| Reason for recommendations | <p>It is a legal duty for all surveying authorities to make and maintain a Definitive Map and Statement for their area, to continually survey the area for possible Public Rights of Way, and to make Orders upon the discovery of evidence that a Public Right of Way has arisen from long use.</p> <p>Public Rights of Way can come into being for various legal reasons, however most commonly it is through statutory inference of dedication. In plain terms, if a path has been walked by the public uninterrupted for a period of 20 years, and the use has been without force, without deception and without having been granted a specific express permission from the landowner, then they acquire a right to pass and repass.</p> |
| Portfolio Holder(s): | Andy Hadley - Portfolio Holder For Transport and Infrastructure |
| Corporate Director | Bill Cotton - Corporate Director for Regeneration and Economy |
| Service Director | Julian McLaughlin, Growth and Infrastructure |
| Contributors | Zak Cusens - Rights of Way Officer - Regeneration and Economy |

| | |
|-----------------------|-----------------------------------|
| Wards | Alderney and Bourne Valley |
| Classification | For Decision |

Background:

1. BCP Council was informed via an application made by a member of the public that public rights have arisen through long use of the path between James Road and Sheringham Road.
2. The path appears on historic maps from 1931 onwards and is labelled on them as a footpath from 1941 onwards. In 2017 the path was fenced off by the occupier of 104 Sheringham Road.
3. A non-statutory pre-order consultation has been carried out and has had mixed response with ten people supporting the protection of the path and seven people claiming the path does not exist.

User evidence:

4. A summary of the years that members of the public have accessed the path can be seen in Appendix E. The period of user evidence extends between 1957 and 2018. Most user evidence is more recent, having taken place within the last fifteen years, however there remains more than one witness who claims to have used the path between 1960 and 1980, then from 1987 onwards.
5. Six of the witnesses claiming to have used the path state to have used the path until 2018, however the validity of this end date is unlikely due to the path having been fenced off since 2017 and having been overgrown for several years prior to this. It is unclear as to when the path would have become unpassable due to vegetation growth. There is also a young Oak tree growing in the path.
6. Whitelock Group, who own the properties at Nos. 49 and 51 Wroxham Road, claim to have accessed the stretch of the path that adjoins No. 49 on a regular basis from 2010 up to 2017 for the purpose of the maintenance of the property boundary. The Whitelock Group submission also highlights that in a 2006 planning application for the redevelopment of their properties, the footpath is referred to as follows: "The status of the footpath is not completely clear except that it has been in this position, and presumably therefore in use

as a right of way since the Ordnance Sheets of 1954. There are no rights reserved in the Deeds of the proposed site, of which the footpath clearly forms a part. However, this footpath is not disputed”.

7. There are seven users who submitted evidence claiming to have neither used the path nor seen anybody using the path at all.
8. During the 20th Century, 49 and 51 Wroxham Road served a retail purpose as corner shops, thereby acting as a draw for local pedestrian traffic from those living on James Road.

Legal submission from Mr. Michael Atherton, occupier of 104 Sheringham Road:

9. In his statement, Mr. Atherton outlines that he believes that use of the path has not been ‘as of right’. He alleges that only some landowners have a ‘right of way’ mentioned in their Title and that this would imply that the path has no Public Right of Way designation, however as no Public Right of Way has been recorded yet, this would not have appeared in any Title, so does not serve to undermine its status.
10. It is alleged that as the longest period of time that any of the properties has been owned is 14 years, that the statutory period is not fulfilled, however this argument has no relevance as no single user is required to fulfil the statutory period on their own and not all witnesses live adjoining the path in any case.
11. The statement goes on to claim that the evidence shows that the route has not been used by “any members of the public for very many years, if at all. There certainly is not any evidence which shows 20 years of uninterrupted use”. These claims are contradicted by the evidence submitted in the applicant’s submission which claim a continued pattern of public access beginning in 1957.
12. The forms submitted claiming a lack of knowledge of the existence of the path or lack of observation of use of the path would not appear to undermine the claim as these witnesses only appear from 1988 onwards and as public surveillance of paths is likely to be a largely incomplete record, this cannot be relied upon to negative the existence of a path, especially due to the small number of witnesses (seven).
13. The statement refers to videos of the path submitted that show the path in an overgrown and impassable state. The Rights of Way team make two main observations from the videos. Firstly, although overgrown at head height and

obstructed at the end, the path appears to be well defined on the ground in its width and linearity and is reasonably clear of obstruction in parts for the first 2-3 metres off the ground. The density of overgrowth demonstrated in the video does not indicate a path that has always been obstructed, this level of overgrowth is to be expected within 5 years without maintenance.

14. The statement further alleges that the strip of land was used by a previous owner as a vegetable patch or was only constructed for the purpose of wall maintenance. It seems unlikely that an overshadowed strip of land like this would be used for the purpose of vegetable growing, or that land would be set aside purely for wall maintenance – almost all residential properties maintain their boundaries without such access.
15. A petition was produced by Mr. Michael Atherton to object to the creation of a public right of way between Sheringham Road and James Road. The action desired by those who had signed the petition was for the DMMO application to be dismissed. The petition is signed by 54 people.

Potential for Extinguishment

16. It is possible in principle for BCP Council to extinguish Public Rights of Way where they have fallen into such disuse that they are considered to be no longer needed for use by the public. In the case of this application, the claimed path appears to have fallen into disuse through lack of public demand, therefore there exists at least a possibility for a member of the public to apply to have the path extinguished. It is also possible that the path is not used because it is currently obstructed.
17. Any extinguishment would require a public consultation and advertisement of an Order which could be objected to by the public. In any arising Public Inquiry, the Inspectorate would consider not just the likely need of the public for the path but also the impact of an extinguishment on adjoining landowners. It is therefore suggested that if an application for extinguishment is to be considered, that all landowners adjoining the path would need to be in agreement to the proposal.

Conclusion

18. The evidence as reviewed by the Rights of Way team suggests that user of the path as claimed gives rise to the status of a Public Footpath being reasonably alleged to subsist.

Summary of financial implications

19. If the Order is contested, BCP Council could be required to go through a Public Inquiry, which would incur the costs of external legal representation.
20. Failure to make progress in complying with the duty placed on the authority to survey and prepare a map for a Public Right of Way could attract a Judicial Review procedure if an external party felt sufficiently aggrieved by lack of progress. There are several interest groups with interest in this matter. The minimum financial costs attached to a contested Judicial Review would be circa £30,000.

Summary of legal implications

21. Failure to make progress in complying with the duty placed on the authority to survey and prepare a map for a Public Right of Way could attract a Judicial Review procedure if an external party felt sufficiently aggrieved by lack of progress.

Summary of human resources implications

22. If the order is contested the matter could escalate to the Planning Inspectorate for a decision and confirmation of the order, which in turn may result in a public enquiry. Legal representation would be required to represent as well as technical officer time. The Officers would also be required to notify all interested parties and host the inquiry.

Summary of environmental impact

23. No substantial environmental impact but could encourage increased walking leading to a slight reduction in carbon emission.

Summary of public health implications

24. This will have no substantial public health implications but would encourage walking with associated health and wellbeing benefits for users.

Summary of equality implications

25. An equalities impact assessment has been undertaken and identified that this will have positive benefits to persons regarding the following protected characteristics; age, disability and socio economic.

Summary of risk assessment

26. Failing to record Public Rights of Way could lead to the possible loss of paths, and in turn pedestrian urban permeability. It would also prejudice BCP Council's key objectives as set out in chapter 2 of the Rights of Way Improvement Plan.

Background papers

Bournemouth and Poole Rights of Way Improvement Plan 2017-2026 (Legacy Policy) <https://www.poole.gov.uk/streets-and-travel/cycling-and-walking/public-rights-of-way/>

Appendices

Appendix A - Plan of claimed path at James Road

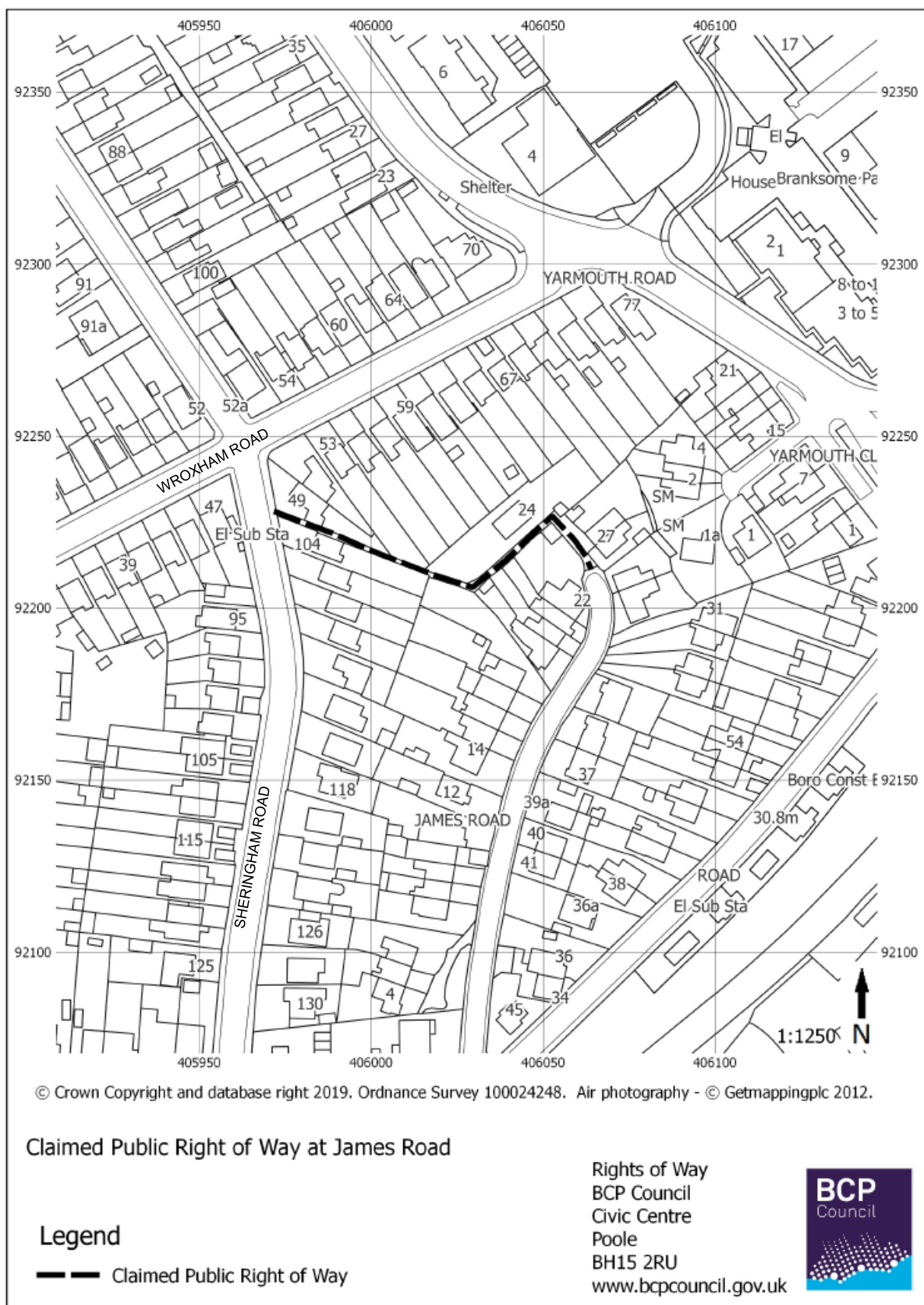
Appendix B - Historic map extracts

Appendix C - Summary of consultation responses

Appendix D - Extract from video of path facing North West, M. Atherton, 2016

Appendix E - User evidence chart

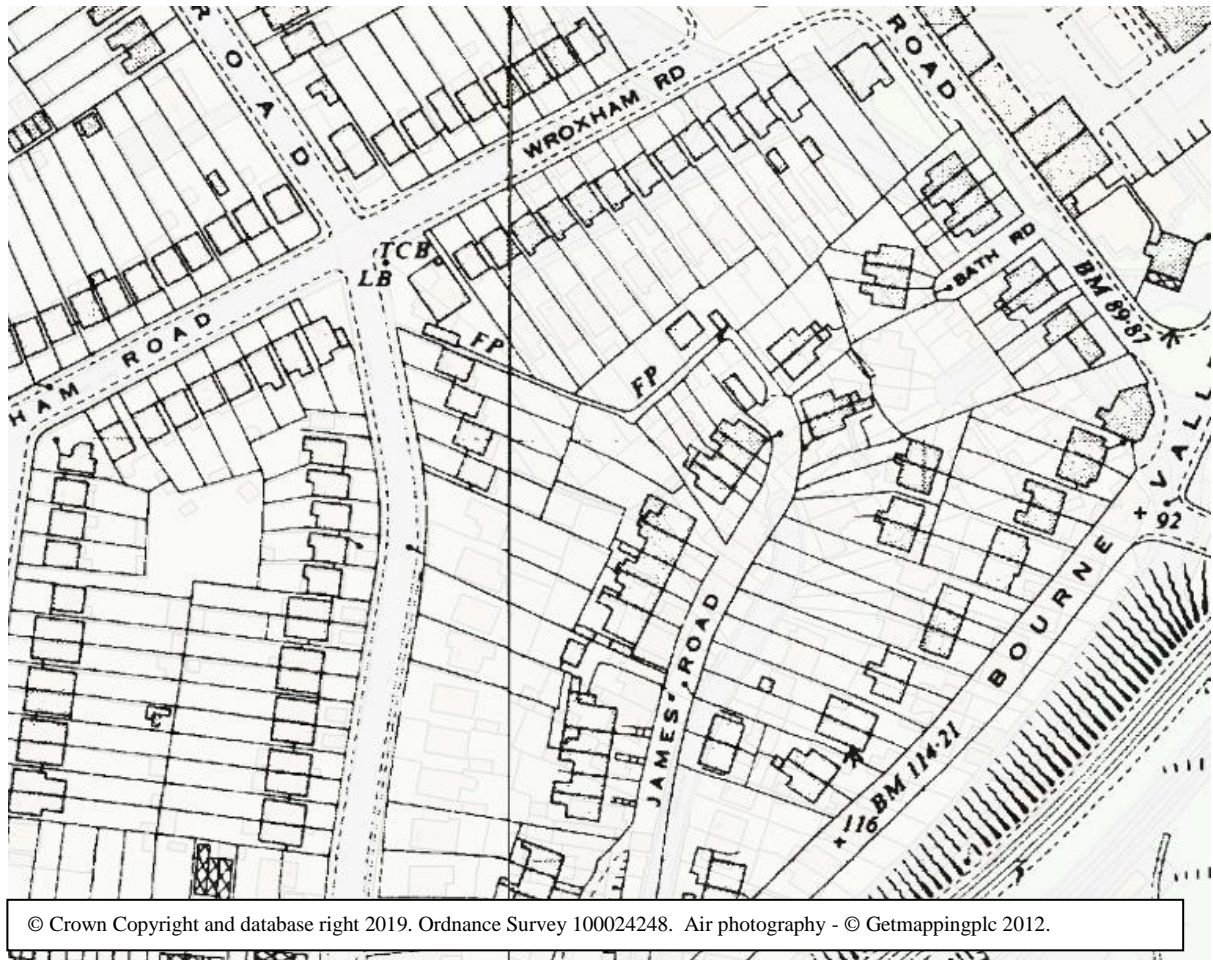
Appendix A – Map of Claimed Path



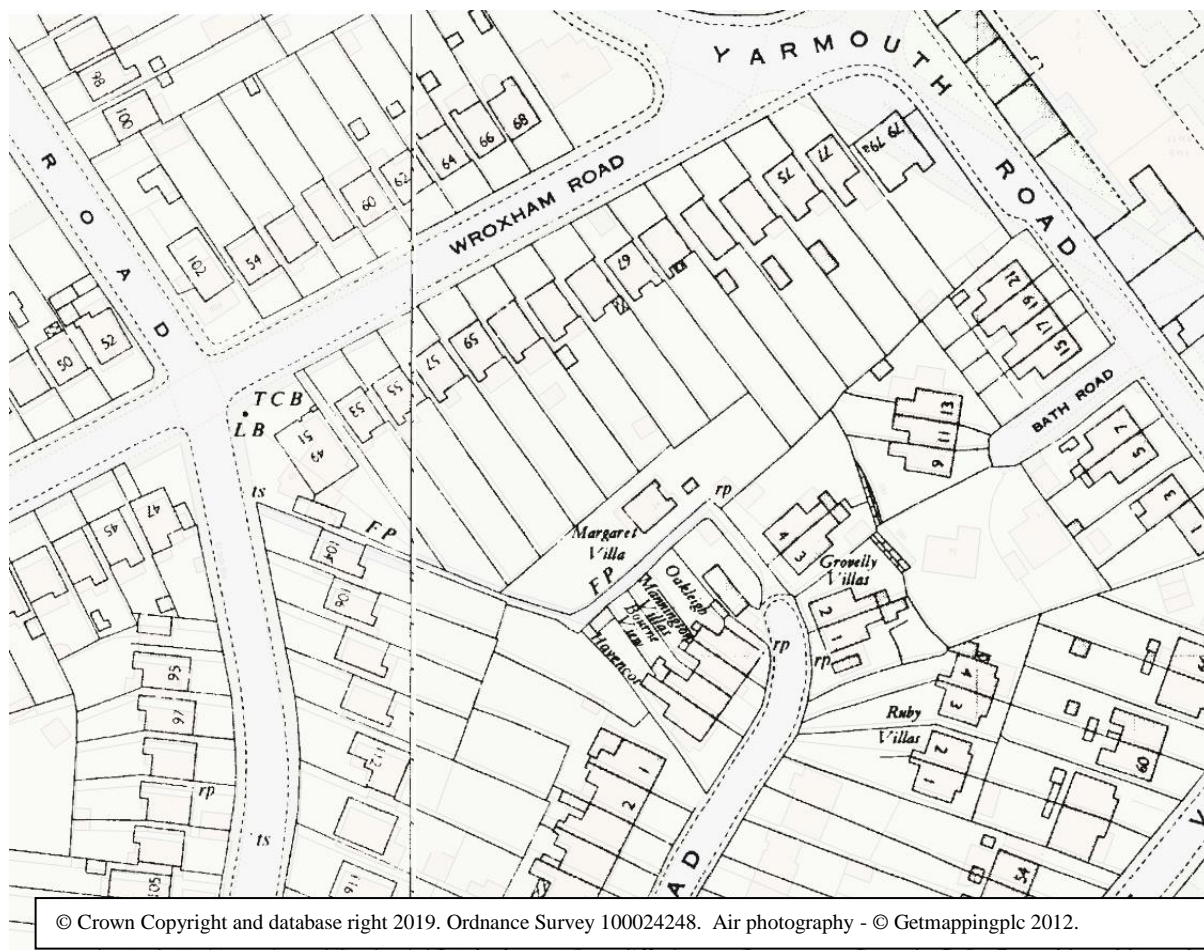
Appendix B – Historic Maps



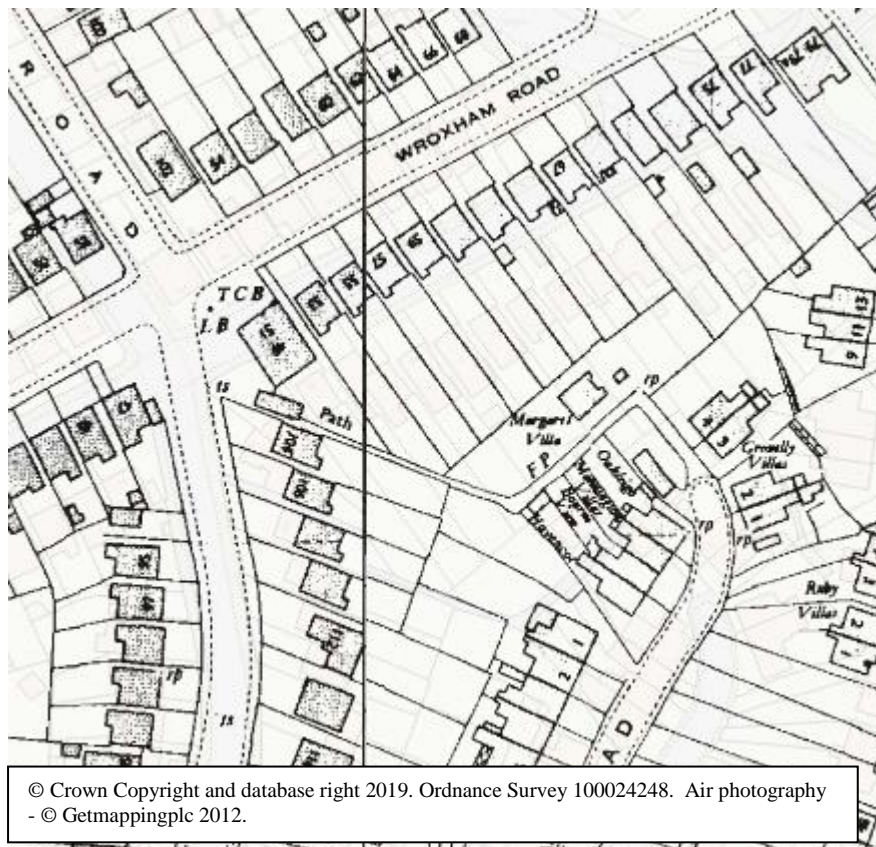
OS Maps 1931 – 1940



OS Map 1941 – 1950



OS Maps 1951 - 1960



OS Map 1961 – 1980

Appendix C

Summary of Representations

The Advertisement prompted:

- 6 Objections including legal representation from a resident affected by the creation of the path.
- 10 people giving evidence of their usage of the path.

All of the objections state either that they have never seen anyone using the path or that to their knowledge the path is private either because they were informed as such by residents or because they had never noticed the path.

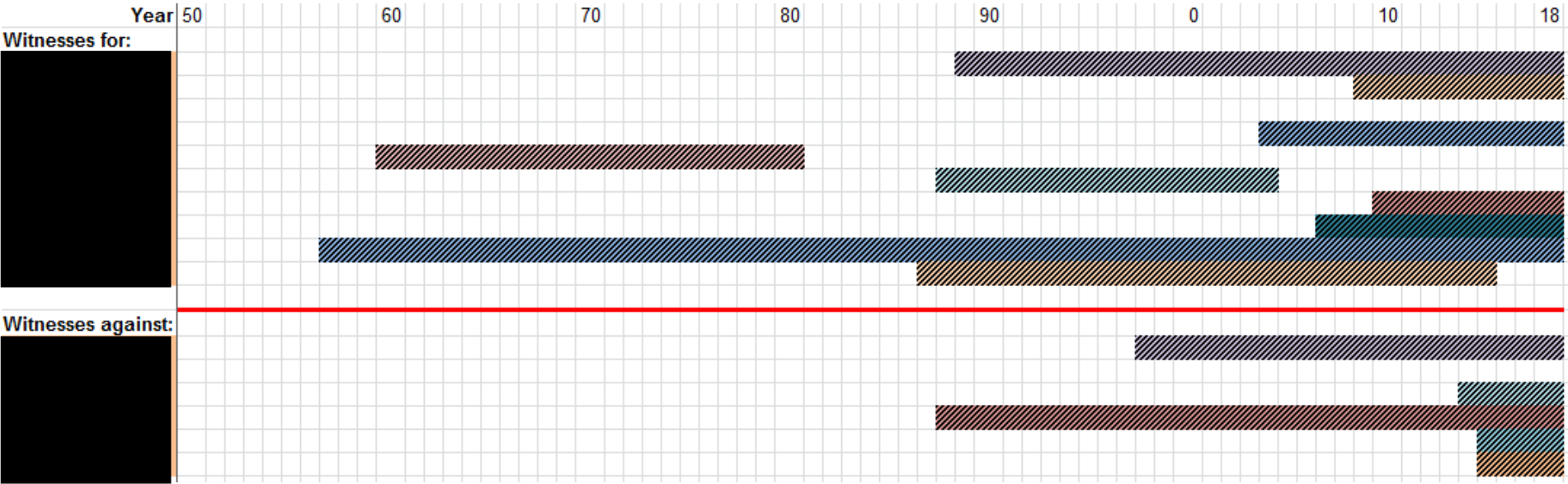
The evidence received in support of the path totals up to 61 years continuous user on foot.

If members wish to see the responses they are available within normal office hours Monday – Friday in room 159 at the Civic Centre in Poole.

Appendix D – Extract from video submitted by Mr. M. Atherton, view of path facing North West from East end of 104 Sheringham Road garden, taken 2016.



Appendix E – Claimed witness period





TRANSPORTATION ADVISORY GROUP

| | |
|----------------------------|--|
| Report subject | Branksome Park/Canford Cliffs Residents Association Road Safety Petition |
| Meeting date | 26 February 2020 |
| Status | Public Report |
| Executive summary | To consider an e-Petition from local residents to address safety concerns in their area |
| Recommendations | <p>The Transportation Advisory Group is asked to consider recommending to the Cabinet that it approves:</p> <ul style="list-style-type: none"> (a) Acknowledgement of the petitioners concerns and they be advised that in the absence of any significant accident record in this area we could not justify any road safety engineering interventions at present. (b) Forwarding of the petitioners concerns to Dorset Roads Traffic Policing Unit for their consideration relating to speed enforcement. (c) Informing the petitioners that the Council will investigate and assess options to enhance pedestrian and cycle facilities in the area but that no funding has been identified for implementing this work. (d) Advising the local resident group which submitted the petition that its bid for Community Infrastructure Levy (CIL) Neighbourhood Portion funding is to be considered alongside all other similar bids received and a decision on potential funding will be made in due course. |
| Reason for recommendations | BCP Council receives large numbers of requests for road safety measures. Current levels of funding only allow us to treat a small number of these locations each year. We prioritise requests on the basis of casualty evidence and there are more than 90 hotspot locations where there is an identified casualty accident record. None are in this area. |

| | |
|----------------------|---|
| Portfolio Holder(s): | Councillor Andy Hadley Portfolio Holder for Transport and Infrastructure |
| Corporate Director | Bill Cotton Executive Director Regeneration and Economy Julian McLaughlin Service Director Growth & Infrastructure |
| Contributors | Martin Baker Senior Engineer Road Safety & Network Management |
| Wards | Canford Cliffs |
| Classification | For Update and Information |

Background

1. The Branksome Park and Canford Cliffs Residents Association have recently submitted a paper and an online e-Petition regarding various road safety issues in their area.

The petition, which was also posted on the 'Pines and Chines' website, is worded as follows:

"A Petition to Improve Pedestrian and Cyclist Safety and Inhibit Excessive Vehicle Speeds in the Branksome Park and Canford Cliffs Area.

We the undersigned petition the BCP Council to fulfil their statutory duty, in accordance with The Highways Act 1980 section 130 and in fulfilling that duty to:

1. Install Pedestrian Crossing Points where footpaths transverse the roads and at the community hubs identified on the Highway Hazards Map
2. Improve and expand Cycle Routes with better road markings/different coloured tarmac/Signage
3. Improve Footpath Signage (including where cycling is not permitted).
4. Improve the layout of hazardous junctions identified on the Highway Hazards Map
5. Implement a programme of measures to Inhibit Excessive Vehicle Speeds

Refer to the 'Highway Hazard Areas Map of BPCC' for locations of particular concern where lives have been endangered and/or people say they frequently feel unsafe".

(The Branksome Park and Canford Cliffs Petition "Highway Hazards Map" can be found at Appendix 1).

The e-Petition ran from 30/09/2019 to 05/01/2020 and by the closing date a total of 78 people had signed via the online BCP Petition portal page. The online e-Petition was a list of names in support of the proposal but included no individual comments.

In addition to online version, a paper petition was submitted with identical wording. The paper version of the petition contained a total of 184 signatures from local residents, of just under a half (83) gave accompanying comments. These comments can be summarised into the following main groups:

- 63 were concerned about vehicle speeds (36% of residents)
- 10 were concerned about difficulties in crossing the road (5%)

- 10 had concerns about various issues including lack of drop kerbs, requesting traffic calming, poor visibility at junctions, poor parking, lack of warning signage, safety of children and safety of cyclists (5% in total)
- 91 made either no comments or non specific comments, such as “safety first” or “really necessary” (53% of total).

The “Highway Hazard Areas Map of BPCC” included with the petition identified 42 separate locations on the map which were seen by the residents as having road safety or other related issues:

- 12 sites where excessive speeds were of concern;
- 19 sites where pedestrian safety were considered to be an issue;
- 11 sites where junction visibility, bends, or reduced visibility were a concern.

The hazards map has also been highlighted to indicate certain places of local interest such as the Branksome Park Tennis Courts, All Saints Nursery and Canford Cliffs Library. In addition further annotation has been added to emphasize specific areas of concern such as “Public Footpaths – no crossing points”, or “Accidents/Damage to Property and Trees”

The hazards map shows a rectangular area approximately 2.4km (1.5 miles) by 1.5 km (0.9 miles). The hazardous locations identified by the petitioners are contained within an area bounded by The Avenue in the east, Pinecliff Road/Haven Road in the south, Canford Cliffs Road in the west and Lindsay Road in the north.

Current cycling and walking/public footpath provision across this area is shown at Appendix 2 and 3 for information.

2. Allied to the petition, the local residents group submitted a bid for CIL funding through the Neighbourhood Portion round 4 which closed on 24 January 2020.

The bid was for a total of £1.7M, which was based on a range of budget costs from £600k to £2M indicated by officers. The bid included a sum for a ‘high level’ audit of the sites by an external highways consulting engineer. It did not include for any subsequent public consultation or detailed design and supervision costs for each individual site identified on the ‘Hazard Map’.

The local residents group indicated that they did not want the local highway authority to carry out the initial high level assessment because they felt that there would be a ‘conflict of interests’ and also that the concerns of residents would only be fully addressed by employing an independent consultant. This consultant would be responsible for identifying and estimating the costs for ‘remedying the deficiencies in infrastructure’. The residents also wanted the most cost and time efficient solution to deliver the infrastructure recommended by the audit, whether that be the local authority or an third party engineering contractor.

At this stage it is not possible to give an indication of how successful the CIL bid is likely to be as at this stage no decision has been made on the allocation of funds. Larger awards (i.e. over £100,000, which are deemed to be allocated only in ‘exceptional circumstances’) are decided by BCP Council’s Cabinet.

3. The road traffic accident data held by BCP Council is supplied by Dorset Police from detailed, validated information held about reported injury crashes.

Over the most recent ten year period for which validated road traffic injury accident data is available (1 July 2009 to 30 June 2019), there have been 95 recorded accidents resulting in 124 separate casualties across the area identified on the hazard map. Of these, a total of 18 were serious in nature and none were fatal. No records are kept of non-injury accidents, i.e. where there was only damage to other vehicles and/or other property.

The majority (two-thirds) of those injured in this area were motor vehicle occupants – either as drivers or passengers. Of the more vulnerable road user groups reported:

- 8 pedestrians were injured (2 seriously);
 - 22 cyclists were injured (4 seriously);
 - 13 motorcyclists were injured (2 seriously);
 - 21 accidents were suspected as having speed as one or more of the contributory factors.
4. Examining the locations identified on the Hazard Map in more detail and, in particular, where these locations were within 50 metres of a recorded injury accident in the last ten years (as shown at Appendix 4 and summarised at Appendix 5):
 - Only one speed-related accident occurred near a location identified as having excessive speeds (Lindsay Road, slight injury only due to aquaplaning);
 - Six pedestrian accidents were identified as being within 50 metres of a Pedestrian safety concern site. At two of these sites, a pedestrian was seriously injured (one was a pedestrian who jumped in front of an approaching HGV and the other was a child pedestrian struck on the Branksome Chine Puffin Crossing by a cyclist who ignored the red light);
 - Seven accidents were identified as being within 50 metres of a location with a concern about junction visibility, bends, or reduced visibility. There was only one serious injury (an elderly bus passenger who stood up while the bus was moving, fell and was injured).

In summary therefore, at the 42 locations identified on the hazard map only 14 could reasonably be associated with having any sort of accident record and only three of these accidents resulted in serious injuries. A record of those injured in the area of the hazard map over the last 10 years by class of road user has been reproduced at Appendix 5.

5. There are concerns about vehicle speeds (and volumes) in so many of the Borough's roads that BCP Council can only justify introducing traffic calming measures at those locations where we could demonstrate that we would be addressing a significant history of accidents.

Therefore BCP Council prioritises road safety requests on the basis of actual casualty evidence. There are currently 92 locations around BCP Council where

there is a significant casualty accident record over the most recent 5 year period for which data is available. The intervention level is where there are seven or more casualty accidents within a 50m radius (a hotspot or cluster site) and current levels of funding will only allow us to treat a small number of these cluster sites each year.

There are several reasons for this:

- Traffic calming is expensive and we're only given very limited funds for schemes that will actually show a casualty reduction;
- To be fair to everyone, we have to be able to demonstrate why we've introduced calming in one road but not in another and we use accident records as the indicator for this;
- Traffic calming is not always welcomed by all of the residents and we can only defend a scheme against those residents that oppose it by showing its safety benefits. That's often debatable unless you can show an objective measure like accident reduction;
- The calming features could present a potential hazard in themselves; if we introduce them in a road where there have been no accidents; it is quite possible that the accident record could go up.

A plan showing current cluster sites/hotspots across the BCP conurbation can be found at Appendix 6.

Summary of financial implications

6. The total cost of implementing engineering measures at all of the locations identified on the Highway Hazards Map has not been calculated in detail but a preliminary assessment indicates that to satisfy every request would require capital expenditure in the region of up to £1.6M excluding fees.

For information the current annual budget for road safety across the whole of the BCP Council area is £295k. The Branksome Park and Canford Cliffs Residents Association has submitted a bid for funding from the CIL Neighbourhood Portion for the sum of £1.7 Million.

Included within the bid application is a quotation from a private consulting engineers to carry out a 'high level traffic survey/audit' but this quote does not include for any public consultation, detailed scheme design or site supervision which would be required for a scheme of this impact. It is likely that if BCP Council were to carry out the design and supervision then this would cost in the region of £250,000 based on the size of the CIL bid.

Summary of legal implications

7. The petition references Section 130 of the Highways Act 1980 but it is not pertinent to this situation.

As the local highway authority, a council's delivery of its service to the public is subject to basic statutory duties contained within the Highways Act. Under Section 130, the Council has a statutory duty, in respect of all highways, to assert and protect the rights of the public to the use of all highways for which they are the highway authority (that is all except trunk roads), to prevent, as far as possible, the

stopping up or obstruction of those highways; and to prevent any unlawful encroachment on any roadside waste composed in a highway.

Local authorities do have various statutory duties in relation to road safety under a number of other Acts of Parliament.

The Road Traffic Act 1988 (Section 39) requires local authorities in Great Britain to:

- take steps both to reduce and prevent accidents
- prepare and carry out a programme of measures designed to promote road safety
- carry out studies into accidents arising out of the use of vehicles on roads or part of roads, other than trunk roads, within their area
- take such measures as appear to the authority to be appropriate to prevent such accidents

The Road Traffic Regulation Act 1984 (Section 122) requires local authorities in Great Britain to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)

The Traffic Management Act 2004 (Section 16) requires local authorities in England and Wales to manage and maintain their road networks to:

- secure the expeditious movement of traffic on, and the efficient use of, their road networks
- avoid, eliminate or reduce road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority.

Summary of human resources implications

8. Resources required in order to carry out the necessary detailed investigations, to develop briefs, carry out public consultations and deliver/supervise the construction works on site for any of the locations have yet to be identified. Currently the existing teams are fully committed on delivering the current LTP capital programme and, potentially, the Transforming Cities Fund.

Summary of environmental impact

9. There would inevitably be some negative short term impact on the local environment from the installation of so many separate engineering features in one go. There may also be a negative impact on air quality and CO2 emissions by vehicles failing to drive economically through any traffic calming. This could potentially be offset in the longer term, however, by carbon reduction if those who currently drive to local amenities, shops and businesses are motivated and encouraged to walk and cycle as a result of their provision.

Summary of public health implications

10. If more people take up cycling and walking it will bring significant public health benefits to the local community. For example active travel research indicates that

just three hours of cycling per week may reduce the risk of heart disease and stroke by half.

Summary of equality implications

11. There are currently no equality implications.

Summary of risk assessment

12. A full and detailed risk assessment will be carried out in the event any funding is identified for any of these schemes.

Background papers

None

Appendices

Appendix 1 – Highway Hazards Map Branksome Park and Canford Cliff for Petition

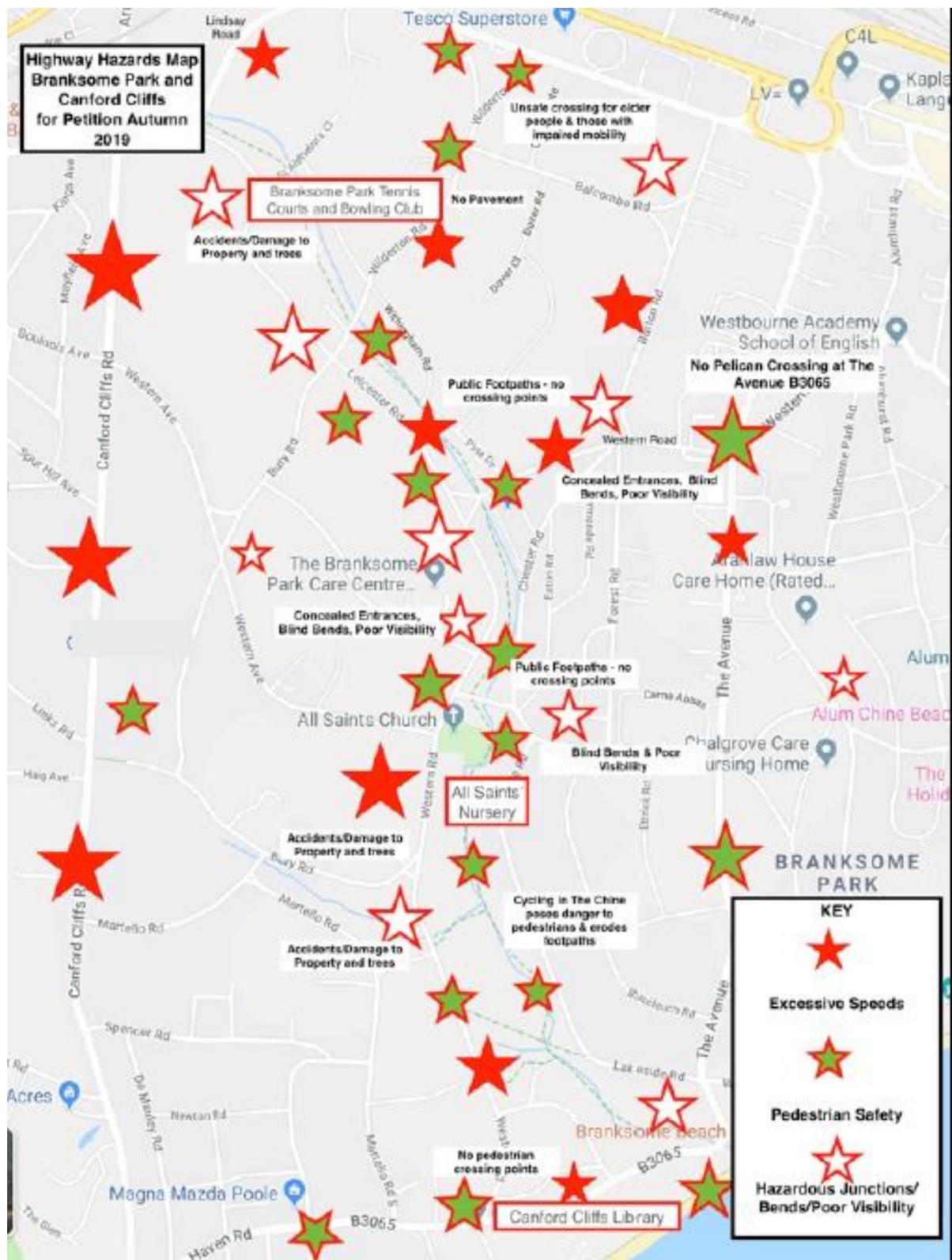
Appendix 2 – Map of cycleway provision across Branksome Park and Canford Cliffs

Appendix 3 – Map of Footpaths and Rights of Way across BPCC

Appendix 4 – Map of Hazards against existing recorded 10-year road casualty data

Appendix 5 – Summary of Casualty Data for BPCC area over the last 10 Years by class of road user

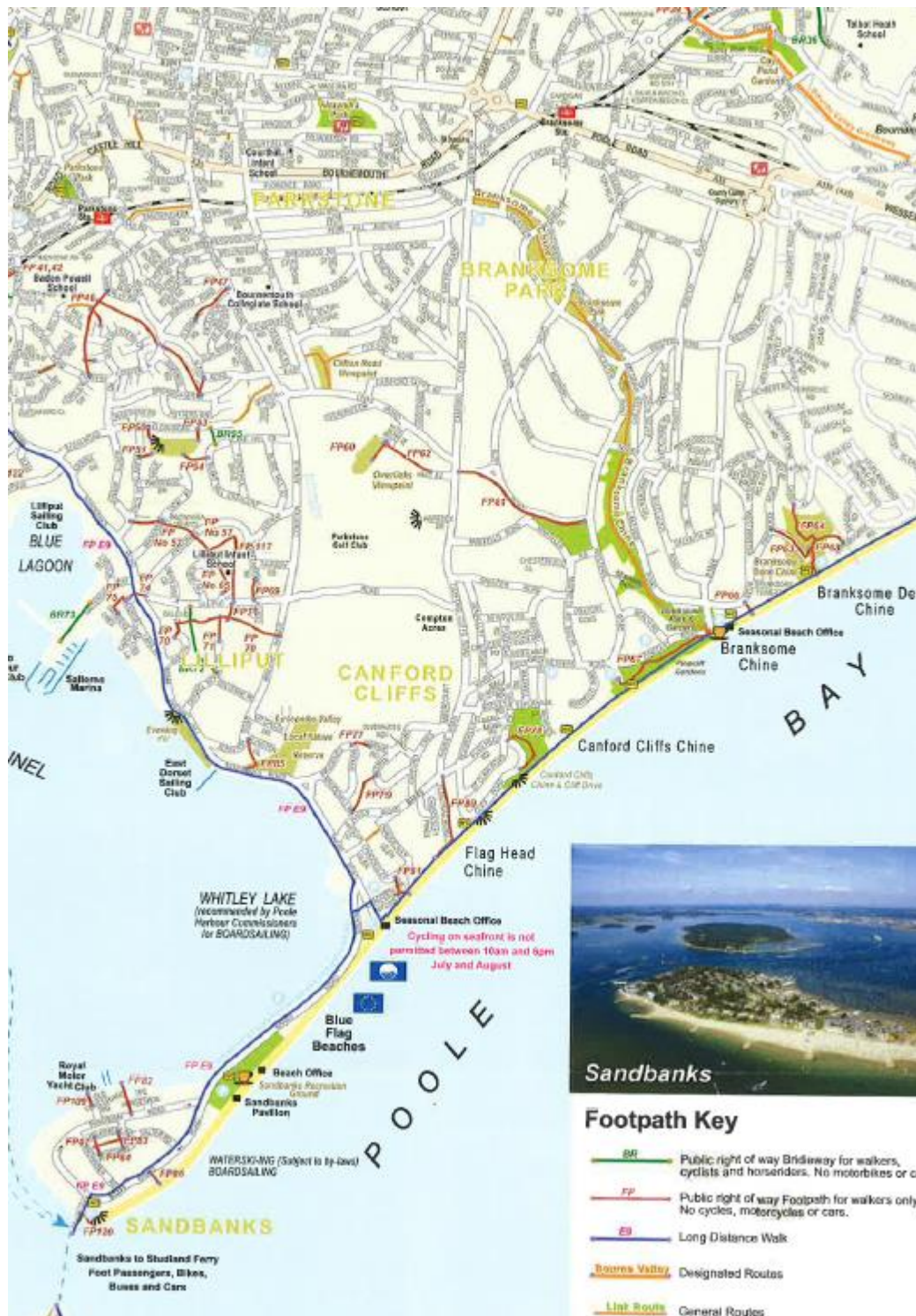
Appendix 6 – Map of current 5-year BCP Council Casualty Hotspots



Appendix 1 – Highway Hazards Map Branksome Park and Canford Cliff for Petition



Appendix 2 – Map of cycleway provision across Branksome Park and Canford Cliffs



Appendix 3 – Map of Footpaths and Rights of Way across BPCC



Appendix 4 – Map of Hazards against existing recorded 10-year road casualty data

Accidents between dates 01/07/2009 and 30/06/2019 (120) months

Selection:

Selected using Manual Selection

Notes:

CCP

DEFAULT VEHICLE GROUPS

| Accidents involving: | Fatal | Serious | Slight | Total | Casualties: | Fatal | Serious | Slight | Total |
|--------------------------|-------|---------|--------|-------|-------------------|-------|---------|--------|-------|
| Motor Vehicles Only | 0 | 8 | 53 | 61 | Vehicle Driver | 0 | 7 | 54 | 61 |
| 2-wheeled motor vehicles | 0 | 2 | 10 | 12 | Vehicle Passenger | 0 | 3 | 19 | 22 |
| Pedal Cycles | 0 | 5 | 16 | 21 | Motorcycle rider | 0 | 2 | 10 | 12 |
| Hornet & Other | 0 | 1 | 0 | 1 | Cyclist | 0 | 4 | 17 | 21 |
| | | | | | Pedestrians | 0 | 2 | 6 | 8 |
| Total Accidents | 0 | 16 | 79 | 95 | Other | 0 | 0 | 0 | 0 |
| | | | | | Total | 0 | 18 | 106 | 124 |

BVPI CATEGORIES

* Figures include Passengers/Passengers where applicable

| Casualties: | Fatal | Serious | Slight | Total |
|-------------------|-------|---------|--------|-------|
| Pedestrians | 0 | 2 | 6 | 8 |
| Pedal cyclists | 0 | 4 | 18 | 22 |
| Motorcyclists | 0 | 2 | 11 | 13 |
| Car users | 0 | 7 | 68 | 75 |
| Other vehicle use | 0 | 3 | 3 | 6 |
| Total | 0 | 18 | 106 | 124 |

YOUNG DRIVERS (17-24)

| Accidents involving: | Fatal | Serious | Slight | Total | Casualties: | Fatal | Serious | Slight | Total |
|----------------------|-------|---------|--------|-------|-------------------|-------|---------|--------|-------|
| Car drivers | 0 | 2 | 18 | 20 | Car drivers | 0 | 1 | 10 | 11 |
| Cycle riders | 0 | 1 | 0 | 1 | Cycle riders | 0 | 1 | 0 | 1 |
| Motorcycle riders | 0 | 1 | 2 | 3 | Motorcycle riders | 0 | 1 | 2 | 3 |
| Other motor vehs | 0 | 0 | 0 | 0 | Other motor vehs | 0 | 0 | 0 | 0 |
| | | | | | Passengers of YD | 0 | 1 | 6 | 7 |
| | | | | | Pedestrians by YD | 0 | 0 | 1 | 1 |
| | | | | | Total | 0 | 4 | 19 | 23 |

URBAN/RURAL

| Accidents: | Fatal | Serious | Slight | Total | Casualties: | Fatal | Serious | Slight | Total |
|---------------------|-------|---------|--------|-------|-------------------|-------|---------|--------|-------|
| Urban (Spd lim <41) | 0 | 16 | 79 | 95 | Urban (Spd lim <4 | 0 | 18 | 106 | 124 |
| Rural (Spd lim >40) | 0 | 0 | 0 | 0 | Rural (Spd lim >4 | 0 | 0 | 0 | 0 |
| | | | | | Total | 0 | 18 | 106 | 124 |

Appendix 5 – Summary of Casualty Data for BPCC area over the last 10 Years by class of road user



Appendix 6 – Map of current BCP Council Casualty Hotspots*
(*seven or more casualty accidents within a 50m radius in a 5-year period)

This page is intentionally left blank



Transportation Advisory Group

| | |
|----------------------------|---|
| Report subject | Traffic Regulation Orders – Advertisement of Traffic Regulation Orders (Ref P2, T1 & S1 2020) |
| Meeting date | 26 February 2020 |
| Status | Public Report |
| Executive summary | To approve the advertisement of changes to the Traffic Regulations Order (TRO) as requested by members of the public, councillors and council officers |
| Recommendations | The Transportation Advisory Group is asked to consider recommending to the Cabinet that it approves: The changes outlined in the appendix are advertised and implemented if no objections are received |
| Reason for recommendations | To advertise new restrictions for the delivery of the council's Local transport Plans, Active Travel & Travel Safety Measures projects. |
| Portfolio Holder(s): | Councillor Andy Hadley – Cabinet Member for Transport and Infrastructure |
| Corporate Director | Bill Cotton – Regeneration and Economy |
| Service Director | Julian McLaughlin – Growth & Infrastructure |
| Service Unit Head | Richard Pincroft – Transportation |
| Contributors | Chris Parkes – Team Leader Traffic Management Simon Philp – Highways Design Team Leader Steve Hoyle – Road Safety Engineering Team Leader |
| Wards | Various |
| Classification | For Decision |

Background

1. The restrictions listed in Appendix 1 are required to enable delivery of the Councils Local Transport Plan (LTP) Active Travel & Travel Safety Measures projects. If not detailed within Appendix 1, the specific restrictions to be

advertised will be developed within the preliminary design process. Scheme details will be determined prior to the advertising of any orders.

Summary of financial implications

2. The costs associated with both the consultation and implementation of the Traffic Regulations Order (TRO) will be covered by the LTP Capital Budget.

Summary of legal implications

3. Highways Authorities are required by The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 to undertake a statutory consultation process to make any change to a TRO. This process will include notifications to all relevant ward councillors and all statutory consultees (including emergency services, disability groups, local public transport providers, national transport associations and various council departments) and a three week public consultation noticed in the Bournemouth Daily Echo, on the council's website and by on-street notices in the relevant locations.
4. All representations received will be formally considered.

Summary of human resources implications

5. None

Summary of environmental impact

6. None

Summary of public health implications

7. None

Summary of equality implications

8. Any Equality and Diversity Impact assessments are enclosed in the background papers.

Summary of risk assessment

9. Any initial risk assessments that have been completed have been classed the proposals as low risk.

Background papers

LTP Capital Programme

Appendices

Appendix 1 – List of schemes

Appendix 1

Traffic Measures requiring Advertisement

Legend: NWAAT – No Waiting At Any Time (double yellow lines), DYL – Double Yellow Line, NLAAT – No Loading/unloading At Any Time (double kerb blip), SPP – Street Parking Place, DPP – Disabled Parking Place, SYL – Single Yellow Line, NRT – No Return Time, TRO – Traffic Regulation Order

| | Road Name | Existing Restriction | Proposed Restriction Description | Location | BCP Wards | Comments |
|----|---|--|---|---|---|--|
| 1. | Wallisdown Road (between Alton Road and Wallisdown Crossroads) | SYL Mon-Fri 10am-11am 2pm-3pm | DYL | From 20m East of Alton Road along the northern side to 78m west of University Roundabout. (start of bus Layby) | Wallisdown & Winton West. Alderney & Bourne Valley. Talbot & Branksome Woods. | To prevent parking within the proposed Eastbound cycle lane along Wallisdown road and to ensure the A3049 remains clear of obstructions to traffic. |
| 2. | Talbot Drive | SPP | DYL | Northern end of the northern parking bay on east side of Talbot Drive | Alderney & Bourne Valley | To Shorten parking by 3m to enable the installation of pedestrian/cycle buildout for safe access to Talbot Drive from new shared facility along Wallisdown Road |
| 3. | St Stephens Road | DYL, 30MPH | 20MPH Zone and associated traffic calming | From Richmond Hill to Braidley Road. | Bournemouth Central | Associate to S106. To join the existing 20mph zones on Richmond Hill and Braidley Road. The 20mph zone will be supported by a new raised table at the junction of St Stephens Way and St Stephens Road, new speed cushions spaced appropriately and widening of the existing footway along the southern footway. Existing parking restrictions to remain. |
| 4. | Wellington Road | SPP | DYL | From the East side of the vehicular access to 9 wellington road to the west side of the vehicular access to number 5. | East Cliff & Springbourne | Removal of Parking to enable extension of cycle lanes. |
| 5. | Holdenhurst Road | On street parking and no restriction | NLAAT | Southern side, from a point 20m south west to a point 40m south west of its junction with Victoria Place | East Cliff & Springbourne | Reduction of on street parking bays by 12m and installation of NLAAT outside Tesco entrance to increase visibility and reduce collisions and casualties. |

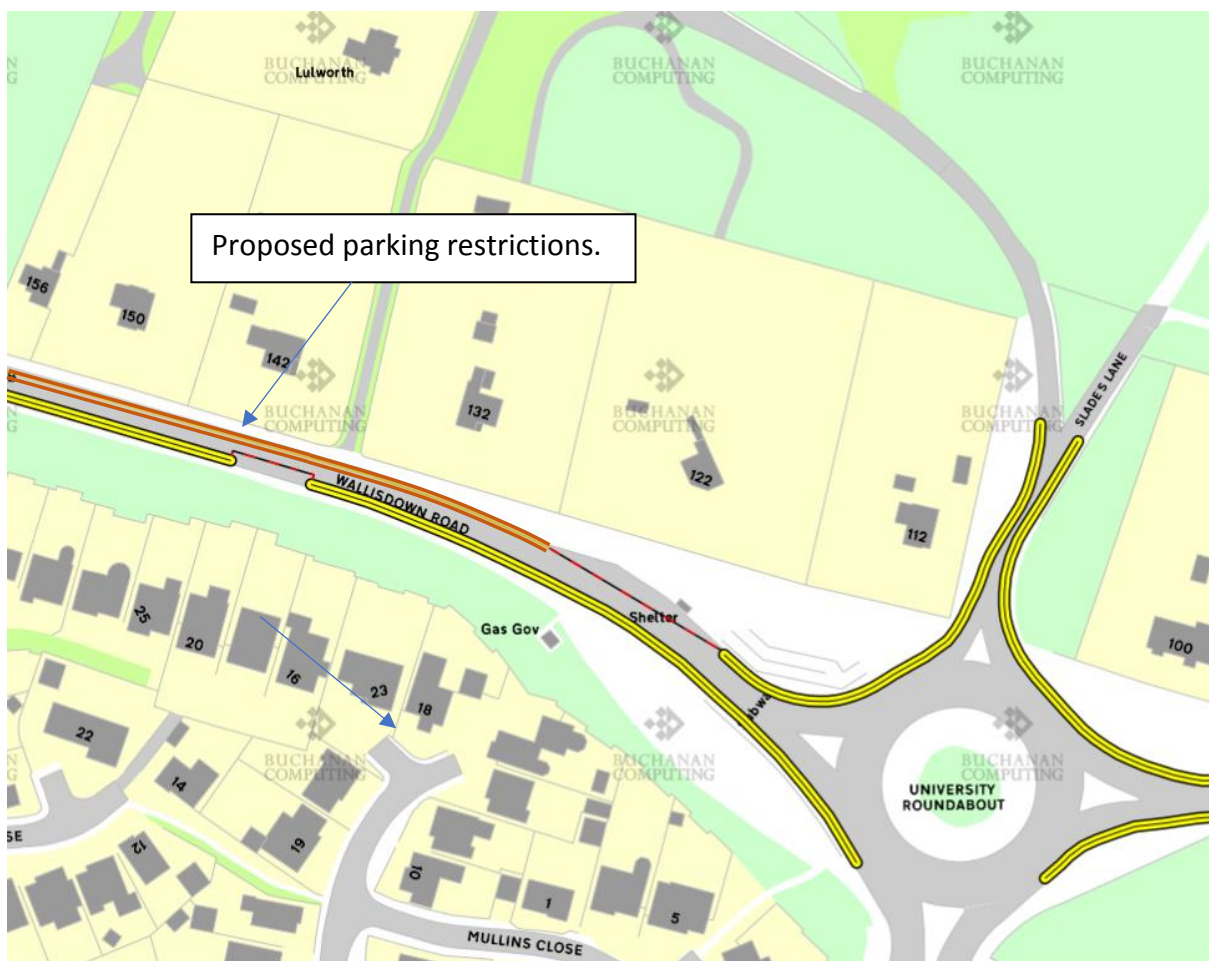
| | | | | | | |
|----|---|--------------|-----------------|---|--------------|--|
| 6. | Heathlands Primary (Andrew Close, Springwater Close, Springwater Rd) | DYL | Traffic Calming | At its junction with Andrews Close, Springwater Close, Springwater Rd | Kinson | Installation of a raised junction to slow vehicle speeds and provide a safer crossing point for school children and parents. |
| 7. | St Georges Avenue | Unrestricted | DYL | From junction of Queens Park West Drive for approximately 20m north. | Queen's Park | Installation of DYL to enable a cycle bypass to existing No Entry, by creation of shared path cross existing footway buildout. |

1. Wallisdown Road

Existing TRO Plans



Proposed Plans



2. Talbot Drive

Existing TRO Plans



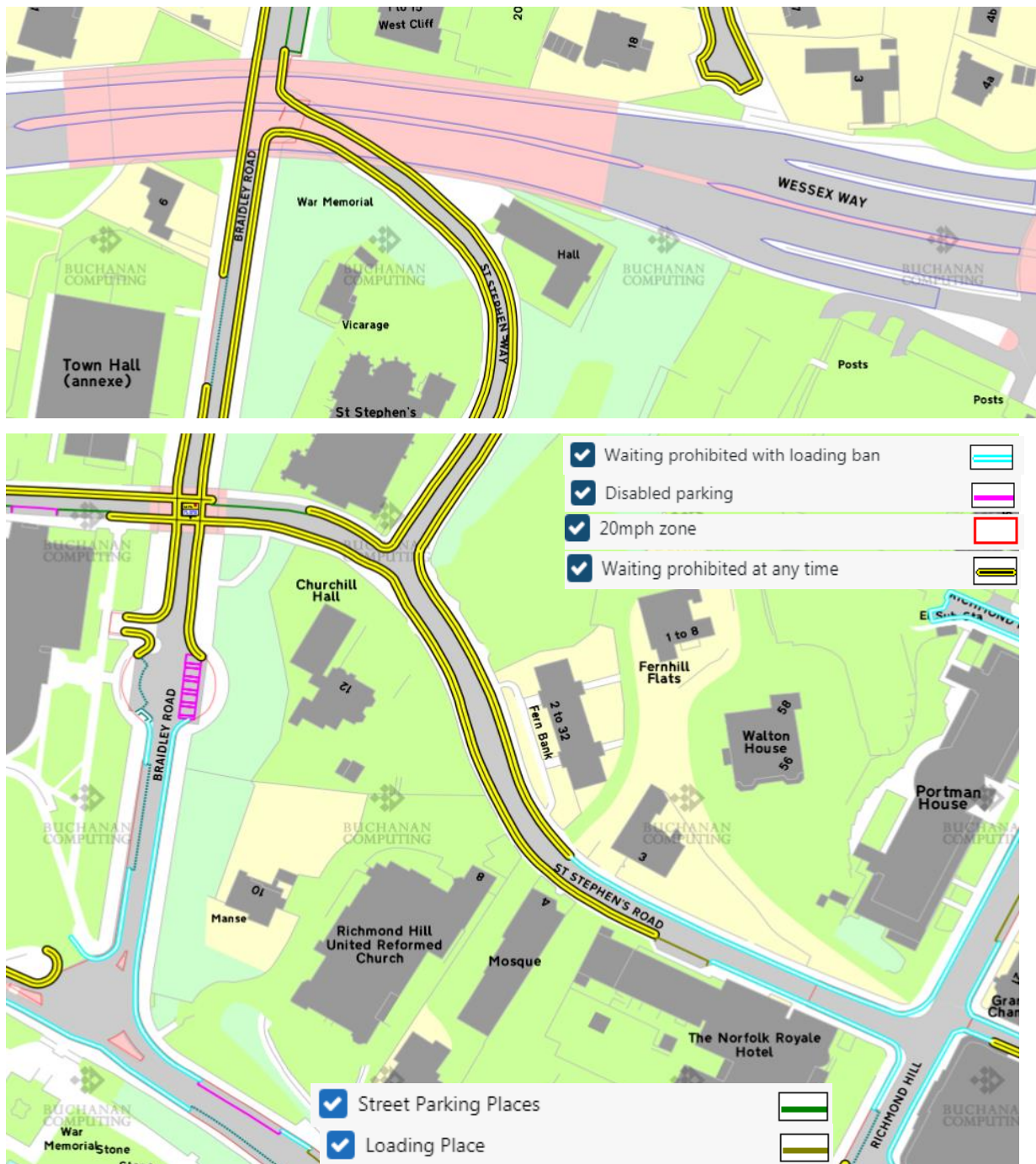
Proposed Plan

To Shorten parking by 3m to enable the installation of pedestrian/cycle buildout for safe access to Talbot Drive from new shared facility along Wallisdown Road

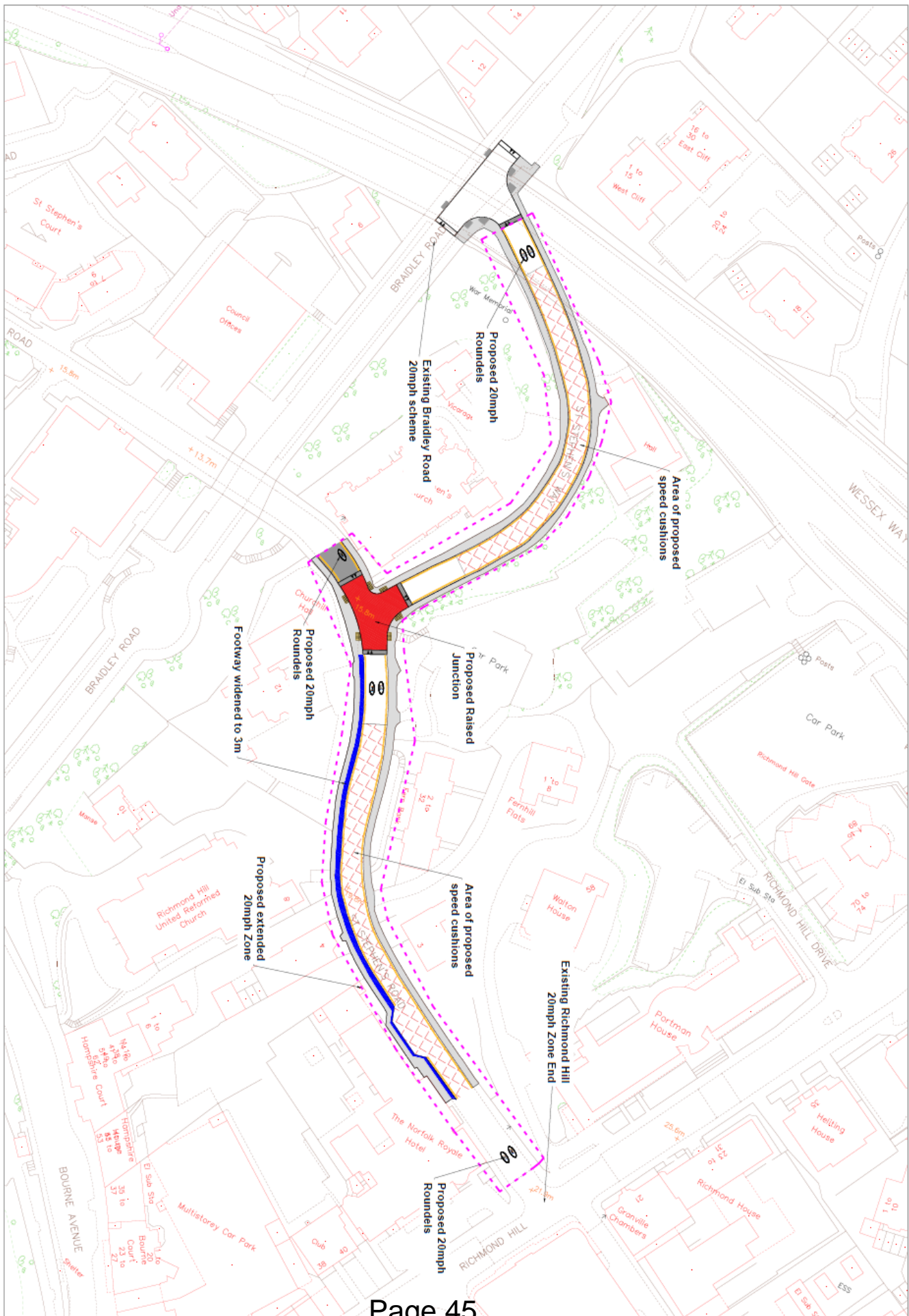


3. St Stephens Road

Existing TRO Plan



Proposed Plan



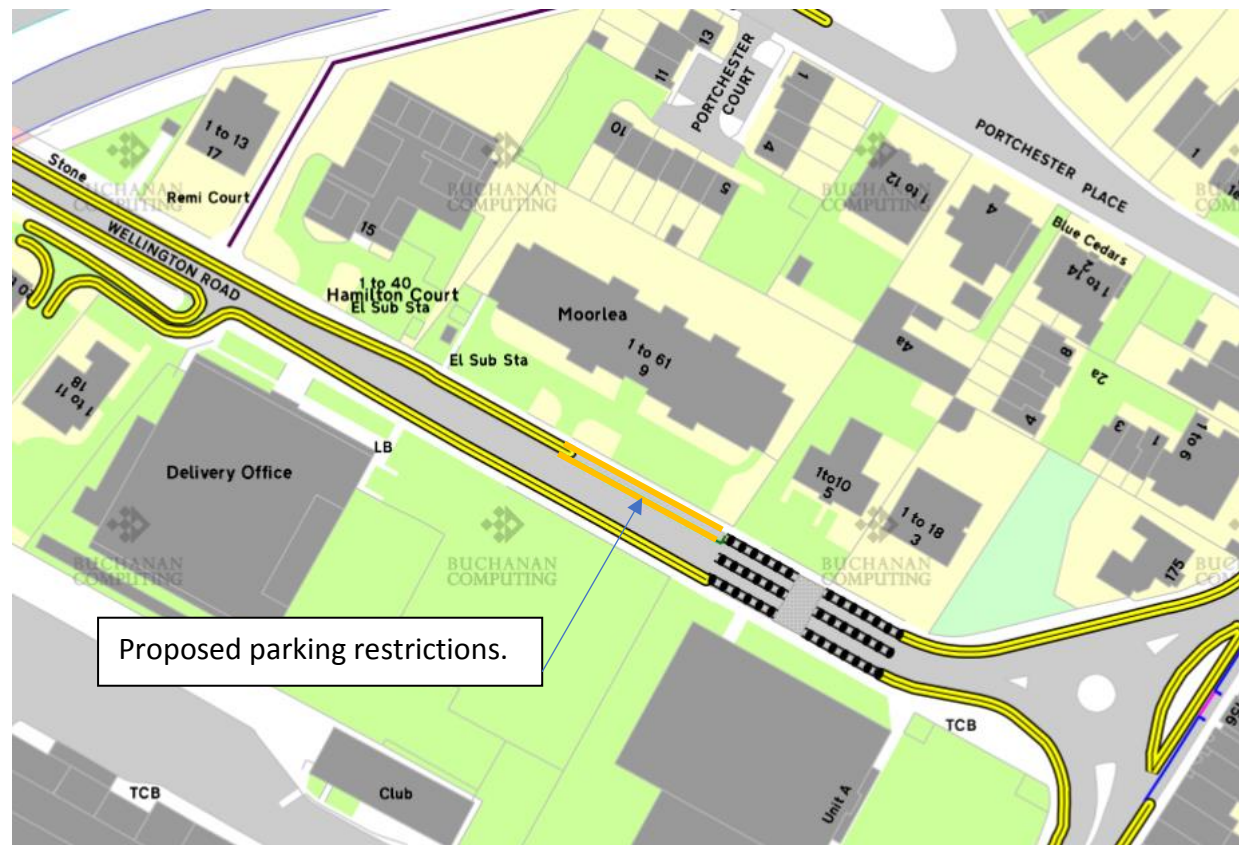
4. Wellington Road

Existing TRO Plan



Proposed Plan

Removal of parking and installation of double yellows opposite side to Staples



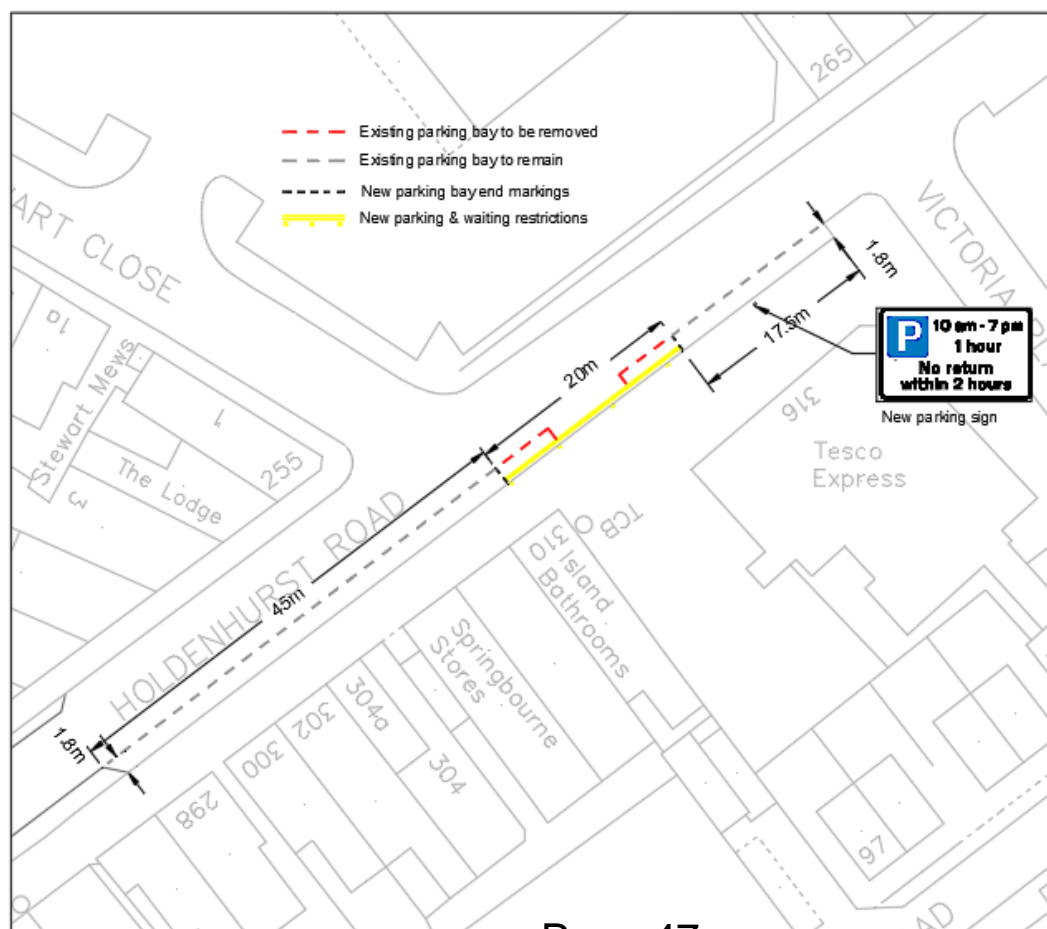
5. Holdenhurst Road,

Remove on-street parking outside Tesco Express

Existing TRO Plan



Proposed Plan



6. Heathlands Primary

Existing double yellow lines to remain and crossroads to be raised.

Existing TRO Plan



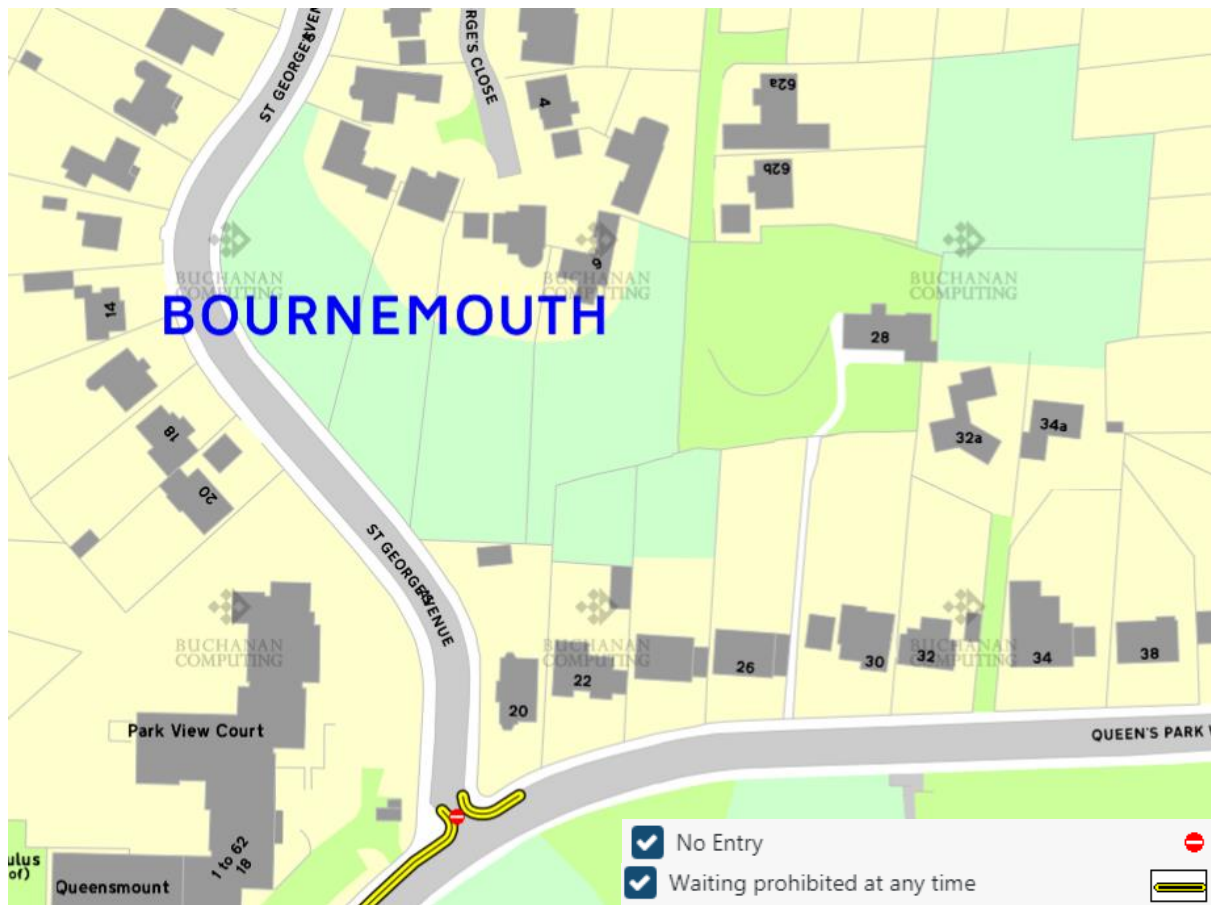
Proposed Plan



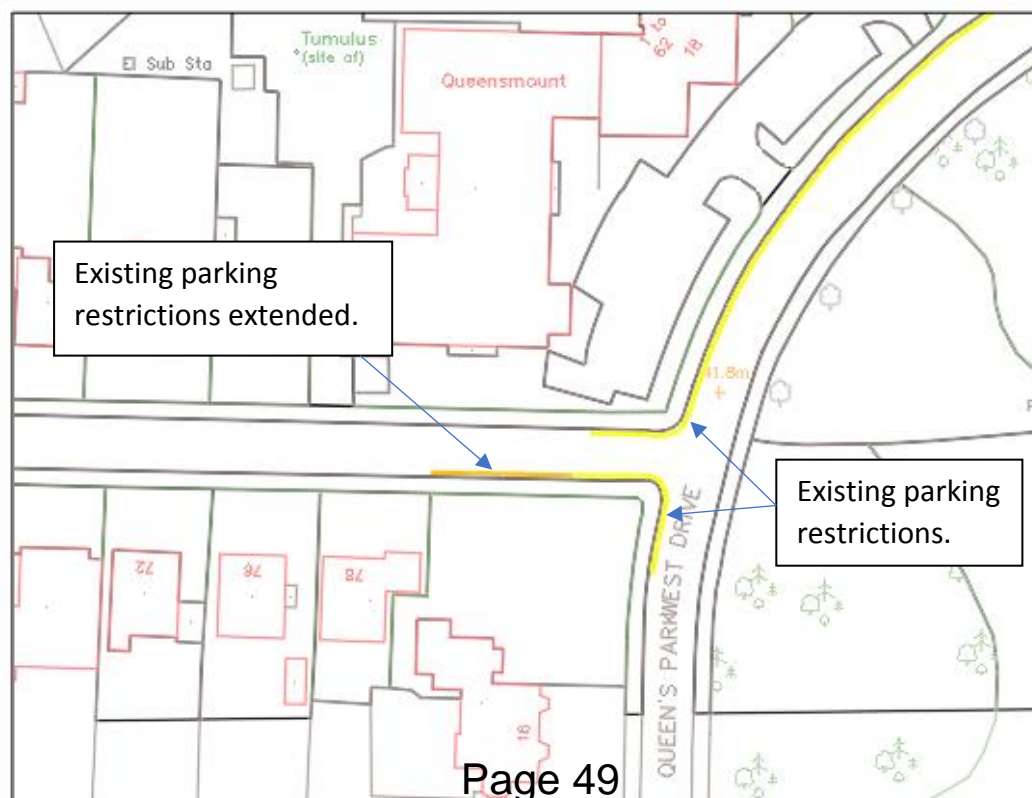
7. St Georges Avenue

New contraflow to be added, double yellow lines to be extended

Existing TRO Plan



Proposed Plan



This page is intentionally left blank



Transportation Advisory Group

| | |
|----------------------------|---|
| Report subject | Traffic Regulation Orders – Advertisement of Changes to On-Street Disabled Bays (Ref P1 2020) |
| Meeting date | 26 February 2020 |
| Status | Public Report |
| Executive summary | To approve the advertisement of changes to the Traffic Regulations Order (TRO) implementing changes to on-street disabled bays. |
| Recommendations | The Transportation Advisory Group is asked to consider recommending to the Cabinet that it approves: The changes outlined in the appendix are advertised and implemented if no objections are received |
| Reason for recommendations | To advertise new proposed restrictions to amend existing and implement new disabled bays. All the requests meet the criteria for the provision or removal of disabled bays within the Bournemouth and Christchurch areas. |
| Portfolio Holder(s): | Councillor Andy Hadley – Cabinet Member for Transport and Infrastructure |
| Corporate Director | Bill Cotton – Director of Regeneration and Economy |
| Service Director | Julian McLaughlin – Growth & Infrastructure |
| Service Unit Head | Richard Pincroft – Transportation |
| Contributors | Chris Parkes – Team Leader Traffic Management Steve Dean – Traffic Management Engineer Clare Griffiths – Traffic Technician |
| Wards | Various |
| Classification | For Decision |

Background

1. Residents who hold a blue disabled badge for parking may apply for a residential disabled bay outside their home subject to certain conditions. These can be either

a general disabled bay for use by all blue badge holders or a permit bay for use by the permit holder only.

All the proposed disabled bays in Appendix 1 meet the required conditions and have successfully completed the disabled bay application process. All the proposed removals have been requested by the applicant or residents and have been ratified by Officers.

Summary of financial implications

2. The costs associated with both the consultation and implementation of the Traffic Regulations Order (TRO) will be covered by the income from the disabled bay application fees. The whole review cost is estimated to be £3,000.

Summary of legal implications

3. Highways Authorities are required by The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 to undertake a statutory consultation process to make any change to a TRO. This process will include notifications to all relevant ward councillors and all statutory consultees (including emergency services, disability groups, local public transport providers, national transport associations and various council departments) and a three week public consultation noticed in the Bournemouth Daily Echo, on the council's website and by on-street notices in the relevant locations.

All representations received will be formally considered.

Summary of human resources implications

4. None

Summary of environmental impact

5. None

Summary of public health implications

6. None

Summary of equality implications

7. Any Equality and Diversity Impact assessments are enclosed in the background papers.

Summary of risk assessment

8. Any initial risk assessments that have been completed have been classed as low risk.

Background papers

Initial Risk assessment
EINA Screening Record

Appendices

Appendix 1 – List of schemes and associated plans

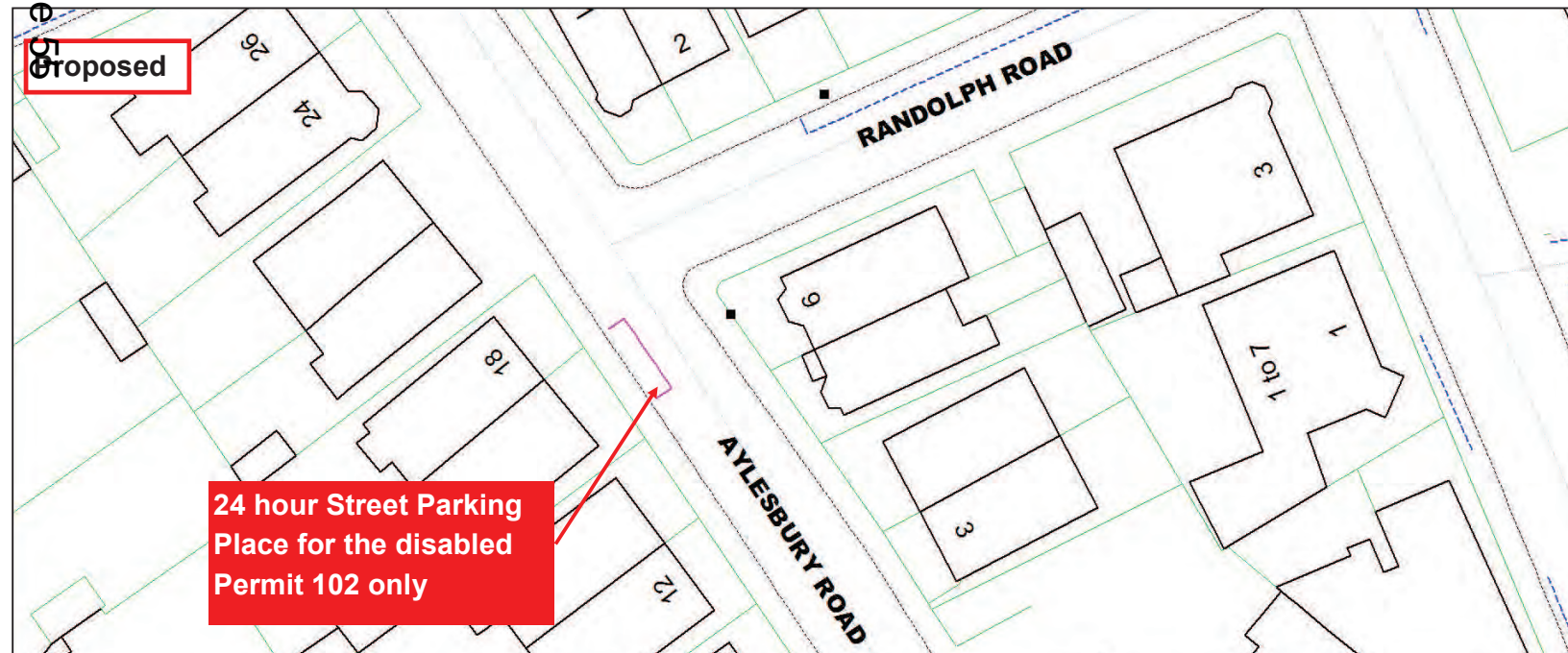
This page is intentionally left blank

Current



Street Parking Place for
Cars and Motorcycles

Proposed



24 hour Street Parking
Place for the disabled
Permit 102 only

P1 2020 Residential Disabled
Bay Proposals

Aylesbury Road No. 16

Drawing No: 001

Scale N.T.S

Drawn by: CG

Date: 03.02.2020

New residential disabled bay

Type: permit

Location: in front of No. 16

Issue DATE NOTES Checked



Bournemouth
Christchurch
and
Poole

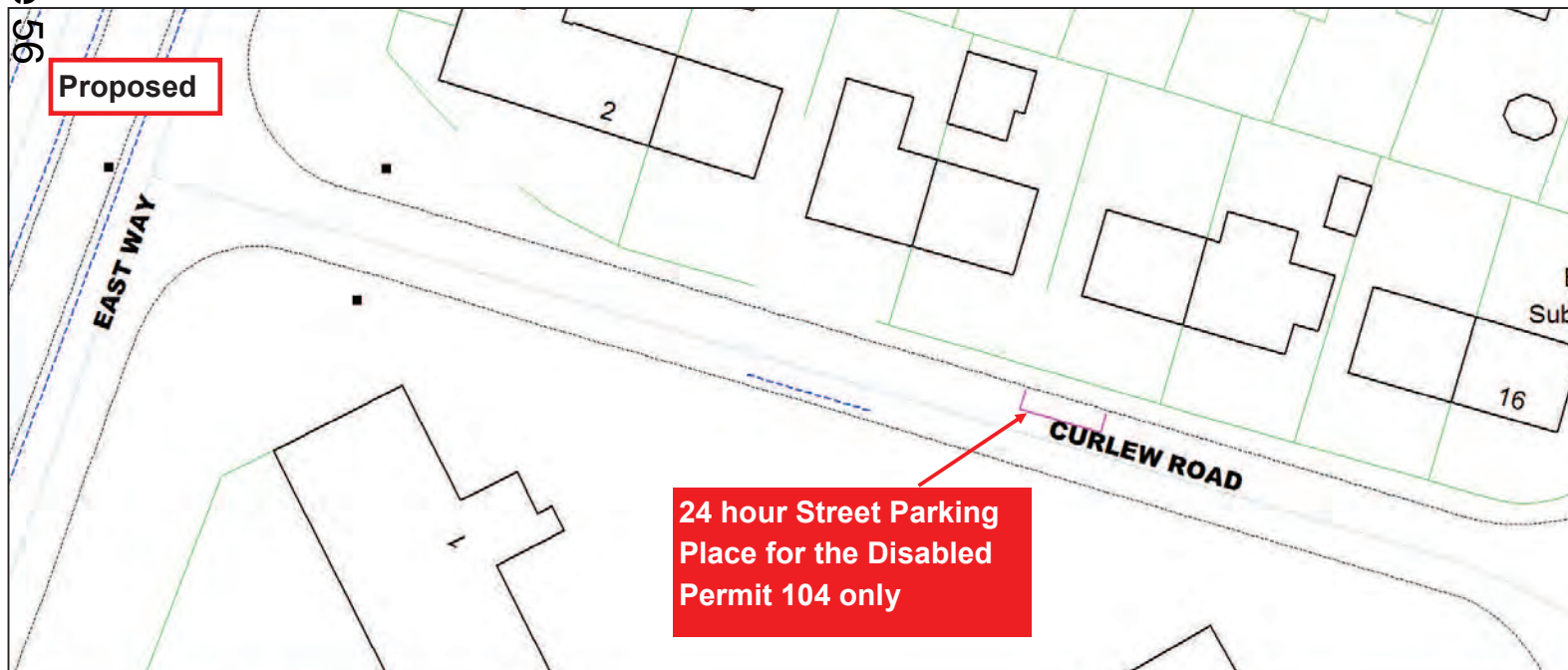
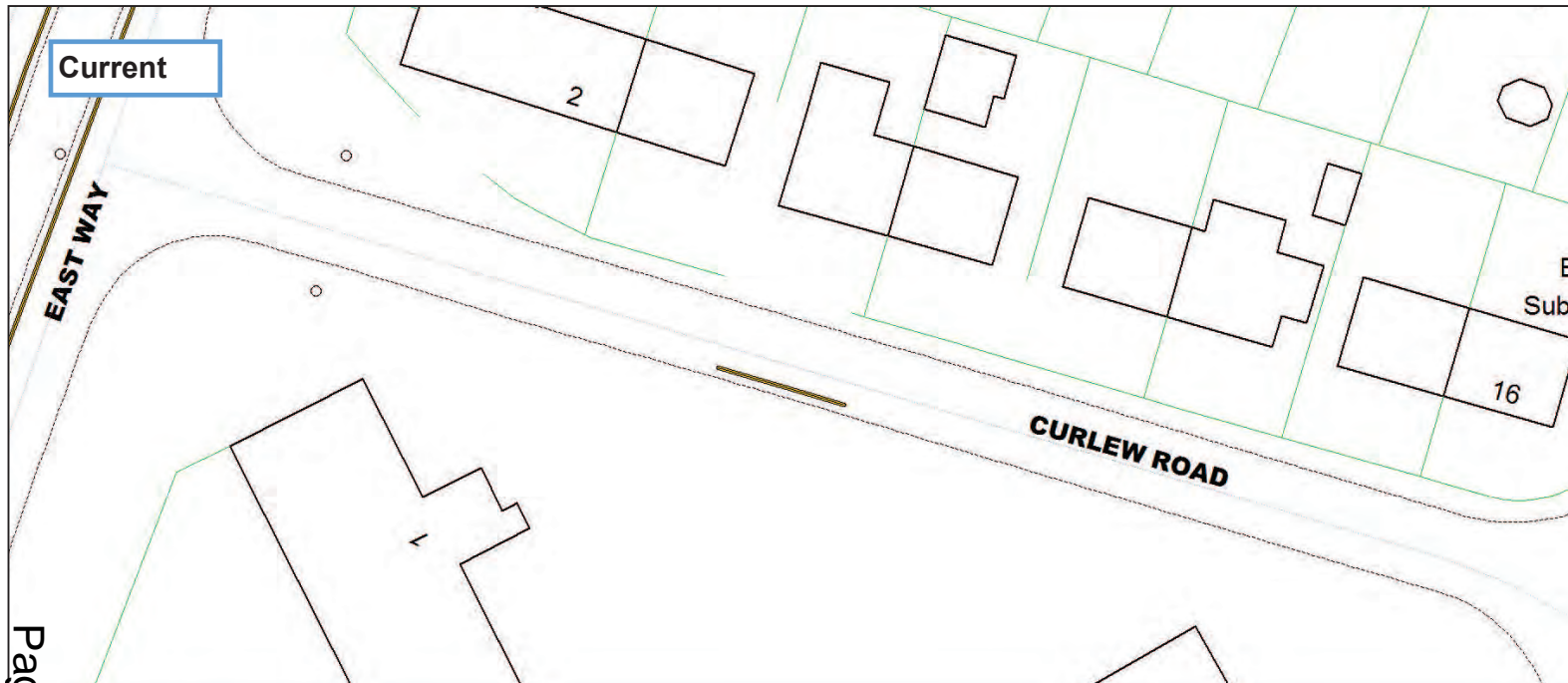
Director - Julian McLaughlin

Growth and Infrastructure



This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

BCP Council Licence No. 100000019829,



P1 2020 Residential Disabled Bay Proposals

Curlew Road No. 10

| | |
|-----------------|------------------|
| Drawing No: 002 | Scale: N.T.S |
| Drawn by: CG | Date: 03.02.2020 |

New residential disabled bay

Type: permit

Location: in front of No. 10

| Issue | DATE | NOTES | Checked |
|-------|------|-------|---------|
| | | | |



**Bournemouth
Christchurch
and
Poole
Council**

Director - Julian McLaughlin

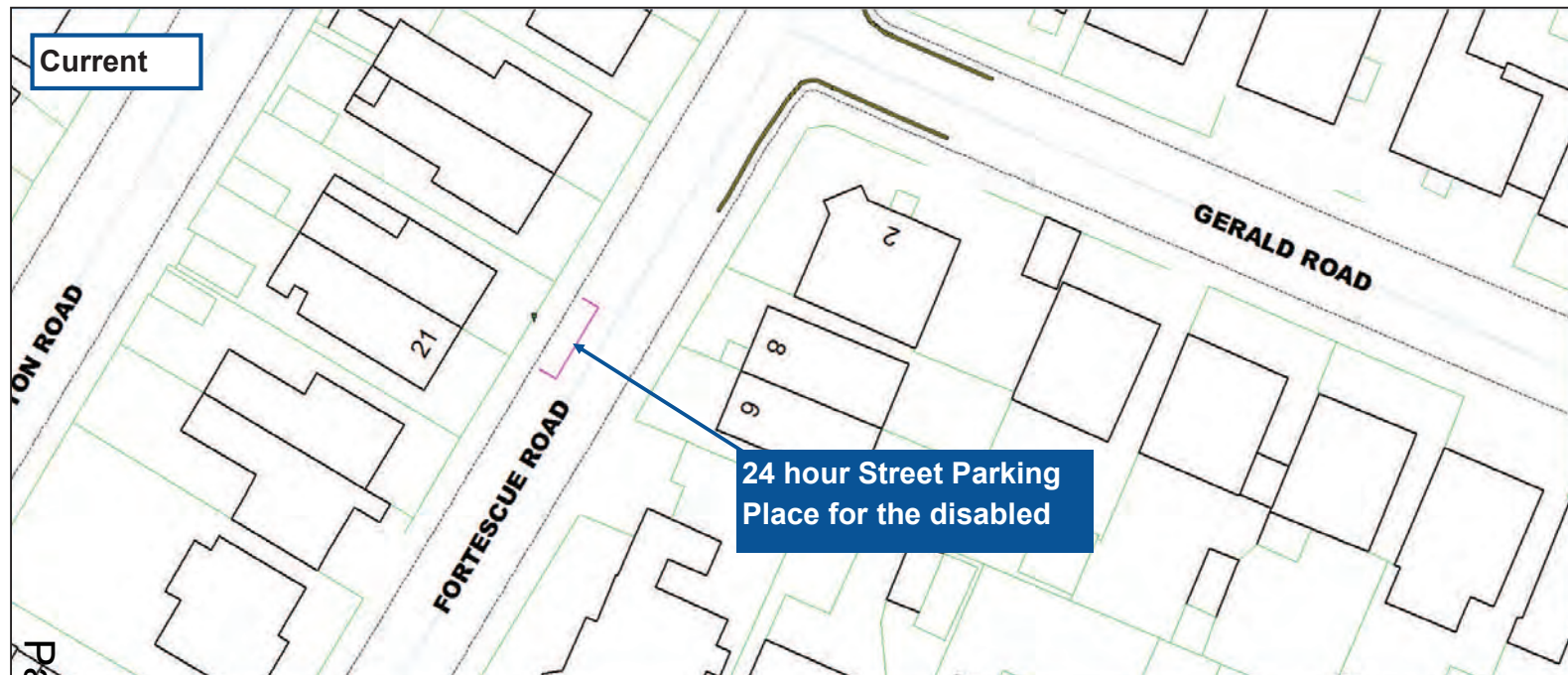
Growth and Infrastructure



This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

BCP Council Licence No. 100000019829,

Current



24 hour Street Parking
Place for the disabled

Proposed



24 hour Street Parking
Place for the disabled
TO BE REMOVED

P1 2020 Residential Disabled Bay Proposals

Fortescue Road No. 23

Drawing No: 003

Scale: N.T.S

Drawn by: CG

Date: 03.02.2020

Removal of residential disabled
bay

Location: in front of No. 23

| Issue | DATE | NOTES | Checked |
|-------|------|-------|---------|
| | | | |



**Bournemouth
Christchurch
and
Poole
Council**

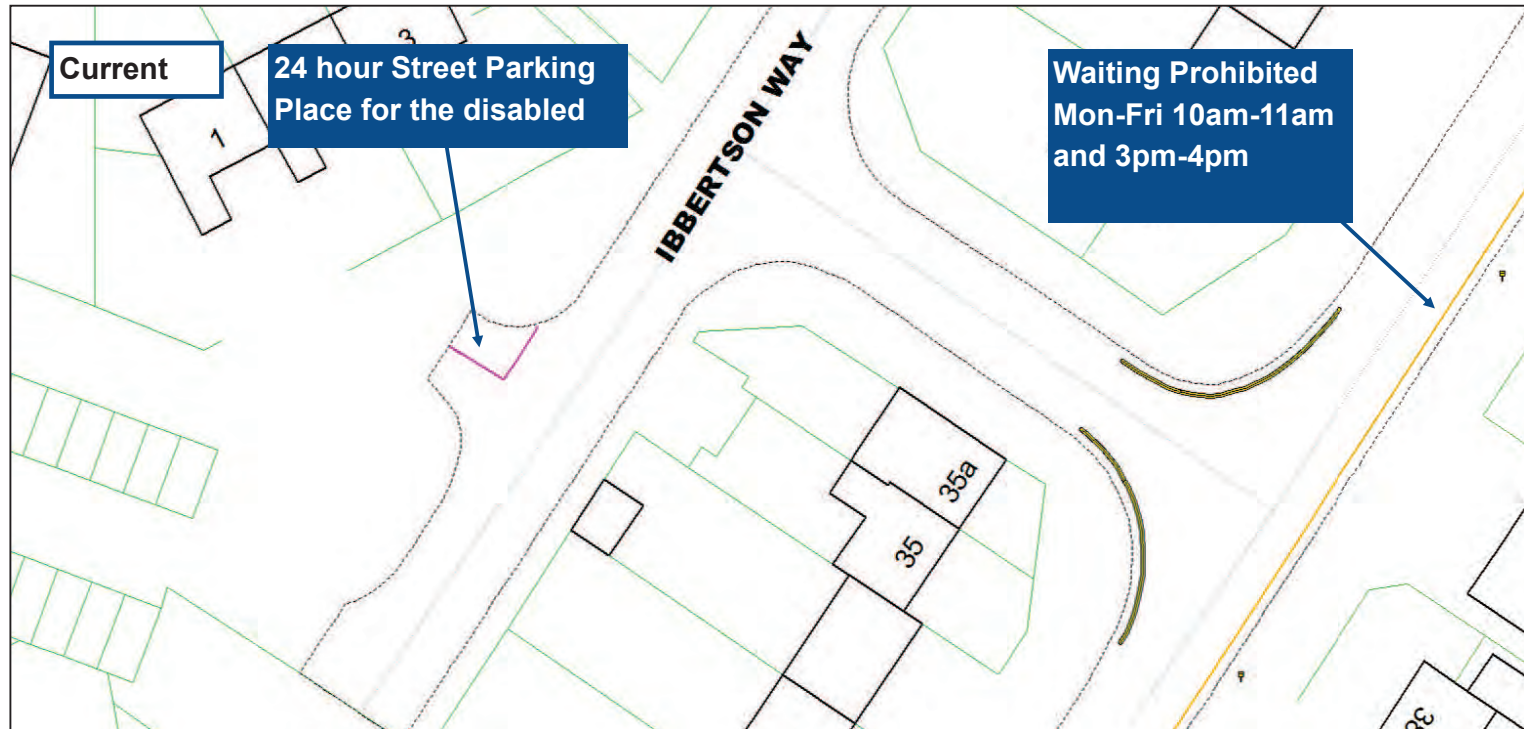
Director - Julian McLaughlin

Growth and Infrastructure



This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

BCP Council Licence No. 100000019829,



P1 2020 Residential Disabled
Bay Proposals
Ibbertson Way

| | |
|-----------------|------------------|
| Drawing No: 004 | Scale: N.T.S |
| Drawn by: CG | Date: 03.02.2020 |

New residential disabled bay
Type: permit
Location:
rear of No. 33 Ibbertson Road

| Issue | Date | Notes | Checked |
|-------|------|-------|---------|
| | | | |



**Bournemouth
Christchurch
and
Poole
Council**

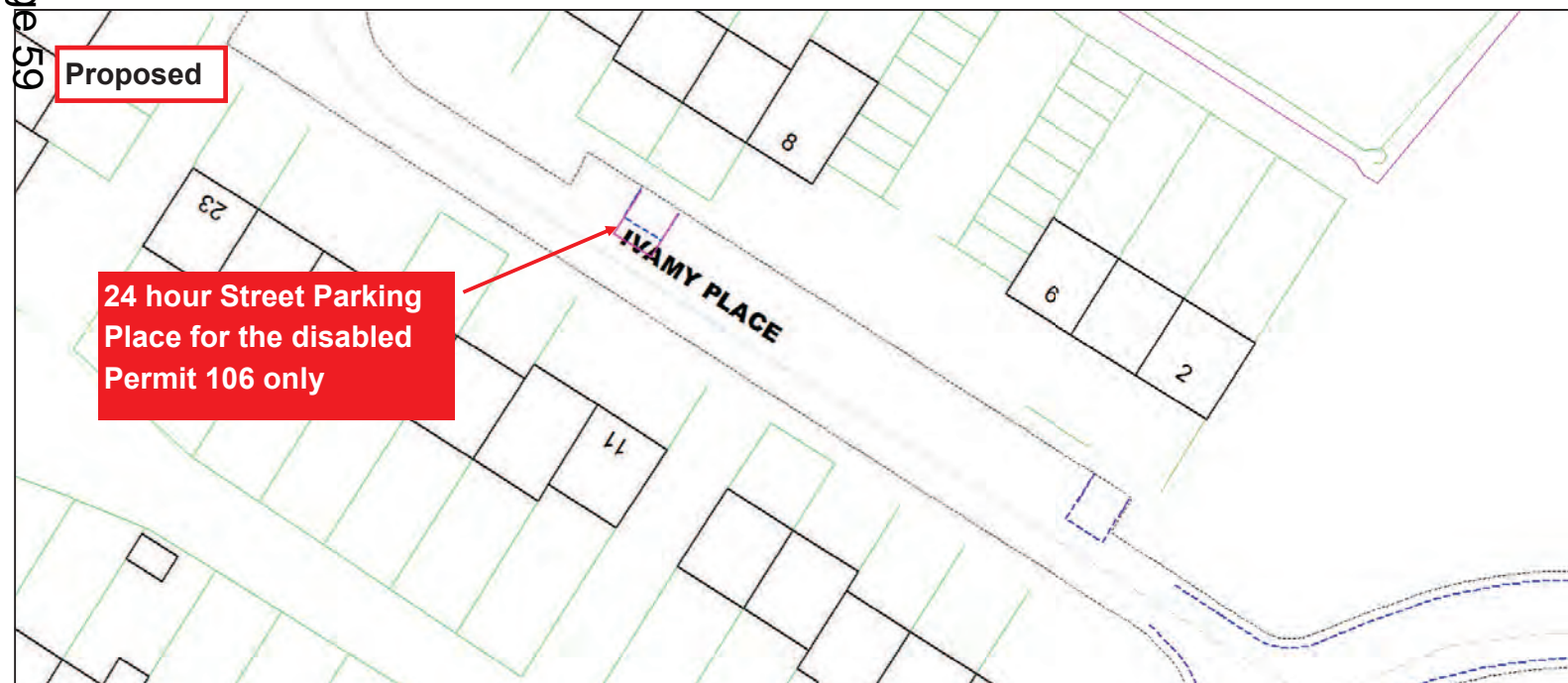
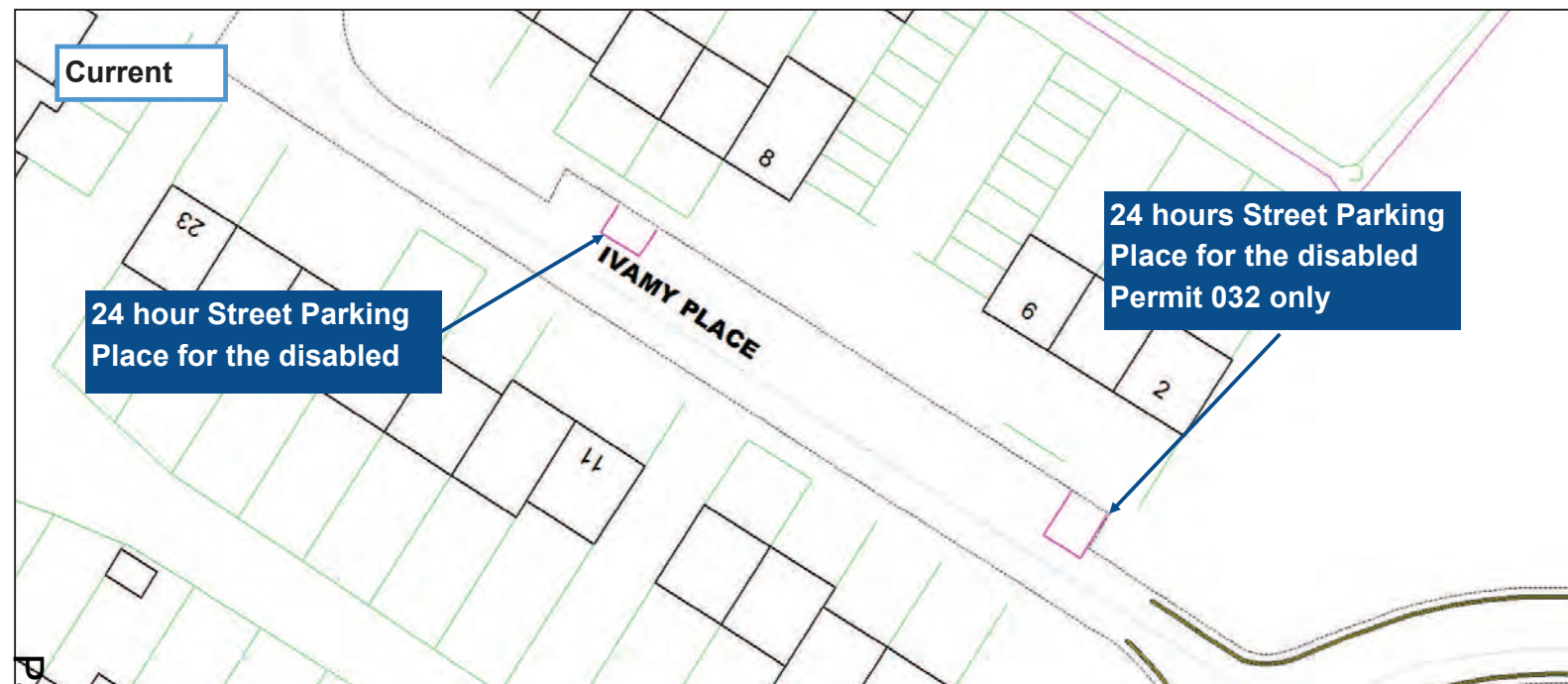
Director - Julian McLaughlin

Growth and Infrastructure



This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

BCP Council Licence No. 100000019829,



P1 2020 Residential Disabled Bay Proposals

Ivamy Place No. 10

| | |
|-----------------|------------------|
| Drawing No: 005 | Scale: N.T.S |
| Drawn by: CG | Date: 03.02.2020 |

Conversion of existing disabled bay to a permit disabled bay

Location: in front of No. 10

| Issue | Date | Notes | Checked |
|-------|------|-------|---------|
| | | | |



**Bournemouth
Christchurch
and
Poole
Council**

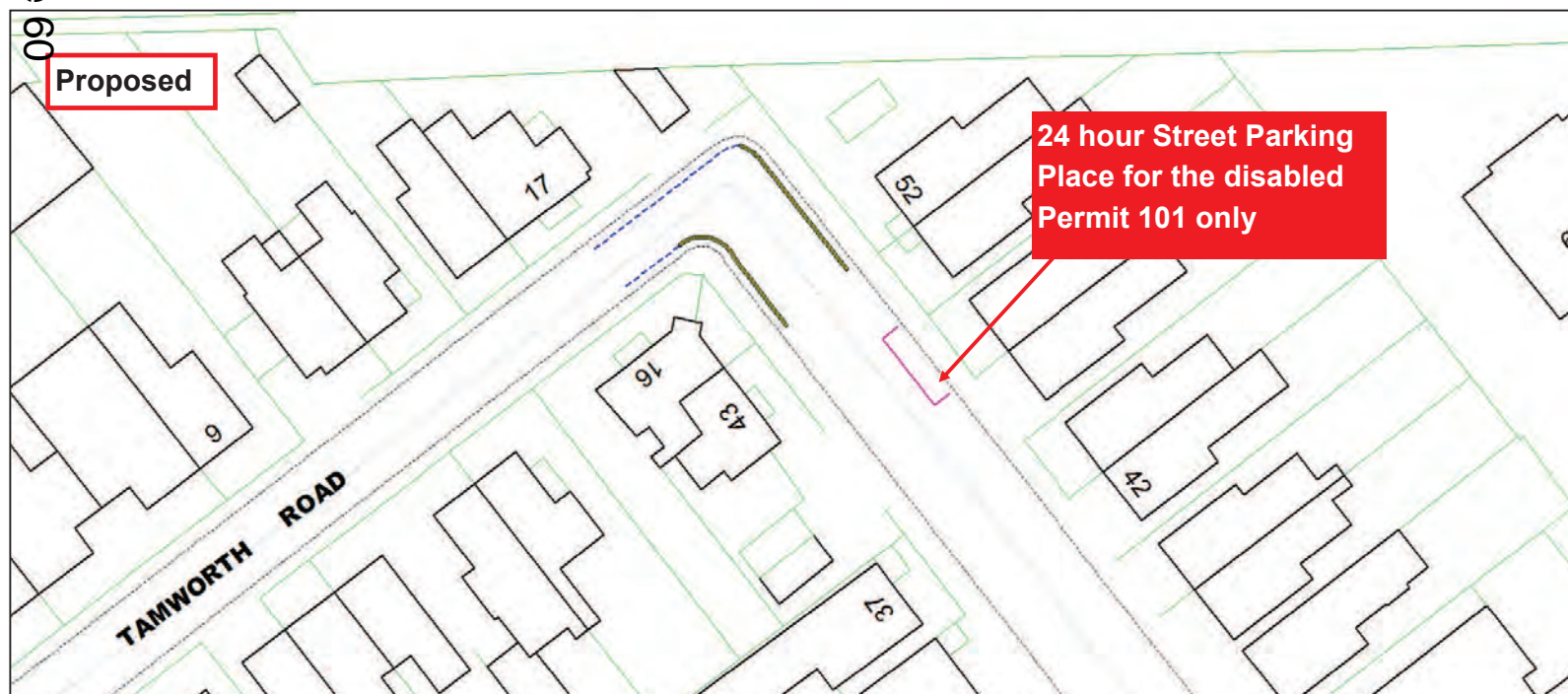
Director - Julian McLaughlin

Growth and Infrastructure



This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

BCP Council Licence No. 10000019829,



P1 2020 Residential Disabled Bay Proposals

Somerset Road No. 48

| | |
|-----------------|------------------|
| Drawing No: 006 | Scale: N.T.S |
| Drawn by: CG | Date: 03.02.2020 |

1. New residential disabled bay
Type: permit
Location: in front of No. 48
2. Removal of 2.4m NWAAT in front of No. 50 to mitigate length of new disabled bay (NB mapping & on-site do not currently match)

| Issue | DATE | NOTES | Checked |
|-------|------|-------|---------|
| | | | |



**Bournemouth
Christchurch
and
Poole
Council**

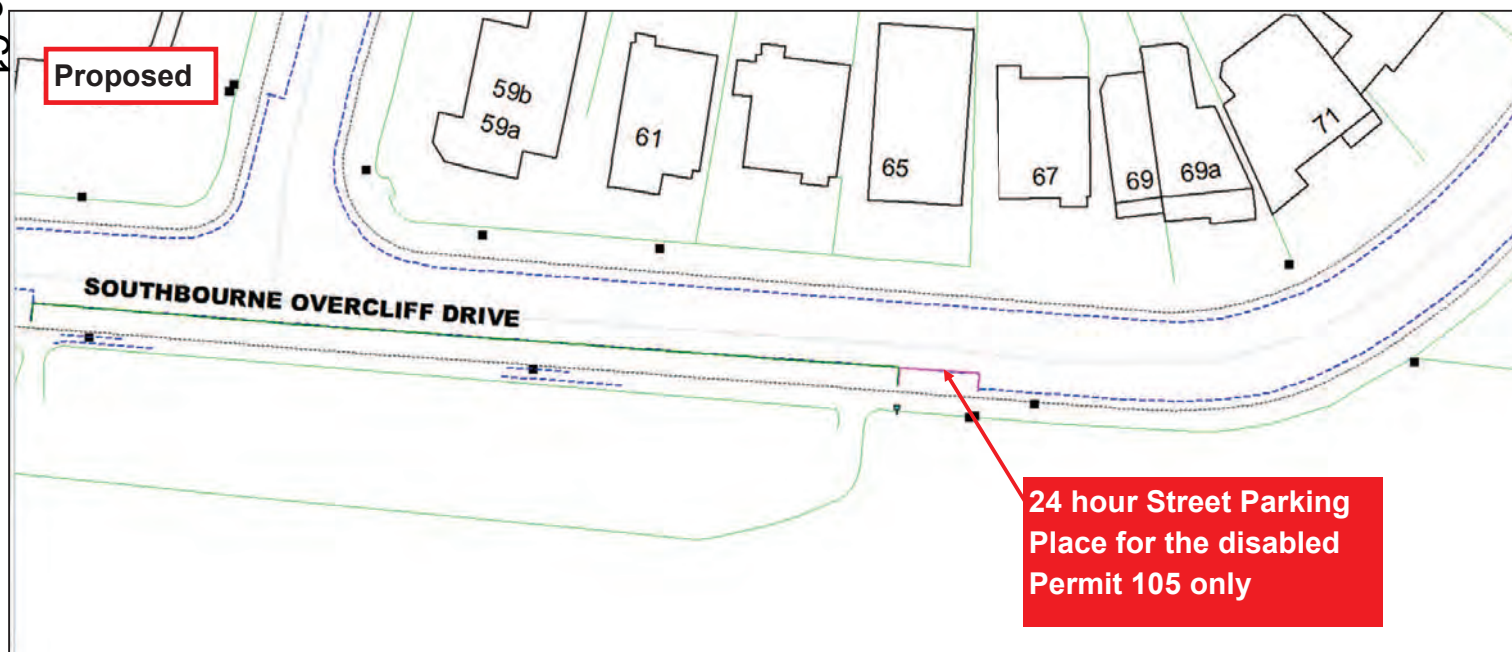
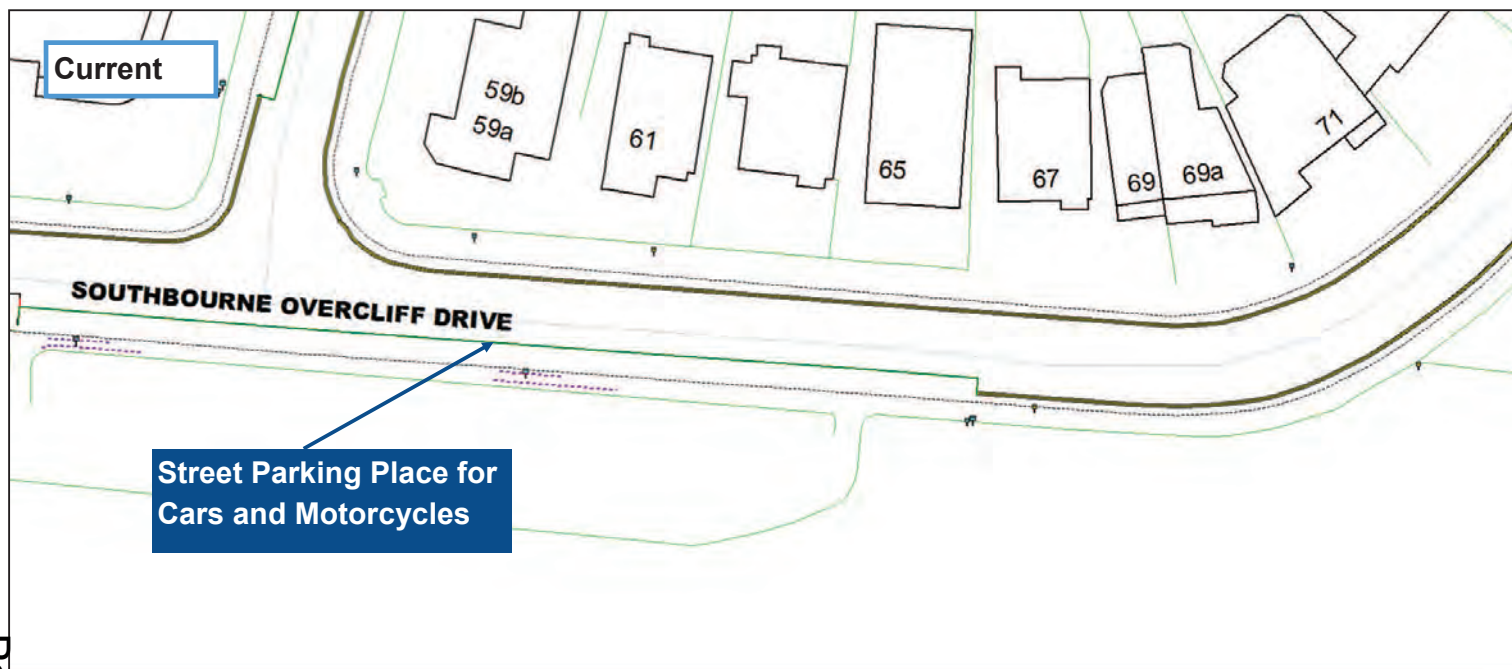
Director - Julian McLaughlin

Growth and Infrastructure



This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

BCP Council Licence No. 100000019829,



P1 2020 Residential Disabled Bay Proposals

Southbourne Overcliff Drive No. 65

| | |
|-----------------|------------------|
| Drawing No: 007 | Scale: N.T.S |
| Drawn by: CG | Date: 03.02.2020 |

Conversion of 6.6m of street parking place to residential disabled bay

Type: permit

Location: opposite No. 65, end section of existing bay adjacent the double yellow lines

| ISSUE | DATE | NOTES | CHECKED |
|-------|------|-------|---------|
| | | | |



**Bournemouth
Christchurch
and
Poole
Council**

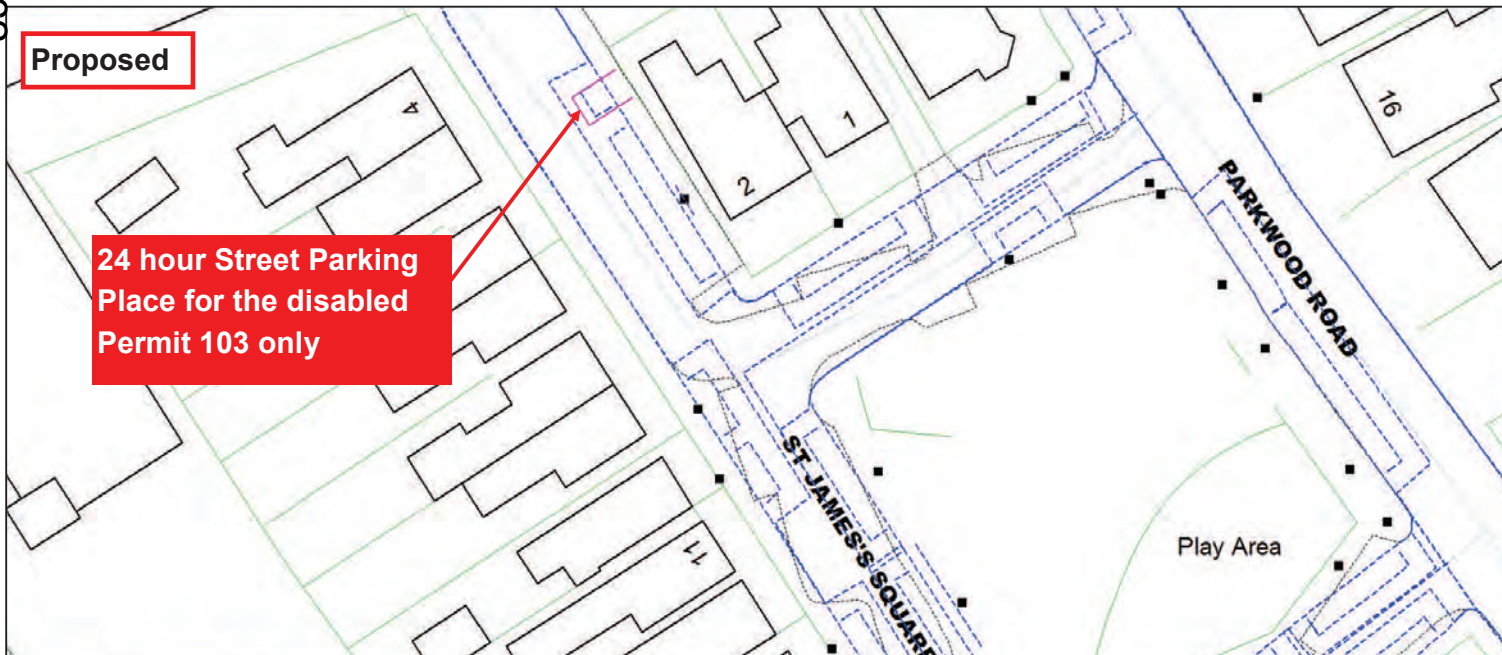
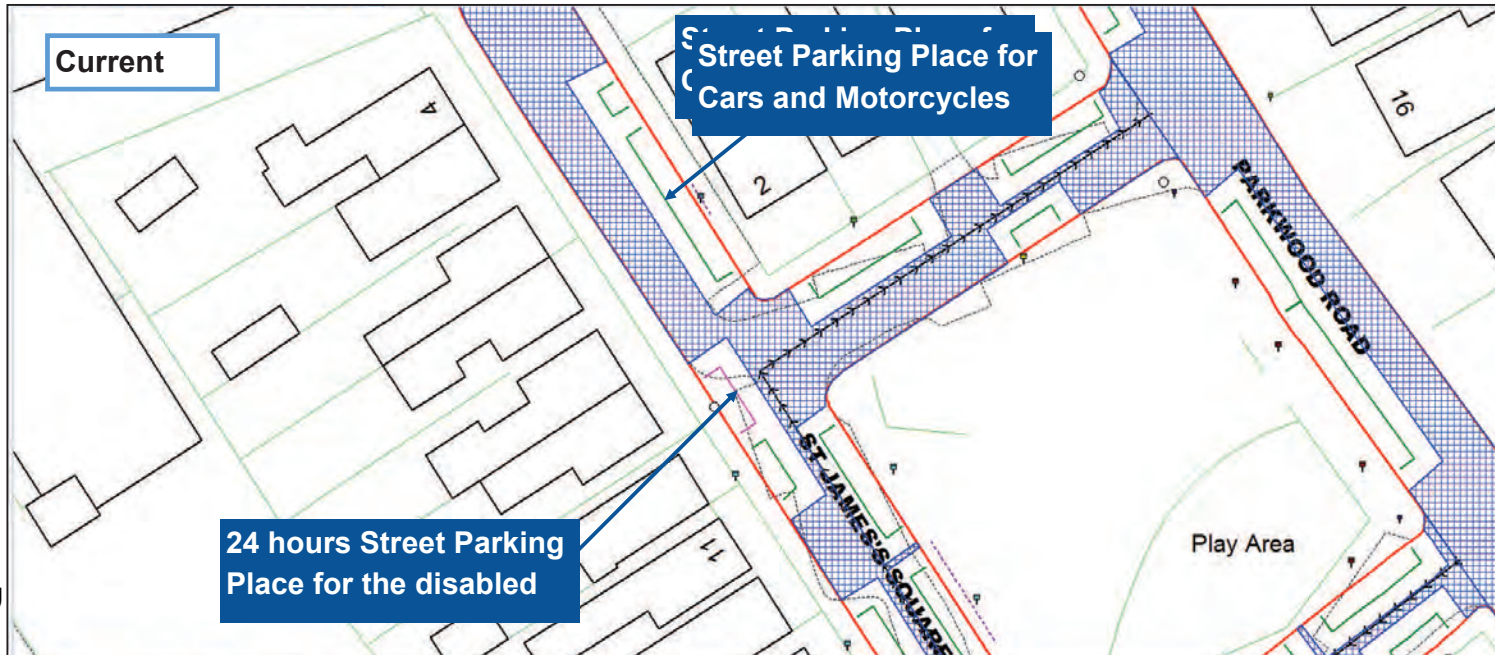
Director - Jullan McLaughlin

Growth and Infrastructure



This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

BCP Council Licence No. 100000019829,



P1 2020 Residential Disabled Bay Proposals

St James's Square

| | |
|-----------------|------------------|
| Drawing No: 008 | Scale: N.T.S |
| Drawn by: CG | Date: 03.02.2020 |

Conversion of existing street parking place to residential disabled bay

Type: permit

Location: northernmost bay, opposite No. 5

| Issue | Date | Notes | Checked |
|-------|------|-------|---------|
| | | | |



**Bournemouth
Christchurch
and
Poole
Council**

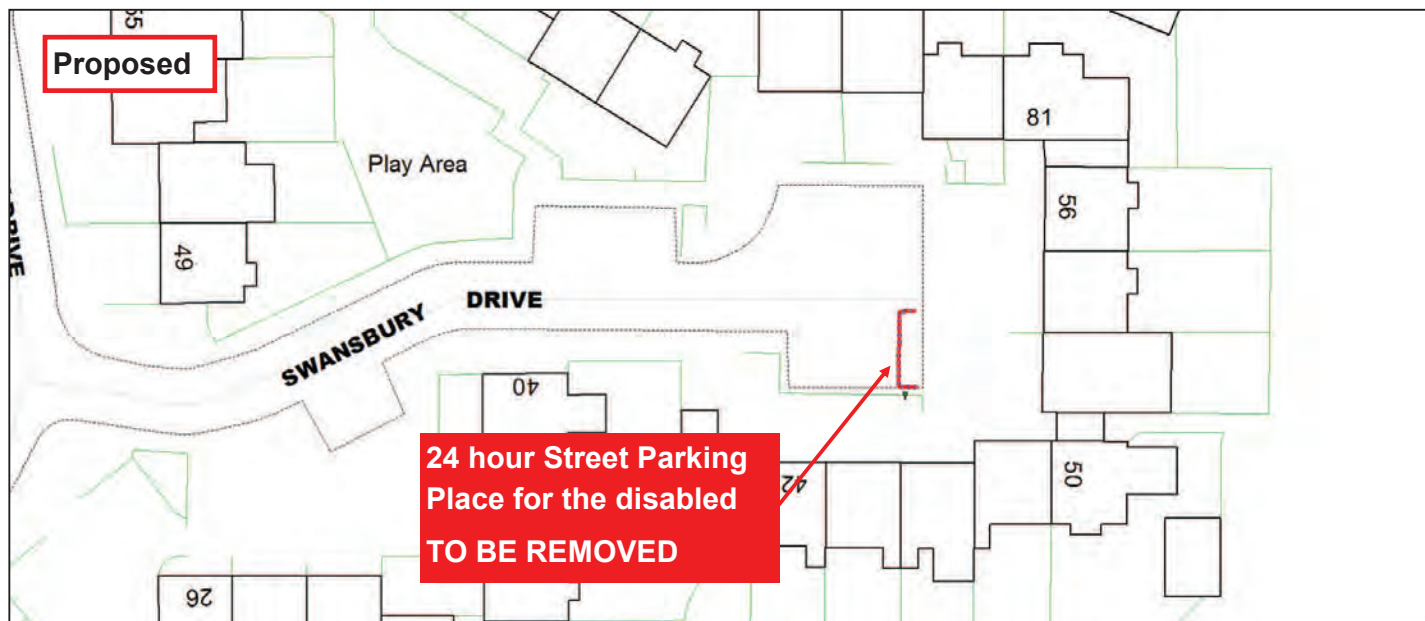
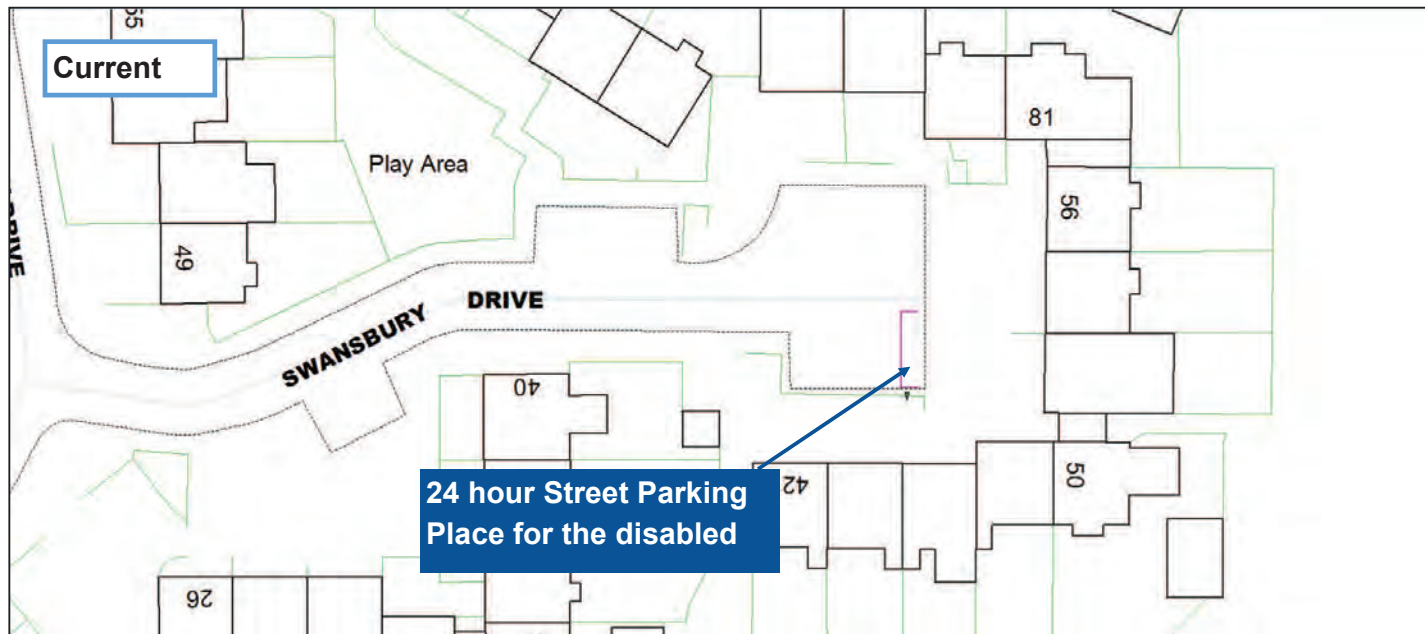
Director - Julian McLaughlin

Growth and Infrastructure



This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

BCP Council Licence No. 100000019829,



P1 2020 Residential Disabled Bay Proposals

Swansbury Drive No. 46

| | |
|-----------------|------------------|
| Drawing No: 009 | Scale: N.T.S |
| Drawn by: CG | Date: 03.02.2020 |

Removal of residential disabled bay

Location: in front of No. 46

| Issue | DATE | NOTES | Checked |
|-------|------|-------|---------|
| | | | |



**Bournemouth
Christchurch
and
Poole
Council**

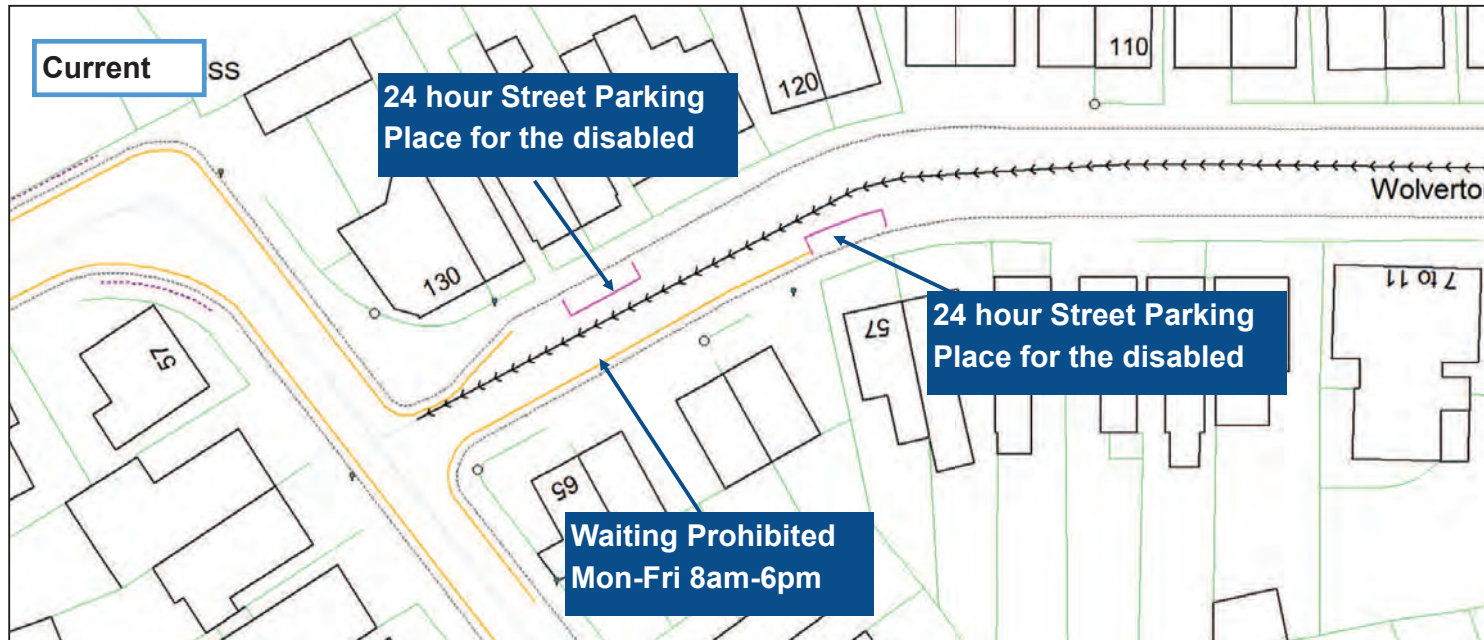
Director - Julian McLaughlin

Growth and Infrastructure



This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

BCP Council Licence No. 100000019829,



P1 2020 Residential Disabled Bay Proposals

Wolverton Road No. 57

| | |
|-----------------|------------------|
| Drawing No: 010 | Scale: N.T.S |
| Drawn by: CG | Date: 03.02.2020 |

Removal of residential disabled bay
Location: in front of No. 57

| Issue | DATE | NOTES | Checked |
|-------|------|-------|---------|
| | | | |



**Bournemouth
Christchurch
and
Poole
Council**

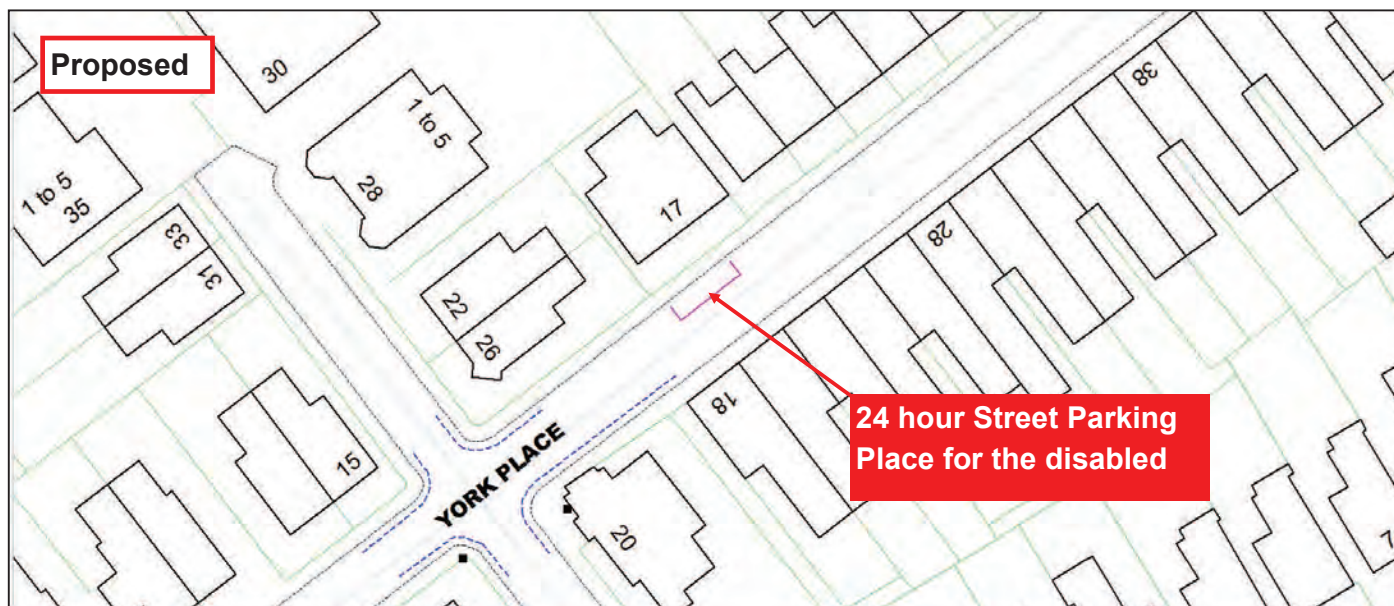
Director - Julian McLaughlin

Growth and Infrastructure



This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

BCP Council Licence No. 100000019829,



P1 2020 Residential Disabled Bay Proposals

York Place No. 17

| | |
|-----------------|------------------|
| Drawing No: 011 | Scale: N.T.S |
| Drawn by: CG | Date: 03.02.2020 |

New residential disabled bay
Type: general
Location: in front of No. 17

| Issue | DATE | NOTES | Checked |
|-------|------|-------|---------|
| | | | |



**Bournemouth
Christchurch
and
Poole
Council**

Director - Julian McLaughlin

Growth and Infrastructure



This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

BCP Council Licence No. 10000019829,

This page is intentionally left blank



Transportation Advisory Group

| | |
|----------------------------|---|
| Report subject | Anti-Idling Outside Primary Schools Campaign |
| Meeting date | 26 February 2020 |
| Status | Public |
| Executive summary | <p>To seek approval to develop and run an anti-idling campaign in partnership with Public Health Dorset and a small number of pilot primary schools across the BCP area.</p> <p>To design and produce a toolkit linked to the national curriculum which will be used by teachers and children in the pilot schools to encourage parents to switch off their engines whilst waiting outside the school, thereby reducing Carbon Monoxide, Nitrogen Dioxide and Particulate pollution.</p> <p>To run a behavioural change campaign in the pilot schools with the aim of educating, encouraging and working with parents, but which could ultimately be supported by enforcement action.</p> |
| Recommendations | <p>The Transport Advisory Group is asked to recommend to Cabinet that:</p> <ul style="list-style-type: none"> a) An Anti-Idling Campaign be undertaken at a small number of primary schools using allocated DEFRA funding b) Appropriate enforcement action be used but as a last resort c) Should the campaign prove successful, it will be rolled out to additional schools across the BCP area in future years |
| Reason for recommendations | <p>To improve air quality outside of schools, thereby reducing the harmful effects on children.</p> <p>To compliment active travel initiatives, working with those who can't take up active travel but whose actions affect those who do.</p> <p>To support overall air quality objectives and climate emergency initiatives.</p> <p>To comply with DEFRA requirements for the spending of residual monies from the 2018 air quality feasibility study funding.</p> |

| | |
|----------------------|---|
| Portfolio Holder(s): | Cllr Hadley (Transport and Infrastructure) Cllr Dr Rice (Environment and Climate Change) Cllr Moore (Children and Families) |
| Corporate Director | Bill Cotton, Regeneration & Economy |
| Service Director | Julian McLaughlin, Growth & Infrastructure |
| Service Unit Head | Richard Pincroft – Transportation |
| Contributors | John McVey (Sustainable Transport Policy Manager) Emma Sadiwskyj-Frewer (Senior Transport Planner) Ian Selby (Sustainable Travel Officer) Sarah Sutton (Environmental Protection Officer [Air Quality]) Caroline Fair (Team Manager, Regulatory Services) |
| Wards | Initially the wards associated with the pilot schools selected to work on the project. If the project is successful, then it could be rolled out gradually to all schools. |
| Classification | For Decision and Information |

Background

1. In 2017/18 Bournemouth Borough Council and Borough of Poole Council received a Ministerial Direction to investigate, and where appropriate, tackle roadside nitrogen dioxide levels on a number of road links based on DEFRA modelled data; the Councils were amongst 33 councils to do so.
2. DEFRA provided £50,000 to each Council to develop a feasibility study to identify measures that could bring forward compliance dates within the shortest possible time. Through the feasibility study each Council used data and further modelling to prove nitrogen dioxide levels were within compliant limits and therefore, there was no need for measures to bring forward compliance.
3. DEFRA allowed each Council to retain residual funding from the feasibility studies but stipulated it be spent on Air Quality measures related to the feasibility study.
4. DEFRA approved Bournemouth Borough Council's plan to spend the residual monies on School anti-idling initiatives, alongside Business Travel Network (BTN) initiatives aimed at commuter travel across the BTN project area. DEFRA also approved the Borough of Poole's plan to spend the residual monies on Schools anti-idling initiatives, together with the purchase of a number of real-time air quality monitors.
5. Comprehensive information about air quality within the conurbation can be located within the Annual Status Reports for each town.

6. Permission is being sought to use the residual monies from the DEFRA funding to run an Anti-Idling campaign in partnership with Public Health Dorset and a number of pilot schools in the BCP Council area.

Project Outline:

7. To develop and run a behavioural change, anti-idling campaign in partnership with Public Health Dorset and a small number of pilot primary schools across the BCP Council area. To design and produce a toolkit linked to the national curriculum which will be used by teachers and children to encourage parents to switch off their engines whilst waiting outside the school.

Project Aim

8. To specifically engage those parents who use the car for the school run, to encourage them to switch off their engines whilst waiting or queuing in the vicinity of the school with the aim of reducing Carbon Monoxide, Nitrogen Dioxide and Particulate pollution.
9. To improve the air quality in the vicinity of schools and hence have a public health benefit for pupils, parents, and staff, as well as those residing in the area.
10. The project does not specifically aim to encourage parents/ pupils to switch to more active travel modes, however it will compliment other active travel initiatives which are already planned/in place.

Project timescales:

11. The project will be developed in partnership with a number of selected pilot schools across the BCP area. Development and production of the toolkit will be carried out in 2019/20 and 2021/22 and the campaign will be launched and delivered in schools during 2020/21 and 2021/22, in line with appropriate school timetabling requirements/restrictions.
12. The toolkit will be designed so as not to be 'date bound' and could therefore, if successful, be rolled out to additional schools over the coming years.

The toolkit:

13. Initially, a small number of schools will be invited to work on the project to develop an anti-idling toolkit to be delivered in Primary schools. Partnership working with the schools will identify where the project links to key national curriculum principles and will encourage buy-in from the schools.
14. The toolkit will be developed through a series of partnership workshops with the selected schools, Public Health Dorset, Local GP surgeries, and the air quality and transport teams from BCP Council.
15. The toolkit will take the form of:
 - i. Lesson/Assembly plans to introduce the principle of air quality and pollution

- ii. Citizen Science Week 1 – to gather baseline data about the number of cars idling outside of the school and any relating citizen science activities carried out by the pupils
- iii. Development and delivery of a communications campaign – designed and delivered by the pupils, using the toolkit, to educate parents about air quality and pollution, and the effect of car idling
- iv. Citizen Science Week 2 – repeat of previous citizen science tests to identify any change
- v. Feedback – Communications campaign designed with the pupils to feedback the results to parents

Schools selection criteria:

16. A small number of schools will be selected for participation in the development of the toolkit and to pilot the delivery of the campaign:

17. Selection of schools will be based on a mix of the following criteria:

- Schools who have completed the School Audit Survey (Bournemouth schools)
- Schools who have completed and are administering a School Travel Plan
- Schools identified as having issues around pick up and drop off times
- Schools identified as having issues for pedestrians/scooters/cyclists accessing the site
- Schools participating in road safety/sustainable school's campaigns (i.e. STEPS / Living Streets / Bikeability Training)
- Modal split – Schools with relatively high car use but who are also working to increase active travel, including those with a high percentage of walkers
- Schools with issues around parking and congestion

Summary of financial implications

18. The project will be completed using residual funding from that issued by DEFRA in 2017/18 to carry out Air Quality Feasibility Studies. This funding was originally received by the former Bournemouth Borough and Borough of Poole Councils; now BCP Council, this funding has been pooled to finance this project, which will also cover Christchurch.

19. The residual DEFRA funding will be used to develop and produce the toolkit and purchase any supporting materials and resources. Staff time used to deliver the campaign will be covered under normal staffing revenue budgets.

Summary of legal implications

20. The council has a legal duty to support Air Quality Strategy (AQS) objectives under Part IV of the Environment Act 1995.

21. Rule 123 of The Highway Code looks at 'The Driver and the Environment', stating that drivers must not leave a parked vehicle unattended with the engine running or leave a vehicle engine running unnecessarily while that vehicle is stationary on a public road.

22. BCP Council will seek to identify relevant legislation through which it can be assigned as a designated authority in order to issue Fixed Penalty Notices (FPNs) in relation to anti-idling. It is important to note that the intention of this project is to educate and encourage drivers to switch off their engines in the first instance, issuing of FPNs will only be considered if a motorist refuses to switch off their engine off when asked to do so by an authorised person following an educational campaign.
23. The use of FPNs is one of many tools which would be used as part of this project to seek compliance of parents in switching off their engines, however, it is intended that this would be used as a last resort.

Summary of human resources implications

24. The project does not require any additional human resource.
25. The project will be delivered by BCP Council officers in partnership with Public Health and Local GP surgeries.
26. Should BCP Council be designated the authority to issue FPNs, relevant officers will require training.

Summary of environmental impact

27. The primary pollutants released from an automobile exhaust pipe are Nitrogen Dioxide (abbreviated NO₂), Carbon Monoxide (CO), particulate matter emissions (primarily the fine particles designated PM_{2.5}), and Volatile Organic Compounds (VOCs), compounds such as formaldehyde and other hydrocarbons. Each of these emissions work both in isolation and in concert with one another to produce several negative human and environmental effects, including but not limited to irritation of asthmatic symptoms, global climate change, and ground-level ozone formation¹.
28. This project seeks to reduce the emissions of Carbon Monoxide, Nitrogen Dioxide and Particulate matter, specifically PM_{2.5}, outside of schools.
29. Whilst the Council does not have an exceedance of the compliance threshold of Nitrogen Dioxide it would be beneficial to reduce this even further, thereby improving air quality.
30. Alongside improvements in air quality the project should see knock-on benefits of reduced noise from engine idling.
31. Whilst the project does not specifically aim to encourage modal shift to more active travel, it is likely to have beneficial knock-on effects as pupils and parents become more aware of sustainable travel options, alongside the improved environment and air quality outside of schools.

¹ UNC Institute for the Environment: Idling Gets You Nowhere: Turn off Your Engine, Spring 2010

32. This project supports the Council's work in line with the recent declaration of a Climate Emergency.

Summary of public health implications

33. The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion².
34. According to Public Health England, air pollution is the biggest environmental threat to health in the UK, with between 28,000 and 36,000 deaths a year attributed to long-term exposure³
35. Children take in more air than adults per pound of body weight, thus making them particularly susceptible to the dangers of vehicular exhaust⁴.
36. NO_x, CO, PM_{2.5}, and VOCs, work both in isolation and in concert with one another to produce several negative human and environmental effects, including but not limited to irritation of asthmatic symptoms, global climate change, and ground-level ozone formation.
37. Children and adults with respiratory conditions will benefit most.
38. If the project sees a shift to more active travel modes further health benefits could be realised through increased physical activity.
39. Working in partnership with Public Health Dorset will also provide more opportunities for parents to access the LiveWell Dorset service.
40. Local GP's will be invited to take part in promoting the project, strengthening the anti-idling message and improving links within the community.

Summary of equality implications

41. A full Equality Impact Assessment has been carried out and the project has a number of positive equality impacts for a variety of protected characteristics/groups. There are however a small number of possible perceived negative impacts.
42. Improved air quality and health outcomes are identified as positive impacts specifically in relation to the protected characteristics of age, disability, pregnancy and maternity, and socio-economic characteristics.
43. Perceived negative impacts are in relation to certain protected characteristics/groups, specifically the misconception of being targeted by the campaign due to mode of transport. The project will be carefully designed and communicated to ensure the focus is on anti-idling and not mode of transport to

² Defra. Abatement cost guidance for valuing changes in air quality, May 2013

³ Public Health England. Review of interventions to improve outdoor air quality and public health, March 2019

⁴ UNC Institute for the Environment: Idling Gets You Nowhere: Turn off Your Engine, Spring 2010

take into consideration these perceived impacts. The project design and delivery will also take into account where, due to any protected characteristic, there is a need to continue idling.

Summary of risk assessment

- 44. Reputational risk – associated with concern around air quality outside schools which the project may cause if not communicated carefully. The project will be delivered with the support of the Council's Communication Team and the Communication Team from Public Health Dorset.
- 45. Reputational risk of not being able to evidence improvement in air quality when funding is there to do so.
- 46. H&S risks associated with carrying out the campaign. A full risk assessment will be carried out and all those working on the project, including children, will be issued with appropriate PPE and working guidelines, with appropriate supervision at all times.

Background papers

Environment Act 1995- (Published Document)
The Highway Code - (Published Document)
BoP Road Traffic Vehicle Anti-Idling Enforcement – TAG paper 10 January 2019
- (Published Document)
Anti-Idling Outside Primary Schools Campaign EIA

Appendices

There are no appendices

This page is intentionally left blank



Transportation Advisory Group

| | |
|----------------------------|--|
| Report subject | Dorset Local Enterprise Partnership (DLEP): Programme Update Report |
| Meeting date | 26 February 2020 |
| Status | Public Report |
| Executive summary | This report for Dorset Local Enterprise Partnership (DLEP): Programme has been developed to update members on progress with respect to projects within the BCP Council area. |
| Recommendations | The Transportation Advisory Group is asked to note the DLEP Programme Update. |
| Reason for recommendations | No decision required. |
| Portfolio Holder(s): | Councillor Andy Hadley – Cabinet Member for Transport and Infrastructure |
| Corporate Director | Bill Cotton – Corporate Director of Regeneration & Economy |
| Service Director | Julian McLaughlin – Service Director for Growth & Infrastructure |
| Contributors | Gary Powell (Head of Engineering) Bob Askew (Transport Improvement Manager) Tim Forrester (DLEP & Capital Programme Manager) |
| Wards | All |
| Classification | No decision |

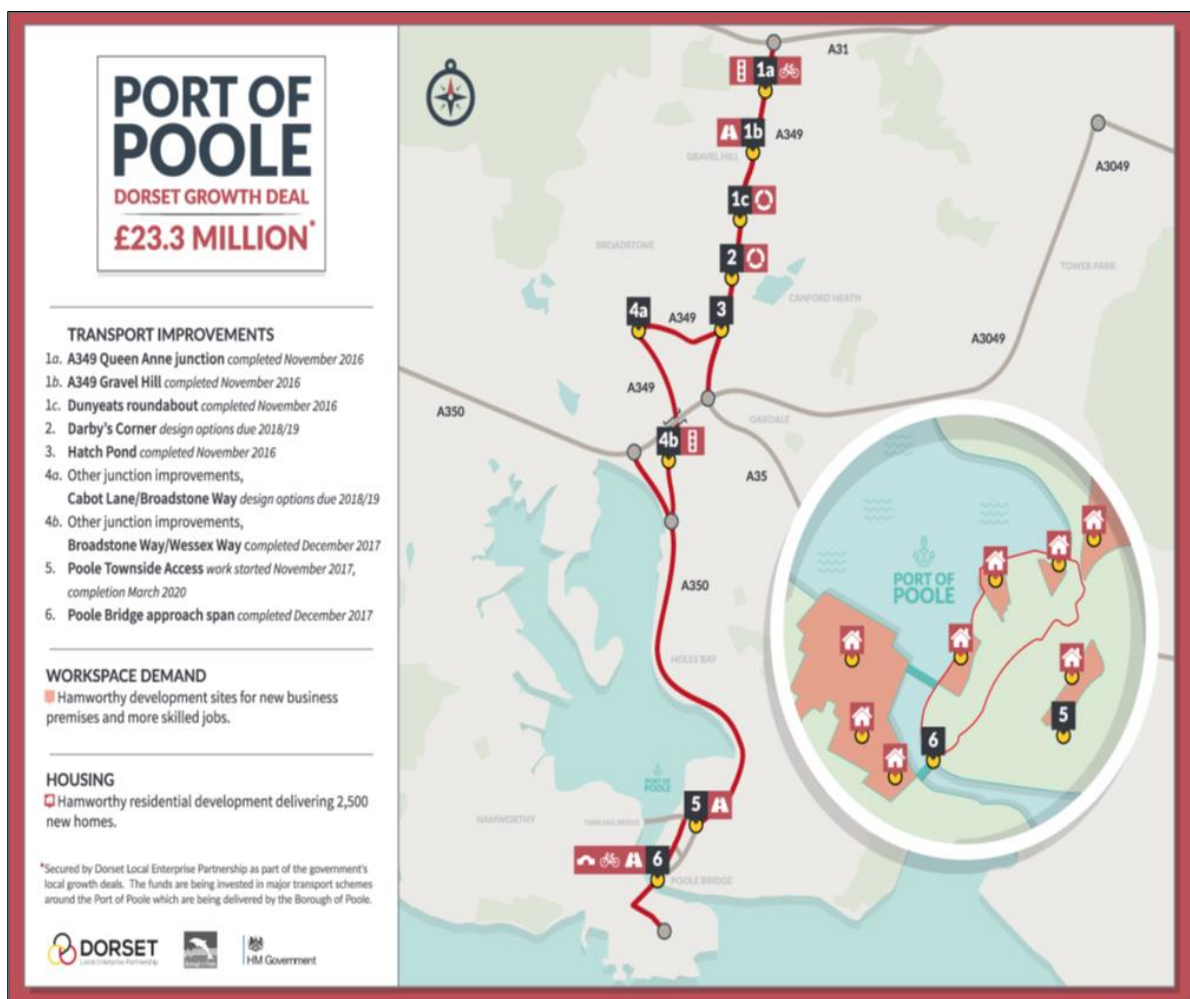
Background

1. Dorset LEP successfully secured a £98.5 million Local Growth Fund for Dorset through the government's Local Growth Deal to bring together local, national and private sector funding. The funds objectives are to unlock and unblock key housing and employment sites, create more highly skilled jobs, and support economic growth.

2. Within Bournemouth, Christchurch and Poole the Growth Deal has been utilised for 2 main transport programmes, the Bournemouth International Growth (BIG) Programme and the Port of Poole Programme. This report provides an update on the various projects that are on-going within these programmes. In addition to this, funding has been allocated to develop proposals at Boundary Roundabout and the report also details progress of this scheme.

Port of Poole Programme

3. The Port of Poole Programme consists of six transport schemes to improve access into and around the Port of Poole. The investment will help drive local economic growth and bring an anticipated £500 million of leveraged private investment into the area.

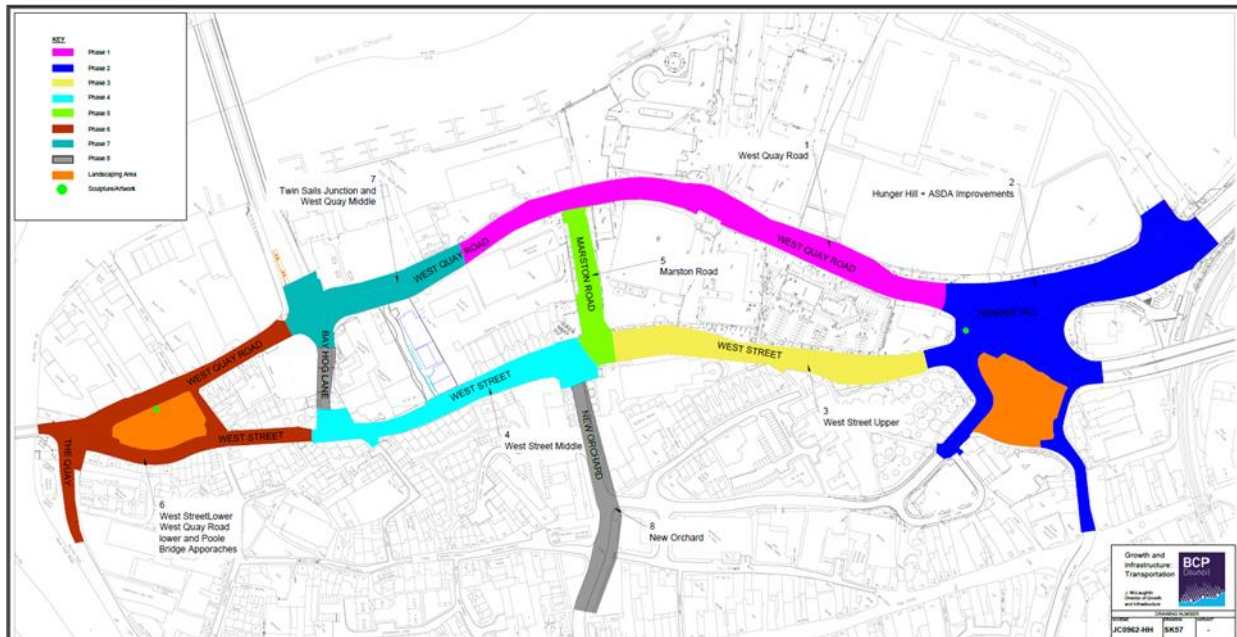


As illustrated above, the majority of these schemes have been completed on time and to budget. The remaining projects are Poole Townside Access, Cabot Lane /Broadstone Way Junction Improvements, Darbys Corner roundabout improvements and some further landscaping and urban realm works.

Townside:

4. The scheme comprises of major access improvements to the Port of Poole on the town side of the Backwater Channel and new development sites, commenced November 2017 and is due to be completed by March 2020.

Stage 3 (in progress) is the completion of all remaining inter-junction enhancements scheme wide, including further packages of work on West Street, Poole Bridge Approach, the southern end of West Quay Road, Quay footway, New Orchard and station subway area to progress throughout 2020.



Landscaping and Urban Realm

- Hunger Hill landscaping is substantially complete (some minor works to complete when the weather improves in the spring) it's open to the public now and getting positive feedback.
- Works on Barbers Piles green space has commenced and are progressing well.
- Public Art commissions now all approved by Members and steering group, so detailed design ongoing. Showcase sculpture piece has received planning approval and works ongoing to install appropriate foundations.

Darbys Corner roundabout:

This is an options development, appraisal/modelling exercise only, the outcome of which will be the formation of a report that identifies recommendations and costings for a series of options. Initial options are being developed to consider improvements to the roundabout layout to seek to deliver more efficient movement of vehicles, pedestrians and cyclists. WSP our consultancy partners were appointed in Nov 2019 to undertake a review and modelling of design options.

Cabot Lane/Broadstone Way Junction Improvements:

The objectives of this project are to improve efficiency of the signalised junction by reviewing the existing general arrangement and signal timings. Any solution must cater for safe and efficient movement of pedestrians and cyclists. Pedestrians and Cyclists shall still be able to cross Cabot Lane/Broadstone Way in a single stage. This forms part of the key strategic route to the Port and is also the designated abnormal load route. Design options and modelling for this junction are well progressed and will be used as the basis for developing a Business Case that will be submitted to the DLEP to secure the funding for delivery.

Bournemouth International Growth (BIG) Programme

The Bournemouth International Growth (BIG) Programme is a major economic growth plan focused on improving connectivity, easing congestion, protecting existing jobs and creating new ones in and around Bournemouth Airport and Wessex Fields.

Projects within the programme include:

A338 Reconstruction (PROJECT COMPLETED)

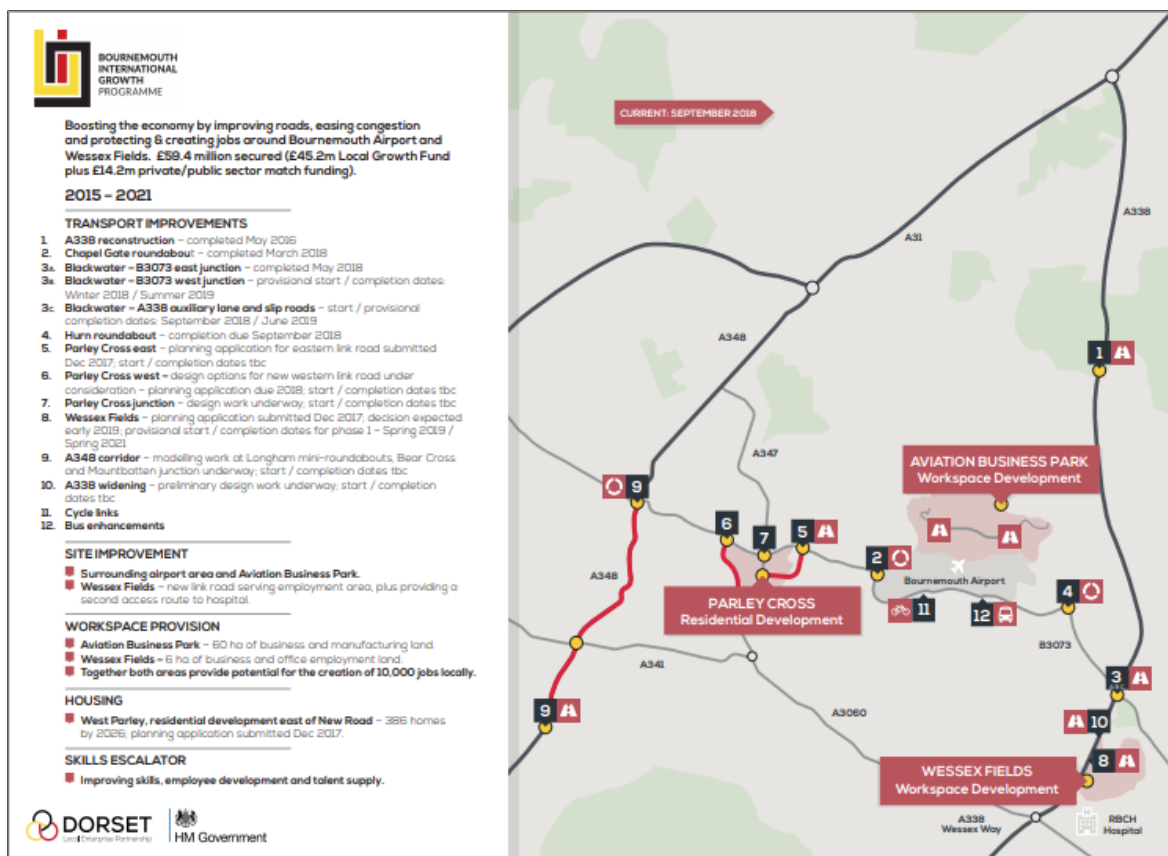
Blackwater Junction & A338 Widening (PROJECT ONGOING)

FWP / A348 Corridor (PROJECT ONGOING)

Wessex Fields (PROJECT ONGOING)

Chapel Gate (PROJECT COMPLETED)

Hurn Roundabout (PROJECT COMPLETED)



Ferndown-Wallisdown-Poole (FWP) Corridors:

The FWP Corridors programme comprises two strategically important traffic routes which pass through BCP Council and Dorset Council's administrative areas - the A349 Ringwood Road and the A3049 Wallisdown Road.

The aims of the FWP Corridors programme, agreed between the council partners (the former BBC, BoP and DCC) and the DLEP are to:

- deliver improvements to bus service levels, journey times and reliability.
- increase the modal share of cycling for travel to work or education journeys on the A348/A3049 corridor.
- increase the proportion of walking journeys made for short trips or multi modal journeys on or around the A348/A3049 corridor.
- deliver accessibility, place and safety improvements to Wallisdown local centre that prioritises people over vehicles; and,
- ensure the effectiveness of the A348/A3049 as a strategic route that delivers safe and improved traffic movement and acts as a key enabler of growth.

An outline business case for the FWP Corridors programme has been developed by BCP Council (as the lead for the FWP Corridors Programme) following an

optioneering exercise undertaken by external consultants; modelling of options by Dorset Council to understand their impact on the wider highway network; and, a robust prioritisation exercise to determine priority interventions. At the request of DLEP this was updated and revised in January 2020 following a further economic appraisal.

The OBC puts forward the following three highway improvement interventions for DLEP funding and explains why these prioritised interventions should receive financial support.

| Priority rating | Intervention of FWP Corridors preferred scenarios | Cost (£) |
|-----------------|--|-------------------|
| 1 | Cycle/pedestrian improvements along the A3049 Wallisdown Road – Area 1 | £1,050,000 |
| 2 | Cycle/pedestrian improvements along the A348 Ringwood Road – Area 2 | £1,561,500 |
| 3 | Junction improvements at Ringwood Road / B3061 Sea View Road (ID014) | £502,500 |
| TOTAL | | £3,114,000 |

The OBC was considered by the DLEP Board in January and we are now working with them to move to a full business case and the grant agreement to develop these interventions.

A project programme has been developed for the delivery of the three priority interventions. This sets out key project tasks and their likely duration. The timeframe for spend of DLEP Growth Deal funding is March 2021. BCP Council has commenced development of the design in order to ensure the schemes are deliverable in the timeframe.

It is anticipated that construction on the first of the priority interventions would commence in June 2020, with a 40-week construction period. The other two priority interventions would start later during 2020, having construction periods of 16 and 26 weeks. It is envisaged that all three priority interventions would be on-site at the same time. However, the impact of this is considered to be minimal due to either the fact the interventions are located at various points along the FWP corridors and the scope of construction work is unlikely to have a significant impact on the free flow of traffic.

The timeframes are subject to any necessary approvals being secured and funding being confirmed by DLEP. The Transport Improvements Team are considering ways of minimising the risks to delivery whilst still meeting the deadlines imposed by the Growth Deal Programme.

Blackwater Junction & A338 Widening:

The primary aim of this scheme is to improve journey times and journey time reliability for vehicles passing through this historically congested interchange. Provision of safer and more reliable journeys, in turn provides more efficient access, helping to support continued economic growth across the area.

The scheme comprises of three key elements:

- a. East Junction
- b. West Junction
- c. Improvements to A338 Slip Roads

Blackwater East has been completed. This comprised improved capacity and layout of the signal junction.

Blackwater Auxiliary Lane (southbound), Widening (southbound) & Slip Road Improvements (northbound) started 3 Sept 2018 and works were completed at the end of June 2019.

Blackwater West, which is the final element of the scheme is currently underway and is due to be completed this coming spring. This scheme mirrors the improvements at Blackwater East and includes a new on-slip to the A338 in the northbound direction.

Wessex Fields:

The Wessex Fields scheme was reviewed by BCP Cabinet on 30 September 2019. A public consultation was organised in January 2020 to gauge the public's view as to how the employment site could be developed.

However, some works did commence at the same time as the Blackwater Auxiliary Lane, Widening & Slip Road Improvements, to enable the impact on traffic using the A338 to be minimised by using the same lane closures in place. These works included slip road improvements onto the Cooper Dean junction and commencement of the slip road works on the A338 required for the new junction to serve the Wessex Fields development site.

Following approval by Cabinet on 30th September 2019, work commenced on the new junction which comprises a roundabout from the slip roads with a junction to the Wessex Water Treatment Works. The extension spine road will be constructed to the boundary of the development site only. This can then feed into the new development, once the future of this has been decided.

Work on the new roundabout is on-going and the extension spine road is due to commence late spring. The spine road works are interlinked with improvement works that Wessex Water are also undertaking to construct new syphons, which will be in place under the new road. The spine road extension works are anticipated to be completed in the summer.

Boundary Roundabout:

Although also funded by DLEP Growth Fund, Boundary Roundabout is not part of the BIG Programme or Port of Poole. It is an upgrade to this major commuter corridor, which compliments the existing work currently being carried out on Wallisdown Rd.

This scheme aims to aid the growth of Bournemouth University (BU) and Arts University Bournemouth (AUB) while helping to address the wider long-standing congestion and road safety issues along the Wallisdown Road corridor, which currently present a significant cost to the local economy.

The aims of the Boundary Roundabout project are to:

- a. Boost the local economy by supporting growth of the two universities and new job opportunities created for graduates and others in a world class digital facility.
- b. Help to enable the expansion of Bournemouth University and Arts University Bournemouth with a 27% increase in student numbers by 2021.
- c. Reduce road casualties by 50%.
- d. Improve journey time reliability.
- e. Increase the number of people walking and cycling and improve public health.
- f. Improve access for people living in no car households.

Preliminary works have already started and the main works are due to commence in March 2020 for completion by March 2021.

Summary of financial implications

5. As part of the agreement with DLEP to fund these schemes, BCP Council are required to fund a level of local contribution, which differs for each scheme. These local contributions are generally met by the Local Transport Plan Programme and have been reported previously to Cabinet and were detailed in the LTP report to the last TAG meeting in January.

Summary of legal implications

6. None at this stage.

Summary of human resources implications

7. All of the above projects have been resourced utilising existing staff and our partnering consultancy and delivery contract.

Summary of environmental impact

8. The programmes are designed to promote sustainable travel.

9. All proposals have been developed to minimise the impact of the construction of any works. This would include early contractor involvement to ensure that construction methods minimise the impact of construction on the environment.

Summary of public health implications

10. The programmes are designed to promote sustainable travel which should reduce harmful emissions, provide healthy choices, provide better connected communities thereby improving health and wellbeing.
11. The programmes should also improve road safety, thereby creating a safer environment for all.

Summary of equality implications

12. Equalities implication screening has been carried out for each individual programme and scheme.
13. The proposals all promote sustainable travel and as such will likely enhance the lives of persons with protected characteristics.

Summary of risk assessment

14. As we are coming to the last year of the Growth Deal funding, the majority of risks have been identified and mitigated against. The main risk with the remaining schemes is being able to complete them before March 2021, especially for those that are still in development.
15. The various project teams will be working hard to mitigate this risk. In some cases, where a local contribution is provided, this element of funding can be slipped to the following financial year if required.

Background papers

16. None

Appendices

17. None

This page is intentionally left blank