

CABINET



Report subject	Traffic Regulation Orders – Sub-report A - Danecourt Road
Meeting date	9 October 2019
Status	Public Report
Executive summary	To consider representations to the advertisement of Traffic Regulation Orders in Danecourt Road
Recommendations	It is RECOMMENDED that: The Order is confirmed as advertised
Reason for recommendations	The new parking bays have been proposed in response to concerns that the 20mph limit in Danecourt Road is being ignored. The Parking bays are one of a number of measures aimed at improving the effectiveness of the traffic calming measures.
Portfolio Holder(s):	Councillor Andy Hadley (Portfolio Holder for Transport and Infrastructure)
Corporate Director	Bill Cotton (Corporate Director of Regeneration and Economy)
Contributors	Steve Dean – Traffic Management Engineer
Wards	Parkstone
Classification	For Decision

Background

1. A 20mph limit and two road narrowings were introduced in Danecourt Road in 2018. Concerns have been expressed that traffic continues to drive too quickly along the road and that the narrowings are not safe. A package of improvements has been introduced (Improved street lighting and carriageway markings), and amendments to the parking arrangements have been advertised – The response to the advertisement is summarised in the appendix.

Summary of financial implications

2. Financial provision has already been made for the Danecourt Road traffic calming scheme. The Traffic Regulation Order has already been advertised and the cost of introducing the physical changes would be in the order of £600.

Summary of legal implications

3. Highways Authorities are required to give formal consideration to any representations received during the advertisement period.

Summary of human resources implications

4. None.

Summary of environmental impact

5. While there could be an environmental impact if drivers have to give way to oncoming vehicles, this should be offset against a reduction in the attractiveness of the road to through traffic.

Summary of public health implications

6. None

Summary of equality implications

7. The Traffic Regulation Orders do not have direct equality implications

Summary of risk assessment

8. None

Background papers

None

Appendices

Appendix 1 – Summary of representations, and responses to issues raised

Appendix 2 - Plan

Appendix 1

Summary of Representations, and Responses to Issues Raised

Representations

Ten letters of objection have been received from local residents. They raise a number of concerns:-

- New parking bays will make it difficult for residents to access their drives
- Parked vehicles will obstruct sightlines at accesses
- Drivers will have to give way to oncoming traffic
- Large vehicles will find it difficult to get along the road
- There will be difficulties at college pick-up and drop-off times
- There will be increased congestion at the North Road junction and additional pollution

Response

Danecourt Road is unusual in having parking restricted to only one side. Removing the restrictions from those stretches of road away from junctions would tend to restrain the speed of traffic and discourage traffic from using the road as a through route. It is not unusual for drivers to have to stop to give way to oncoming vehicles in residential roads, in fact the existing parking restrictions only apply between Monday to Friday 8am-6pm.

There are already parking bays (restricted to 2hrs Mon-Fri 8am-6pm except for permit holders) in Danecourt Road – it is difficult to justify allowing parking in some stretches of this road but not others.

Ward Councillor comment

A Ward Councillor has commented:-

I'm afraid I'm totally with the residents in opposing this proposal.

This is not a road which would be useful to 2-hour parking restrictions – there is not that much coming and going to justify such restrictions. Some of the on-road parking is used by college students who would generally need to be there more than two hours.

Cars parked for longer periods cause less danger as there is much less manoeuvring

It also seems no consideration has been given to Hatherden Avenue which would be seriously affected by such a move.

Better road markings and a slight relocation of the eastern/southern chicane would have prevented many of the recent problems which have been caused by this installation.

Officer response – The road is already subject to a 2hour restriction, the proposal is to allow more parking (limited to 2 hours Monday-Friday 8am-6pm) than currently exists. There will be no displacement into Hatherden Avenue. The package of measures includes additional markings on the approaches to the narrowings.

Appendix 2

