

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.