

CABINET



Report subject	Traffic Regulation Order – Advertisement of Traffic Regulation Orders for the Lansdowne Programme
Meeting date	29 July 2020
Status	Public Report
Executive summary	To approve the advertisement of changes to the Traffic Regulations Order (TRO) to enable the Lansdowne Programme to be implemented and to approve the general TRO process for future BCP schemes.
Recommendations	Cabinet is recommended to 1. Approve that the changes to traffic regulations orders outlined in Appendix 1 are advertised and implemented if no objections are received 2. To approve the general TRO approval process as shown in Appendix 2.
Reason for recommendations	To advertise new restrictions for the delivery of the council's Lansdowne Programme.
Portfolio Holder(s):	Councillor Andy Hadley – Cabinet Member for Transport and Infrastructure
Corporate Director	Bill Cotton – Director of Regeneration and Economy
Contributors	Chris Shephard – Service Director – Development (Scheme SRO) Richard Wareham – Project Manager Iona Tovey – Lansdowne Programme Manager Richard Pearson – Transport Network Manager Julian McLaughlin – Service Director Growth and Infrastructure (TRO process)
Wards	Bournemouth Central
Classification	For Decision

Background

1. In 2015, Cabinet approved the Lansdowne Delivery Plan which was the Council's formal response to the C:side Vision. It set out an appropriate and deliverable way forward for the Lansdowne, as well as defining programme scope amounting to over 20 interventions. Then in September 2019 the Cabinet approved the continuation of the Lansdowne Programme, supported its vision and its funding.
2. Part of the project's delivery programme requires some of the current Waiting and Moving restrictions to be amended. Prior to any changes being made to existing restrictions the Traffic Regulation Order (TRO) process must be completed. Therefore, as Cabinet has approved the overall scheme, this report is **only** seeking approval to advertise, as part of the TRO process, the proposed restrictions in the amendment TRO as detailed in the Appendix 1. TROs would be advertised after an informal public consultation has been carried out.
3. Appendix 2 shows the general BCP TRO approval process for the future and Members are asked to approve the process for future reference.

Summary of financial implications

4. The costs associated with both the consultation and implementation of the Traffic Regulations Order (TRO) will be covered by the Lansdowne Programme funding (see attached Cabinet Report).

Summary of legal implications

5. 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. Similarly, Highway Authorities are required by the Highways Act 1980 to undertake a statutory consultation process before constructing road humps in a highway maintainable at the public expense.
6. 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.
7. All representations received will be formally considered. Should objections be received the officer recommendations regarding these representations will be reported back through the committee process for approval before any restrictions are implemented.

Summary of human resources implications

8. Human resources implications are detailed in the background paper.

Summary of environmental impact

9. Environmental impacts are detailed in the background paper.

Summary of public health implications

10. Public health implications are detailed in the background paper.

Summary of equality implications

11. Equality and Diversity Impact implications are detailed in the background paper.

Summary of risk assessment

12. Risk assessments are detailed in the background paper.

Background papers

13. Lansdowne Cabinet report (dated 30 September 2019) (published)

Appendices

Appendix 1 – List of proposed TRO and traffic calming amendments

Appendix 2 – Summary diagram outlining the TRO approval process for the future.

Appendix 1

List of proposed TRO and traffic calming amendments

Holdenhurst Road

Introduce:

- Prohibition of driving, except for low emission buses and access/servicing in designated bays (Cotlands Road to Lansdowne Crescent).
- A reduced speed limit for all of Holdenhurst Road
- Restricted Parking zone on southern end of road (Cotlands Road to Lansdowne Crescent)
- Raised table on Holdenhurst Road (Cotlands Road to Fire Station Square)
- No-left turn from Cotlands Road into Holdenhurst Road
- No-left turn from Lansdowne Crescent into Holdenhurst Road
- Taxi Rank (Cotlands Road to Fire Station Square)

Relocate:

- Co-wheels bay to northern end of Holdenhurst Road (to location TBC)
- Electric charging point to northern end of Holdenhurst Road (to location TBC)
- Bust stops (on southern section of Holdenhurst Road) to northern section of Holdenhurst Road

Remove:

- Left turn control from Lansdowne Crescent North into Holdenhurst Road
- Taxi Rank on Cotlands Road
- All existing waiting and loading controls on Holdenhurst Road (Lansdowne Crescent North to Cotlands Road junction)

Retain:

- Pay and Display, No Waiting At Any Time and Loading Bay on Lansdowne Crescent north

Any other TROs needed to complete the scheme.