

Report subject	Traffic Regulation Orders - Riverside Avenue
Meeting date	9 September 2020
Status	Public Report
Executive summary	To approve the advertisement of changes to the Traffic Regulation Order (TRO) for the prohibition of motor vehicles restriction on Riverside Avenue shown in Appendix 1.
Recommendations	<p>It is RECOMMENDED that:</p> <p>Cabinet approve the advertisement of the Traffic Regulation Order (TRO) for the prohibition of motor vehicles restriction in Riverside Avenue shown in Appendix 1.</p>
Reason for recommendations	To implement new restrictions affording better opportunities for the walkers and cyclists to enjoy the amenities of the area.
Portfolio Holder(s):	Councillor Andy Hadley, Cabinet Member for Transport and Infrastructure
Corporate Director	Bill Cotton, Corporate Director of Regeneration and Economy
Report Authors	Sally Swaine, Interim Team Leader - Traffic Management
Wards	Littledown & Iford
Classification	For Decision

Background

1. Wessex Water Treatment Plant is located at the end of Riverside Avenue. Prior to April 2020 sole vehicular access to the facility was from Riverside Avenue, resulting in a significant volume of HGV's using the road. These HGV's now use the newly constructed on/off slip lanes from the A338.
2. Riverside Avenue is a well-used route for walkers and cyclists. The long-distance path, the Stour Valley Way (Stourhead to Hengistbury Head) which takes in Throop and Holdenhurst Village, crosses over the A338 via the footbridge (footpath no. K49) and over Riverside Avenue to Hengistbury Head.

3. The section of Riverside Avenue proposed to be closed to vehicular traffic is no longer necessary to provide vehicular access to the water treatment plant or any other property. Its closure will enhance the environment for the enjoyment of walkers and cyclists.
4. Gates would be erected to allow self-enforcement of the restriction whilst maintaining access for walkers and cyclists.

implications

5. The cost of the advertising the TRO and implementing the works, if the TRO is made, is estimated to be £7,500 which would be covered by Wessex Fields DLEP scheme budget.

Summary of legal implications

6. 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 includes 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 would be formally considered.

Summary of human resources implications

8. Negligible.

Summary of sustainability impact

9. Positive.

Summary of public health implications

10. Positive.

Summary of equality implications

11. Positive.

Summary of risk assessment

12. The initial risk assessment has classed the proposals as low risk.

Background papers

Initial Risk Assessment

Appendices

Appendix 1 – Plan of proposed restriction