

APPENDIX B

TRAFFIC REGULATION ORDERS

Report subject	Traffic Regulation Orders – Whittles Way
Meeting date	12 July 2019
Status	Public Report
Executive summary	To consider representations to the advertisement of the Traffic Regulation Orders in Whittles Way
Recommendations	It is RECOMMENDED that: The Order is confirmed as advertised
Reason for recommendations	<p>Parked vehicles need to be kept away from the stop line at the signals because:-</p> <ol style="list-style-type: none">1. Parked vehicles would interfere with the detection at the signals2. Vehicles parked close to the stop line would force drivers waiting for the signals to change, to wait in the middle of Whittles Way. This would mean that vehicles would not be able to pull into Whittles Way, and would block traffic on the main road.

Portfolio Holder(s):	Councillor Andy Hadley – Cabinet Member for Transport and Infrastructure
Corporate Director	Bill Cotton – Director of Regeneration and Economy
Contributors	Steve Dean – Traffic Management Engineer
Wards	Poole Town
Classification	For Decision

Background

1. The Whittles Way junction with West Quay Road and Marston Road has been changed as part of the Townside Access Scheme in Poole Town Centre. Waiting restrictions are needed so that the junction is kept clear.

Summary of financial implications

2. Financial provision has already been made for the Townside Access Scheme to go ahead – in fact works are ongoing at the site. The financial implication of the Traffic Regulation Order is minor, and has been included in the cost of the scheme

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. The waiting restrictions will allow the traffic signals to operate efficiently and traffic will not be held up by false calls for the Whittles Way phase.

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

A letter of objection has been received from the Poole Harbour Association (PHA). The Association explains that, by convention, parking only applies on one side of Whittles Way, so that access is maintained, and there have been no complaints about the parking. They estimate that there are only a six of parking spaces in the road. Their objection is that the proposed yellow lines will effectively remove three parking spaces from the road.

When consulted as Ward Councillor, Councillor Hadley felt that this is a badly designed imposition of lights if it takes out half the parking in the road to accommodate it. For the very low volumes, he is really surprised that it warrants lights at all. He suggests make it left turn only out of Whittles Way, with no lights. If it was a private driveway it would be highly unlikely to have them.

Response

There are now Traffic Signals at the junction of Whittles Way with West Quay Road. Parked vehicles need to be kept away from the stop line at the signals because: -

1. Parked vehicles would interfere with the detection at the signals
2. Parked vehicles parked close to the stop line would force drivers waiting for the signals to change, to wait in the middle of Whittles Way. This would mean that vehicles would not be able to pull into Whittles Way, and would block traffic on the main road.