

## APPENDIX G

### TRAFFIC REGULATION ORDERS

Report subject	<b>Traffic Regulation Orders – Advertisement Waiting Restrictions – Danecourt Road</b>
Meeting date	12 July 2019
Status	Public Report
Executive summary	To approve the advertisement of a re-arrangement of parking restrictions in Danecourt Road
<b>Recommendations</b>	<b>It is RECOMMENDED that:</b>  <b>Approval is given to advertise a Traffic Regulation Order to amend the parking restrictions in Danecourt Road</b>
Reason for recommendations	The rationalisation of parking arrangements in Danecourt Road will complement the other changes that have been made in the road since the introduction of a 20mph limit and road narrowings.

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	Parkstone
Classification	For Decision

## Background

1. A 20mph speed limit and two road narrowings were introduced in Danecourt Road in 2018. Since the introduction of these measures there have been complaints about safety and vehicle speeds. In response to these concerns, the following measures have been taken:-
  - Street lighting has been upgraded to address concerns raised over visibility of the build outs
  - Additional carriageway markings to be introduced:-
    - Hatched area to better indicate approach to build outs
    - Cycle symbols at approach and through the back of the build outs to highlight the cycle lane and reduce confusion for drivers.
    - In addition, the pattern of parking bays has been reviewed to keep parking clear of the narrowings, but to also increase the amount of parking in the road, as a speed reducing measure. To summarise, the changes would be:-
      - Double yellow lines on both sides of the road for at least 15 metres either side of the build outs to improve visibility and ensure manoeuvrability for motorists and cyclists at these points. Double yellow lines extend further than 15 metres on the side of the road the build out is positioned.
      - Single yellow line (Mon-Fri 8am-6pm) restriction removed. Replaced with parking bays on both sides of the road (Mon-Fri 8am-6pm 2 hours no return within 1 hour except zone G permit holders) to facilitate more parking in the area. Bays will also act as additional traffic calming features, to compliment the build outs within the 20mph zone.
      - Double yellow lines for 15 metres on all junctions (extended further to protect accesses).

## Summary of financial implications

2. The costs implementation of the TRO would be in the region of £2,000, and this would be covered by the budget for the scheme

## Summary of legal implications

3. Highways Authorities are required to advertise this change as part of the Traffic Regulation order process. All objections would need to be formally considered.

**Summary of human resources implications**

4. None.

**Summary of environmental impact**

5. None.

**Summary of public health implications**

6. None.

**Summary of equality implications**

7. None.

**Summary of risk assessment**

8. None.