

PORTFOLIO HOLDER DECISION POST ENGAGEMENT FINAL DECISION



Report subject	Traffic Regulatory Order 1 - Lansdowne Programme
Decision maker	Councillor Philip Broadhead Portfolio Holder – Regeneration, Economy and Strategic Planning as Councillor Mike Greene, Portfolio Holder – Transport and Sustainability has declared a conflict of interest.
Proposed decision	To approve the making and sealing of new and amended Traffic Regulation Orders to facilitate the delivery of the Lansdowne Programme as set out in the recommendations paragraph in Appendix 1 and paragraph 25 of Appendix 1 [Cabinet Paper – 11 Nov. 2020].
Proposed decision publication date	21 July 2021
Engagement period	Following the publication of the proposed decision, interested parties were invited to comment on the proposal for a period of five-clear days from 21 July 2021 to 28 July 2021 inclusive.
Comments received	<p>One representation was received in response to the proposal as follows:-</p> <p>Peter Airfield (Goadsby, on behalf of clients) - (BH8 8DY)</p> <p>OBJECTION ON BEHALF OF OUR CLIENTS St. Giles (2016) Ltd. and Goadsby & Harding (Holdings) Ltd: we are objecting to the temporary and permanent siting of bus stops outside of 95-101 Holdenhurst Road. They impinge access into and out of the site, and our client has the following objections:</p> <ol style="list-style-type: none"> 1. The proposal raises health and safety concerns, in particular forward visibility concerns for drivers, pedestrians and cyclists. 2. It is unlawful. 3. It is against planning policy. <p>We strongly object to the Portfolio Holder signing off the TRO. For more detail, please refer to our solicitors letter*, e-mailed this afternoon to Councillors Broadhead and Green, Mr. McLaughlin, Ms. Tovey and Mr. Wareham.</p> <p>* [The Letter referred to is marked as Confidential and contains exempt information under Category 3 (Information relating to the financial or business affairs of any particular person), and is therefore not for publication.]</p>

Decision taken	The Portfolio Holder for Regeneration, Economy and Strategic Planning has considered any representations received and determined to confirm the decision outlined above without modification.
Date of final decision	4 August 2021
Call-in and urgency:	Subject to any urgency provisions which shall be identified, this decision will not come into force, and may not be implemented, until the expiry of 5 clear working days after the decision was made, recorded and published.

PORTFOLIO HOLDER DECISION RECORD



Report subject	Traffic Regulatory Order 1 - Lansdowne Programme
Decision maker	Councillor Philip Broadhead Portfolio Holder – Regeneration, Economy and Strategic Planning as Councillor Mike Greene, Portfolio Holder – Transport and Sustainability has declared a conflict of interest.
Decision date	Not before 29 July 2021
Decision taken	To approve the making and sealing of new and amended Traffic Regulation Orders to facilitate the delivery of the Lansdowne Programme as set out in the recommendations paragraph in Appendix 1 and paragraph 25 of Appendix 1 [Cabinet Paper – 11 Nov. 2020].
Reasons for the decision	The Traffic Regulation Orders are necessary for the delivery of the Lansdowne Programme. The reason for the decision being taken by the Portfolio Holder is that there have been objections received and therefore it cannot be implemented without further formal decision.
Call-in and urgency:	Subject to call-in - this decision will not come into force, and may not be implemented, until the expiry of 5 clear working days after the decision was made, recorded and published.
Corporate Director	Director of Finance
Responsible officer	Iona Tovey
Wards	Bournemouth Central; East Cliff & Springbourne;

Status	Open
Background	<p>At its meeting on 29 July 2020 Cabinet approved that changes required to Traffic Regulation Orders (TRO) necessary for the delivery of the Lansdowne Programme are to be advertised and implemented if no objections are received.</p> <p>This statutory TRO advertisement period was undertaken between 30 October and 20 November 2020 during which a number of responses and objections were lodged. In light of this and in accordance with the decision on the 29 July 2020, a formal decision is required to proceed with implementation. This is the decision to proceed and implement.</p> <p>At its meeting on 11 November 2020, Cabinet also:</p> <ol style="list-style-type: none"> a) approved the preliminary design of the revised Lansdowne scheme, enabling the Programme Team to progress the detailed design and begin early contractor engagement; b) noted that significant public and stakeholder consultation has taken place over the last 5 years, resulting in the preliminary design; c) noted the timeline for delivery; and d) delegated authority to the Director of Development, as Senior Responsible Officer for the Lansdowne Programme, in consultation with the relevant Portfolio Holder(s), to: <ul style="list-style-type: none"> • progress the detailed design • approve the final design • start early contractor engagement
Options appraisal	<p>Numerous options have been considered, designed and modelled over the past two years. The governance structure for the programme along with BBC/BCP governance has ensured decision making based on stakeholder interests including delivering committed outputs to DLEP and the local community. The TROs advertised represent the most appropriate option for the present time.</p> <p>Since advertising the TRO the phasing of the Lansdowne scheme has changed, with some elements of the scheme, mainly those at Lansdowne Roundabout and Lansdowne Crescent being deferred. Therefore only those required elements relating to the southern end of Holdenhurst Road are required to be approved & sealed at this stage.</p> <p>The Ordnance Survey extracts included at Appendix B set out the elements of the advertised TRO proposals that are required (shown using highlighted red text). It is these proposals that the Portfolio Holder is recommended to approve.</p>

Consultation undertaken	<p>The statutory consultation process set out in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 has been carried out as detailed below.</p> <p>The 21-day public consultation opened on Friday 30 October 2020 where:</p> <ul style="list-style-type: none">• A Notice was placed in the Bournemouth Echo.• Notification emails were sent to all councillors and all statutory consultees (including emergency services, disability groups, local public transport provided, national transport associations various council departments).• Street Notices with consultation details were displayed in relevant locations.• The Deposit Documents (consultation documents) were published on the council's website. <p>In regard to the overall programme, the following has also taken place which is in addition to the minimum required above:</p> <p>Consultation both internal and external has been ongoing for this programme for over 5 years.</p> <p>WSP have been consulting on this programme from the outset.</p> <p>Internally, the programme began under BBC as a Development Programme and involved a virtual team of commentators/advisors from across the various areas of the Highways team. An internal consultation inviting all areas of BBC took place at concept stage with comments/concerns considered for critical decision making. The Project Manager/Delivery Lead for the programme co-ordinated the BBC Highways involvement throughout design development.</p> <p>The programme continued as a Development Programme when BCP came into existence, with key early meetings taking place with the new administration and PFHs. New internal Highways colleagues unfamiliar with the programme were appointed following the Highways Directorate reorganisation late 2019 and have subsequently been consulted.</p> <p>Externally residents, businesses, educational institutions, TC BID, community groups, DOTS disability, cycling forum, Ward members and students have all been consulted with over the last 2/3 years.</p> <p>Perception survey, aspirational design forum, impact consultation, cultural consultation along with regular face to face stakeholder engagement have all informed the designs evolution and overall decision making. The TRO consultation represents the next stage in the consultation process.</p>
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Financial/Resource implications	The costs associated with both the consultation and implementation of the TRO will be met by the Lansdowne Programme budget. The cost is estimated to be £5,000.
Summary of legal implications	<p>1. The Road Traffic Regulation Act 1984, as amended provides Highway Authorities the power to make Traffic Regulation Orders.</p> <p>2. The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 sets out the statutory process Highway Authorities must follow to make a TRO. The statutory consultation required by these regulations has been carried out as detailed above.</p> <p>All representations received have been formally considered with the detailed responses set out in Appendix 3 and taken into account in making this decision.</p>
Summary of sustainability impact	<p>The proposed changes provide for renewed bus infrastructure to support continued bus access as well as providing wider pavements and a segregated cycleway to help encourage modal shift to more sustainable modes of transport.</p> <p>The appointed contractor Balfour Beatty also has their own sustainability criteria they are committed to meeting during the delivery of the improvement works.</p>
Summary of public health implications	<p>Creating an area that seeks to prioritise pedestrians and cyclists will help to encourage greater modal shift as well as reclaim the highway for the dominant user in the local area being largely non car owners.</p> <p>More walking and cycling aids people's overall wellbeing and day to day health which may potentially reduce the strain on local health services over the longer term.</p> <p>The addition of a greener environment with public realm space encouraging people to linger in the area will also add to the improvement of people's mental & physical health.</p>
Summary of equality implications	<p>An Equalities Impact Assessment has been undertaken and updated at regular intervals with a variety of independent reviewers commenting.</p> <p>Key areas of note are the improved environment from an accessibility and transitioning perspective, as more crossing points are created, with fewer level changes and a material palette chosen specifically to assist the protected groups covered by the Equalities Act.</p>

	<p>The highway has been reduced in width in order to create more space of pedestrians and cyclists to enjoy. A reduction in street clutter has been a key aim for the designers, as well as creating seating spaces that cater for all groups including those requiring more assistance to sit or stand or simply wider spaces to navigate around in a wheelchair or mobility scooter.</p> <p>The latest EIA has been attached as Appendix E.</p>
Summary of risk assessment	<p>Failure to approve this request will prevent the Lansdowne Programme from progressing with the improvement works.</p> <p>This in turn will result in £4.8m DLEP funding failing to be invested in Lansdowne.</p> <p>The additional risk then being the DLEPs right to insist BCP repays all previously committed funds which currently represent c. £3m.</p> <p>If approved the risks are minimal and rest largely with the actual construction of the programme.</p>
Conflicts of interest declared by Cabinet member consulted on this decision	<p>Councillor Mike Greene, Portfolio Holder – Transport and Sustainability has declared a conflict of interest.</p> <p>Cllrs. Greene own property along Holdenhurst Road</p>
Background papers	<ul style="list-style-type: none"> • Cabinet 29/07/2020 https://democracy.bcpCouncil.gov.uk/documents/s18576/200616%20Cabinet%20report%20Approval%20to%20advertise%20TRO_SSRP%20003%20FINAL.pdf • Cabinet 11/11/2020 https://democracy.bcpCouncil.gov.uk/documents/s20362/Lansdowne%20Programme%20Consultation%20outcomes%20and%20final%20design.pdf
Appendices	<p>Appendices</p> <p>Appendix A – Advertised Traffic Regulation Order proposals</p> <p>Appendix B – Traffic Regulation Order proposals to be made/sealed</p> <p>Appendix C – Summary of representations received to the advertised TRO proposals and responses to the points raised</p>

	Appendix D – Detailed representations received to the advertised TRO proposals
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	Appendix E – Equalities Impact Assessment – Mar. 2021
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APPENDIX A – Traffic Regulation Order proposals

Lansdowne Programme - Public Realm Improvements October 2020 (P9, M1, S2, C5 & T4 2020)

P9	Bournemouth, Christchurch and Poole Council (Parking Regulation & On-Street Parking Places) (Bournemouth and Christchurch] Consolidation Order 2019 (Variation No. 9) Order 2020
M1 & S2	Bournemouth, Christchurch and Poole Council (Traffic Movement and Speed Limit Regulations] (Variation No. 2) Order 2020
C5	Notice of Intention to Install/Remove Controlled Crossings (No. 5) 2020
T4	Notice of Intention to Install Traffic Calming Features (No. 4) 2020)

The following schedules and drawings set out the advertised TRO proposals.

INDEX OF DOCUMENTS ON DEPOSIT

A. <i>Notice of Proposals</i> to make ORDERS (including Notice of Intention to Install/Remove Controlled Crossings & Notice of Intention to Install Traffic Calming Features) as sent for advertisement in the Bournemouth Echo on the 30 October 2020.			
B. A Copy of the above titled draft ORDERS (map based)			
RPZ – Restricted Parking Zoe NWAAT – No Waiting At Any Time, NLAAT – No Loading At Any Time, LW – Limited Waiting,			Map Tile Number
Bath Rd	NWAAT.	Both sides of the carriageway replacing Puffin crossing zig-zags outside No. 28.	AM26
Bath Rd	20 mph speed limit zone.	From its junction with Lansdowne Roundabout for a distance of approx. 34m.	X12, Y12
Christchurch Road	NWAAT.	Both sides of the carriageway replacing Puffin crossing zig-zags to service road junction (outside Royal London House).	AL26, AM26
Christchurch Road	20 mph speed limit zone.	From its junction with Lansdowne Roundabout for a distance of approx. 30m.	X12
Cotlands Road	Car Club bay.	Outside Tamarisk House.	AL26
Holdenhurst Road	RPZ – NWAAT/NLAAT except in signed bays.	From its junction with Bournemouth Station Roundabout to its junction with Lansdowne Roundabout.	AK26, AL26, AM26
Holdenhurst Road	Bus stop clearway – No stopping at any time except local buses.	Outside Waverley House (Nos.115 to 119).	AK26
Holdenhurst Road	Bus stop clearway – No stopping at any time except local buses.	Outside Nos. 97 to 101.	AL26
Holdenhurst Road	Bus stop clearway – No stopping at any time except local buses.	Outside Nos. 52 to 80.	AL26
Holdenhurst Road	Loading/Hackney Carriage Bay - Loading only 5.30am-11.30pm with LW to 30 mins, no return within 1 hr/no waiting except for Hackney Carriages midnight-5.30am & 11.30pm-midnight.	Outside Bournemouth University Executive Business Centre (No.89).	AL26
Holdenhurst Road	Loading/Hackney Carriage Bay - Loading only 5.30am-11.30pm with LW to 30 mins, no return within 1 hr/no waiting except for Hackney Carriages midnight-5.30am & 11.30pm-midnight.	Outside Royal London House to No. 8.	AL26
Holdenhurst Road	Loading bay with LW to 30 mins, no return within 1hr.	Outside Nos. 10 to 24.	AL26
Lansdowne Crescent	RPZ – NWAAT/NLAAT except in signed bays.	From its junction with Old Christchurch Road to its junction with Lansdowne Road.	AL26
Lansdowne Crescent	RPZ – NWAAT/NLAAT except in signed bays.	From its junction with Lansdowne Road to its junction with Holdenhurst Road.	AL26
Lansdowne Crescent	Loading bay with LW to 30 mins, no return within 1hr.	Outside No.231 Old Christchurch Road to No. 2 Lansdowne Crescent.	AL26
Lansdowne Crescent	Loading bay with LW to 30 mins, no return within 1hr.	Outside Nos. 3 to 6.	AL26
Lansdowne Crescent	20 mph speed limit zone.	From its junction with Old Christchurch Rd to its junction with Lansdowne Rd.	X12
Lansdowne Crescent	20 mph speed limit zone.	From its junction with Lansdowne Rd to its junction with Holdenhurst Rd.	X12
Lansdowne Crescent	Revoke left turn only & no right turn.	At its junction with Holdenhurst Rd.	X12
Lansdowne Road	RPZ – NWAAT/NLAAT except in signed bays.	From its junction with Lansdowne Roundabout for a distance of approx. 37m.	AL26
Lansdowne Road	20 mph speed limit zone.	From its junction with Lansdowne Roundabout for a distance of approx. 37m.	X12
Lansdowne Roundabout	RPZ – NWAAT/NLAAT except in signed bays.	Lansdowne Roundabout.	AL26, AM26
Lansdowne Roundabout	20 mph speed limit zone.	Lansdowne Roundabout.	X12

Meyrick Road	RPZ – NWAAT/NLAAT except in signed bays.	From its junction with Lansdowne Roundabout for a distance of approx. 36m.	AM26
Meyrick Road	NWAAT/NLAAT.	Both sides of the carriageway outside the Roundhouse Hotel & The Bournemouth & Poole College.	AM26
Meyrick Road	Hackney Carriage (taxi) bay.	Outside Garden House (Nos. 1 to 18).	AM26
Meyrick Road	Prohibition of motor vehicles (both directions).	From its junction with Lansdowne Roundabout for a distance of approx. 36m.	X12, Y12
Old Christchurch Road	RPZ – NWAAT/NLAAT except in signed bays.	From its junction with Lansdowne Roundabout for a distance of approx. 33m.	AL26, AM26
Old Christchurch Road	20 mph speed limit zone.	From its junction with Lansdowne Roundabout for a distance of approx. 42m.	X12

C. A Copy of the original ORDERS being amended (map based).

D. A Statement of the Council's reasons for making the above Traffic Regulation ORDERS.

The last date for representations on the Notice of Proposals is 20 November 2020. All representations and comments will be considered before deciding the outcome.

Contact details - traffic@bcpcouncil.gov.uk | Traffic Management Team, Town Hall Annexe, St Stephen's Road, Bournemouth, BH2 6EA

A: NOTICE OF PROPOSALS

BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
Bournemouth, Christchurch and Poole Council
(Parking Regulation & On-Street Parking Places) (Bournemouth and Christchurch)
Consolidation Order, 2019 (Variation No. 9) Order, 2020

Bournemouth, Christchurch and Poole Council
(Traffic Movement and Speed Limit Regulations) (Variation No. 2) Order, 2020
Notice of Intention to Install/Remove Controlled Crossings (No. 5) 2020
Notice of Intention to Install Traffic Calming Features (No. 4) 2020

PROPOSALS

Bournemouth, Christchurch and Poole Council proposes to make traffic regulations to control parking, waiting, loading, movement and speed, to install/remove controlled crossings, and to install traffic calming features with the effects detailed in the Schedules to this Notice.

SUPPORTING INFORMATION

From 30 October 2020 a copy of this Notice, copies of plans illustrating the proposals, copies of the Draft Orders, the Statutory Reasons for the proposals and copies of the Orders being amended may be inspected online at: www.bournemouth.gov.uk/highwayconsultations. The documents may also be requested by emailing traffic@bpcouncil.gov.uk.

REPRESENTATIONS

If you wish to make representations in support of, or in objection to, the proposals you must send them in writing, quoting the reference P9 2020 and specifying the grounds of any objection to: The Traffic Management Team, Town Hall Annex, St Stephen's Road, Bournemouth, B4 2 6EA or e-mail traffic@bpcouncil.gov.uk to arrive by 20 November 2020. Please take note that all representations received will be available for public inspection.

Julian Mclaughlin, Director, Growth and Infrastructure

Schedule – Traffic Regulations to Control Parking, Waiting & Loading

Legend: RPZ – Restricted Parking Zone, NWAAT – No waiting at any time, NLAAT – No loading at any time, LW – Limited waiting

Road Name	Restriction	Location
1. Bath Rd	NWAAT	Both sides of the carriageway replacing Puffin crossing zig-zags outside No. 28.
2. Christchurch Rd	NWAAT	Both sides of the carriageway replacing Puffin crossing zig-zags to service road junction outside Royal London House).
3. Cotlands Rd	Revoke NWAAT/NLAAT replace with Car Club bay.	Outside Tamarisk House
4.	Revoke all existing parking, waiting & loading restrictions.	From its junction with Bournemouth Station Roundabout to its junction with Lansdowne Roundabout.
5.	RPZ – NWAAT/NLAAT except in signed bays.	Outside Waverley House (Nos 115 to 119).
6.	Bus stop clearway – No stopping at any time except local buses.	Outside Nos. 97 to 101
7.	Holdenhurst Rd	Outside Nos. 52 to 80.
8.		Outside Bournemouth University Executive Business Centre (No.89)
9.	Loading/Hackney Carriage Bay – Loading only 5.30am-11.30pm with LW to 30 mins, no return within 1 hr/no waiting except for Hackney Carriages midnight-5.30am & 11.30pm-midnight.	Outside Royal London House to No. 8.
10.		Outside Nos. 10 to 24.
11.	Loading bay with LW to 30 mins, no return within 1hr.	From its junction with Old Christchurch Rd to its junction with Lansdowne Rd.
12.	Revoke NWAAT/NLAAT & replace with RPZ – NWAAT/NLAAT except in signed bays.	From its junction with Lansdowne Rd to its junction with Holdenhurst Rd.
13.	Lansdowne Cres	Outside No.21 Old Christchurch Rd to No. 2 Lansdowne Cres.
14.	Revoke Payment Parking Place replace with Loading Bay with LW to 30 mins, no return within 1hr.	Outside Nos. 3 to 6.
15.		From its junction with Lansdowne Roundabout for a distance of approx. 37m.
16.	Lansdowne Rd	Lansdowne Roundabout
17.	Lansdowne Roundabout	From its junction with Lansdowne Roundabout for a distance of approx. 37m.
18.	Revoke all existing parking, waiting & loading restrictions.	From its junction with Lansdowne Roundabout for a distance of approx. 36m.
19.	RPZ – NWAAT/NLAAT except in signed bays.	Both sides of the carriageway outside the Roundhouse Hotel & The Bournemouth & Poole College.
20.	Meyrick Rd	Outside Garden House (Nos 1 to 18).
21.	Revoke Payment Parking Place replace with Hackney Carriage (taxi) bay.	
22.	Old Christchurch Rd	From its junction with Lansdowne Roundabout for a distance of approx. 33m.

Schedule – Traffic Regulations to Control Speed & Movement

Road Name	Restriction	Location
1. Bath Rd	20 mph speed limit zone	From its junction with Lansdowne Roundabout for a distance of approx. 34m.
2. Christchurch Rd	20 mph speed limit zone	From its junction with Lansdowne Roundabout for a distance of approx. 30m.
3.	Lansdowne Cres	From its junction with Old Christchurch Rd to its junction with Lansdowne Rd.
4.	Lansdowne Cres	From its junction with Lansdowne Rd to its junction with Holdenhurst Rd.
5.	Lansdowne Cres	At its junction with Holdenhurst Rd
6.	Lansdowne Rd	From its junction with Lansdowne Roundabout for a distance of approx. 37m.
7.	Lansdowne Roundabout	Lansdowne Roundabout.
8.	Meyrick Rd	From its junction with Lansdowne Roundabout for a distance of approx. 36m.
9.	Old Christchurch Rd	From its junction with Lansdowne Roundabout for a distance of approx. 49m.

Schedule – Notice of Intention to Install/Remove Controlled Crossings

1. Bath Rd – Remove Puffin Crossing outside Jacey House/The Roundhouse Hotel.
2. Bath Rd – Install Parallel Crossing outside Jacey House/The Roundhouse Hotel, approx. 5m from Lansdowne Roundabout.
3. Christchurch Rd – Remove Puffin Crossing outside Royal London House & The Bournemouth & Poole College.
4. Christchurch Rd – Install Parallel Crossing outside The Bournemouth & Poole College, approx. 5m from Lansdowne Roundabout
5. Holdenhurst Rd – Remove Puffin crossing outside No. 69.

Schedule – Notice of Intention to Install Traffic Calming Features

1. Holdenhurst Rd – Flat top road hump, width 9.5m, length 12m, height no greater than 100mm. Located outside No. 69.
2. Holdenhurst Rd/Cotlands Rd – Flat top road hump, Holdenhurst Rd arm - Width 7m, length 90m. Cotlands Rd arm - width 6m, length to the centre of Holdenhurst Rd 17m. Height no greater than 100mm. Located between Nos 25 to 50 Holdenhurst Rd.
3. Holdenhurst Rd – Flat top road hump, width 7m, length 15m, height no greater than 100mm. Located outside Royal London House, approx. 18m from Lansdowne Roundabout.
4. Lansdowne Rd – Flat top road hump, width 9.5m, length 18m, height no greater than 100mm. Located at its junctions with Lansdowne Cres.
5. Old Christchurch Rd – Flat top road hump, width 9.5m, length 18m, height no greater than 100mm. Located between Nos 284 to 292.

B: DRAFT ORDERS

Parking, Waiting and Loading Restrictions

**Bournemouth, Christchurch and Poole Council
(Parking Regulation & On-Street Parking Places) (Bournemouth and Christchurch)
Consolidation Order 2019 Order (Variation No. 9) Order 2020**

Bournemouth, Christchurch and Poole Council ("the Council") makes the following order under sections 1, 2, 3, 4, 32, 35, 45, 46, 49, 51, 52, 53, Part IV of Schedule 9 and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 of the Road Traffic Regulation Act 1984 as amended, and all other enabling powers.

Part 1

1. Bournemouth, Christchurch and Poole Council (Parking Regulation & On-Street Parking Places) (Bournemouth and Christchurch) Consolidation Order 2019 is hereby varied by;
 - a) The deletion from the Schedule 2 thereto of the items contained in Part 2 to this Order;
 - b) The addition to Schedule 2 thereto of the items contained in Part 3 to this Order.

2. Bournemouth, Christchurch and Poole Council (Parking Regulation & On-Street Parking Places) (Bournemouth and Christchurch) Consolidation Order 2019 as varied on divers dates and save as expressly varied as aforesaid shall continue in full force and effect.

3. The Interpretation Act 1978 shall apply to the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

4. This Order shall come into operation on the XXXX 2020 and may be cited as: Bournemouth, Christchurch and Poole Council (Parking Regulation & On-Street Parking Places) (Bournemouth and Christchurch) Consolidation Order 2019 Order (Variation No. 9) Order 2020.

Executed as a Deed by the affixing of the Common Seal

On

In the presence of

Signature

Full Name

Position

Part 2 - (Items to be deleted)

SCHEDULE 2

Map tile	Revision
AK26	0
AL26	0
AM26	0

Part 3 - (Items to be inserted)

SCHEDULE 2

Map tile	Revision
AK26	3
AL26	2
AM26	1

Map Schedule Legend

TRO Restriction Types

	Bus Parking Place
	Coach Parking Place
	Controlled Parking Zone
	Disabled Blue Badge Holders
	Emergency Vehicle Parking Place
	Limited Waiting
	Loading Place
	Motorcycle Parking Place
	No Stopping on School Entrance Markings
	Other Parking Place
	Payment Parking Place
	Permit Holders Only Parking Place
	Permit Parking Area
	Restricted Parking Zone
	Shared Use Parking Place
	Street Parking Place
	Taxi Rank
	Waiting Prohibited
	Waiting Prohibited At Any Time
	Waiting Prohibited with Loading Ban

Other Information

	Bus Stand
	Bus Stop
	Pedestrian Crossing
	Pedestrian Crossing Zig Zag

Note:

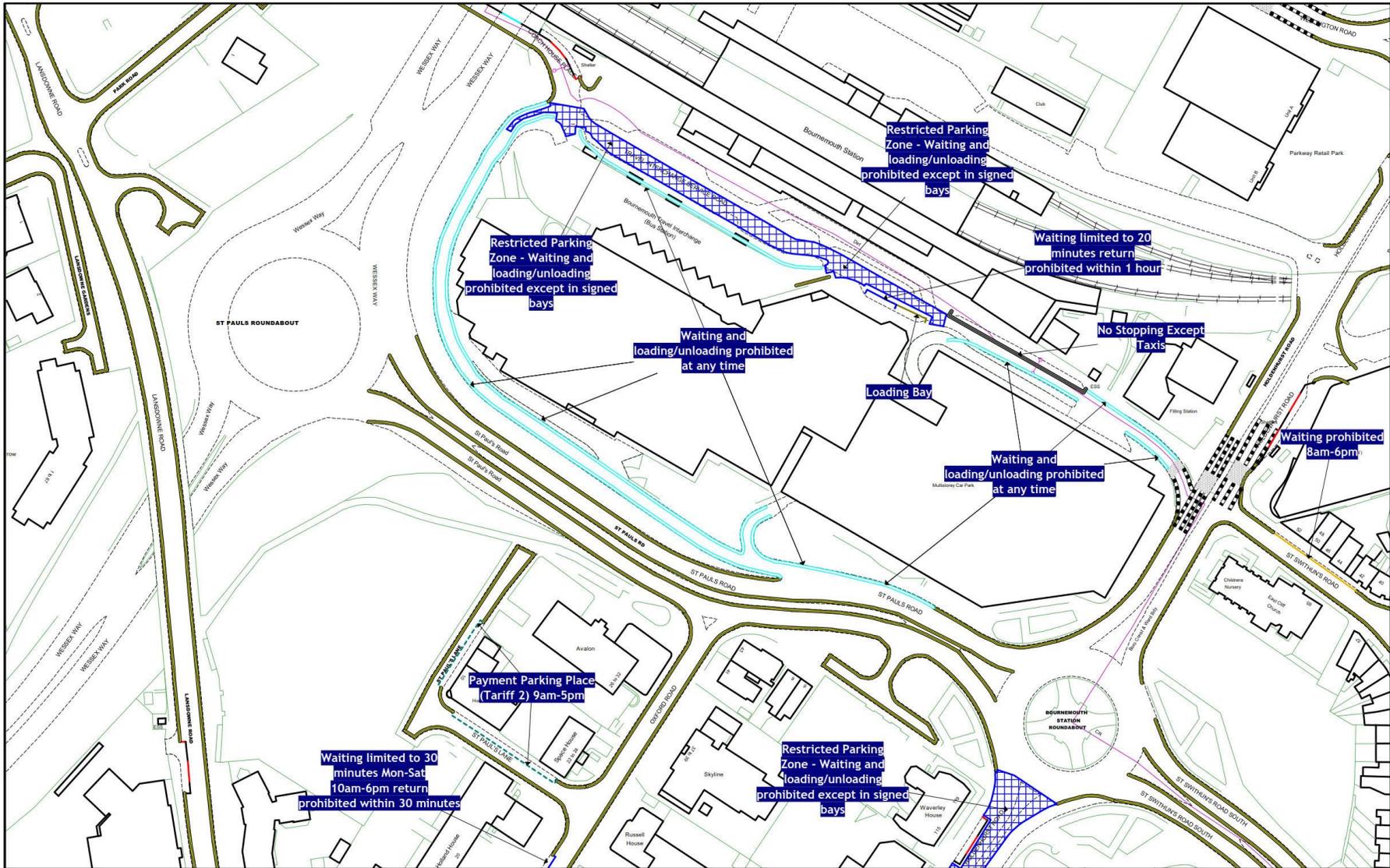
Exemptions to the restrictions shown in this legend are detailed in the preamble of the order or on the map tile in the restriction's label.



Bournemouth,
Christchurch
and Poole
Council

ORDER TITLE:

Bournemouth, Christchurch and Poole Council (Parking Regulation & On-Street Parking Places) (Bournemouth and Christchurch) Consolidation Order 2019



**BOURNEMOUTH,
CHRISTCHURCH
AND POOLE
COUNCIL**

Order Title:
Bournemouth, Christchurch and Poole Council (Parking Regulation & On-Street Parking Places)
(Bournemouth and Christchurch) Consolidation Order 2019

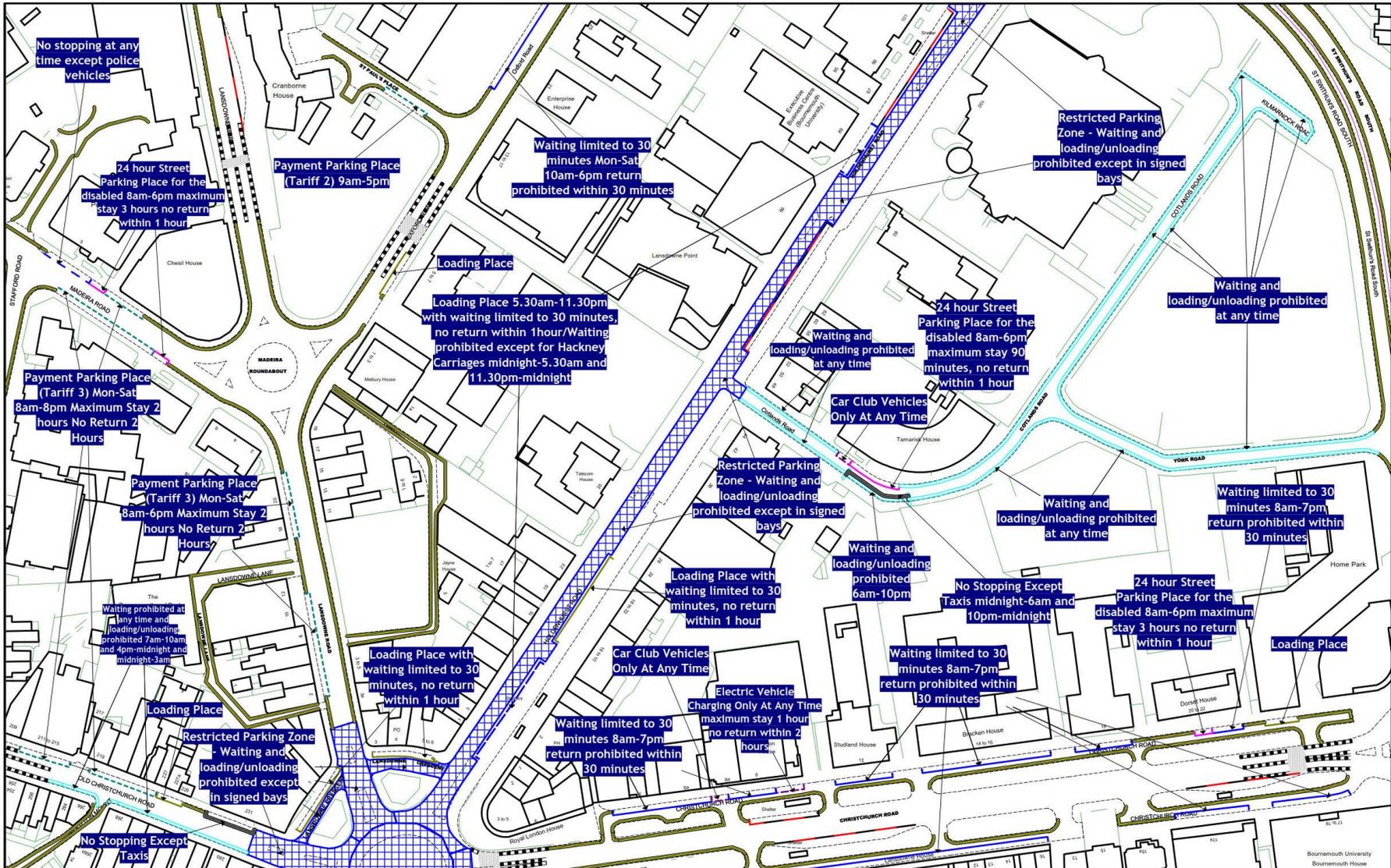
PROPOSED

NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

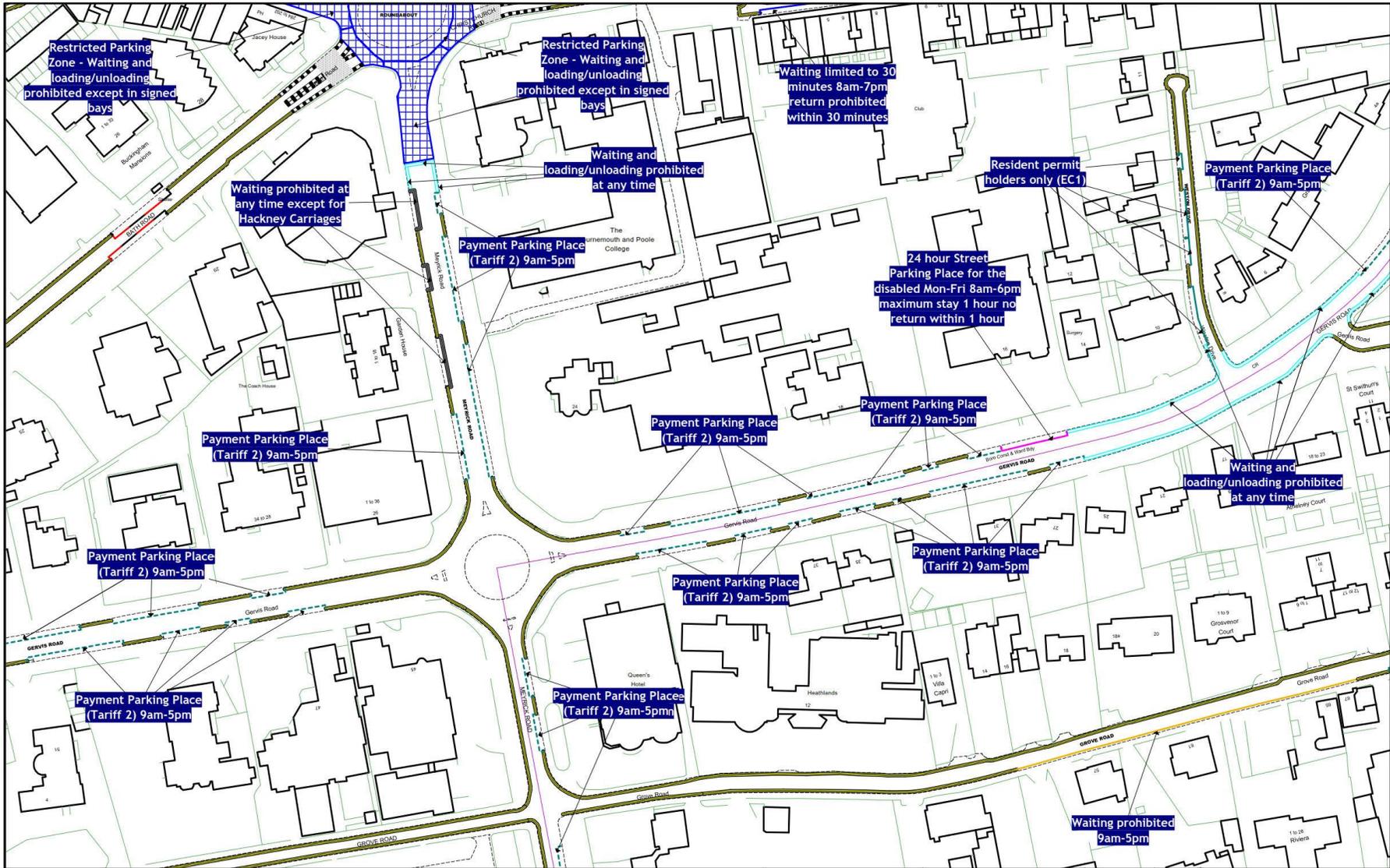


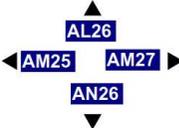
SCALE	1 : 1250 @ A3
DATE	30/10/2020
MAP	Tile Ref: AK26
REVISION	3

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 <p>BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL</p>	<p>Order Title: Bournemouth, Christchurch and Poole Council (Parking Regulation & On-Street Parking Places) (Bournemouth and Christchurch) Consolidation Order 2019</p>	 <p>AK26 AL25 AL27 AM26</p>	<p>This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of the Map. Unauthorised reproduction infringes Crown copyright and may be liable for prosecution or civil proceedings. Bournemouth, Christchurch and Poole Council License No. LA0070702 2020</p>	<p>SCALE 1 : 1250 @ A3</p>
	<p>PROPOSED</p>			<p>DATE 30/10/2020</p>
	<p>NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED</p>			<p>MAP Tile Ref: AL26</p>
				<p>REVISION 2</p>



 <p>BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL</p>	<p>Order Title: Bournemouth, Christchurch and Poole Council (Parking Regulation & On-Street Parking Places) (Bournemouth and Christchurch) Consolidation Order 2019</p>		 <p><small>This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of the Mapping's Stationery Office's Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Bournemouth, Christchurch and Poole Council. License No. LA007920 2020</small></p>	<p>SCALE 1 : 1250 @ A3</p>
	<p>PROPOSED</p>			<p>DATE 30/10/2020</p>
	<p>NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED</p>			<p>MAP Tile Ref: AM26</p>
				<p>REVISION 1</p>

Traffic Movement and Speed Limit Restrictions

**Bournemouth, Christchurch and Poole Council
(Traffic Movement and Speed Limit Regulations)
(Variation No. 2) Order 2020**

Bournemouth, Christchurch and Poole Council ("the Council") makes the following order under sections 1, 2, 84, Part IV of Schedule 9 and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 of the Road Traffic Regulation Act 1984 as amended, and all other enabling powers.

Part 1

1. The Borough of Bournemouth (Traffic Movement and Speed Limit Regulations) Consolidation Order 2018 is hereby varied by;
 - a) The deletion from the Schedule 2 thereto of the item contained in Part 2 to this Order;
 - b) The addition to Schedule 2 thereto of the item contained in Part 3 to this Order.

2. The Borough of Bournemouth (Traffic Movement and Speed Limit Regulations) Consolidation Order 2018 as varied on divers dates and save as expressly varied as aforesaid shall continue in full force and effect.

3. The Interpretation Act 1978 shall apply to the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

4. This Order shall come into operation on the XXXXX 2020 and may be cited as: Bournemouth, Christchurch and Poole Council (Traffic Movement and Speed Limit Regulations) (Variation No. 2) Order 2020.

Executed as a Deed by the affixing of the Common Seal

On

In the presence of

Signature

Full Name

Position

Part 2 - (Item to be deleted)

The Borough of Bournemouth (Traffic Movement and Speed Limit Regulations) Consolidation Order 2018

SCHEDULE 2

Map tile	Revision
W13	0
X12	1
X13	0
Y12	0

Part 3 - (Item to be inserted)

The Borough of Bournemouth (Traffic Movement and Speed Limit Regulations) Consolidation Order 2018

SCHEDULE 2

Map tile	Revision
W13	1
X12	2
X13	1
Y12	1

Movement Map Schedule Legend

TRO Restriction Types

Speed Limits



Structural and Environmental



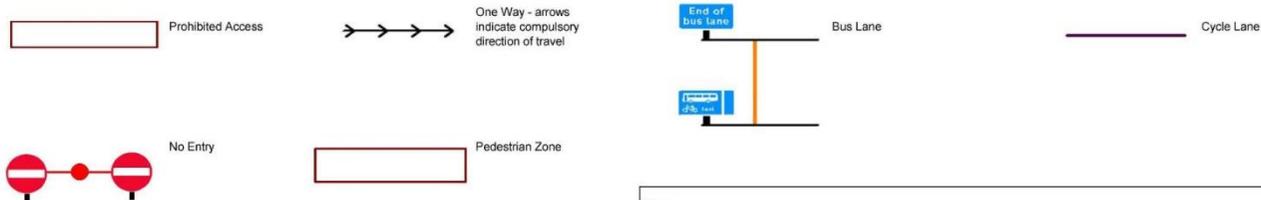
Prescribed Turns



Banned Turns



Other Types



Notes
 Sign plate symbols are not to scale.
 Sign plate symbols may vary from those indicated in this legend, or be omitted.
 Restriction types may have labels and/or sign plates on the map schedule to indicate restriction description.
 Labels with suffix (e) indicates Experimental Order item.



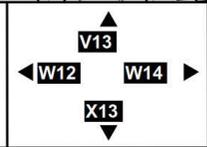
ORDER TITLE:
 THE BOROUGH OF BOURNEMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2018



Order Title:
THE BOROUGH OF BOURNEMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2018

PROPOSED

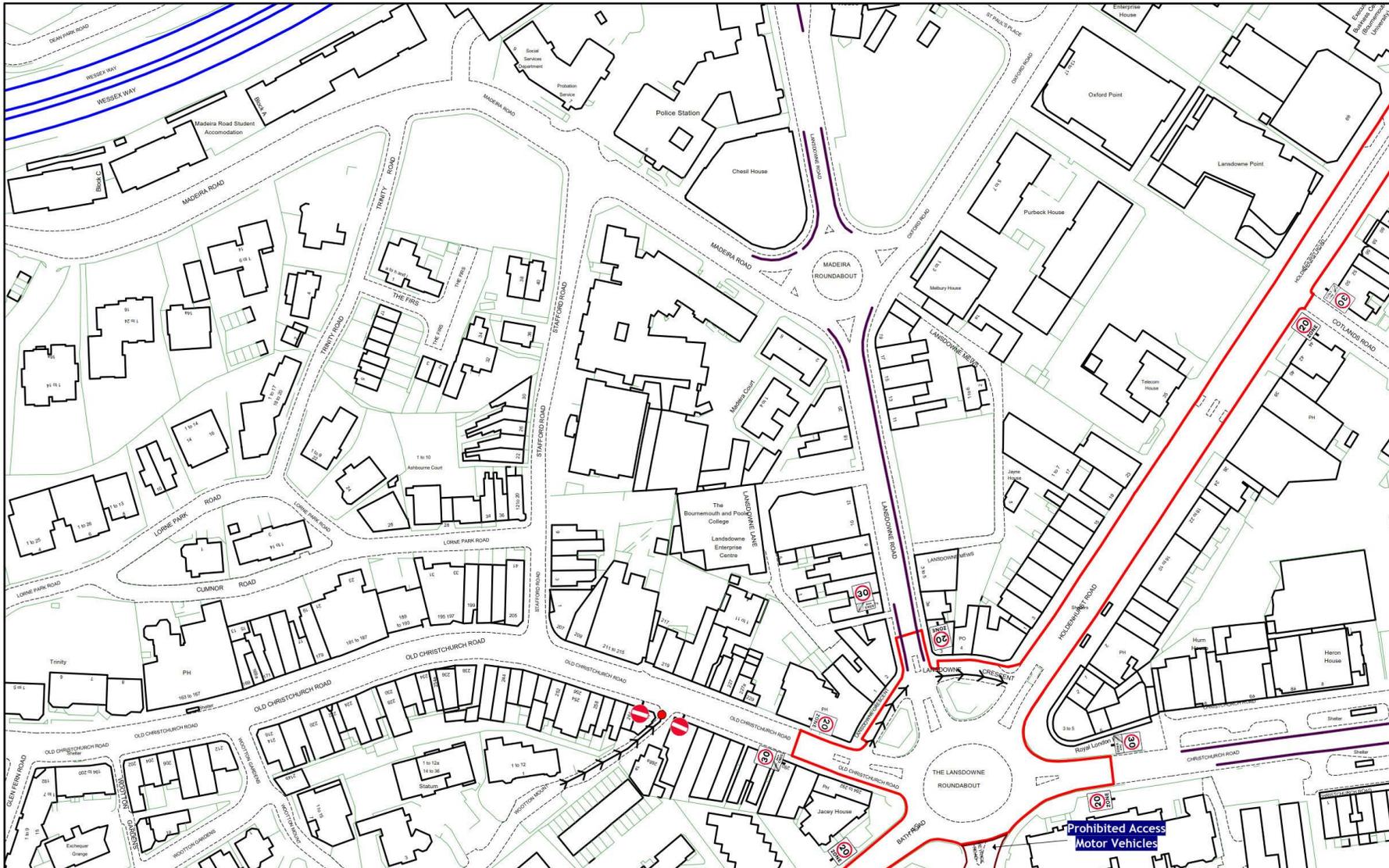
NOTE: SEE MOVEMENT MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED



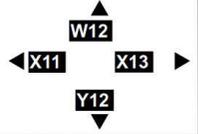
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DATE	30/10/2020	
MAP	Tile Ref: W13	
REVISION	1	



Order Title:
THE BOROUGH OF BOURNEMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2018
 PROPOSED
NOTE: SEE MOVEMENT MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED



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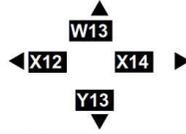
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REVISION	2	



Order Title:
 THE BOROUGH OF BOURNEMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS)
 CONSOLIDATION ORDER 2018

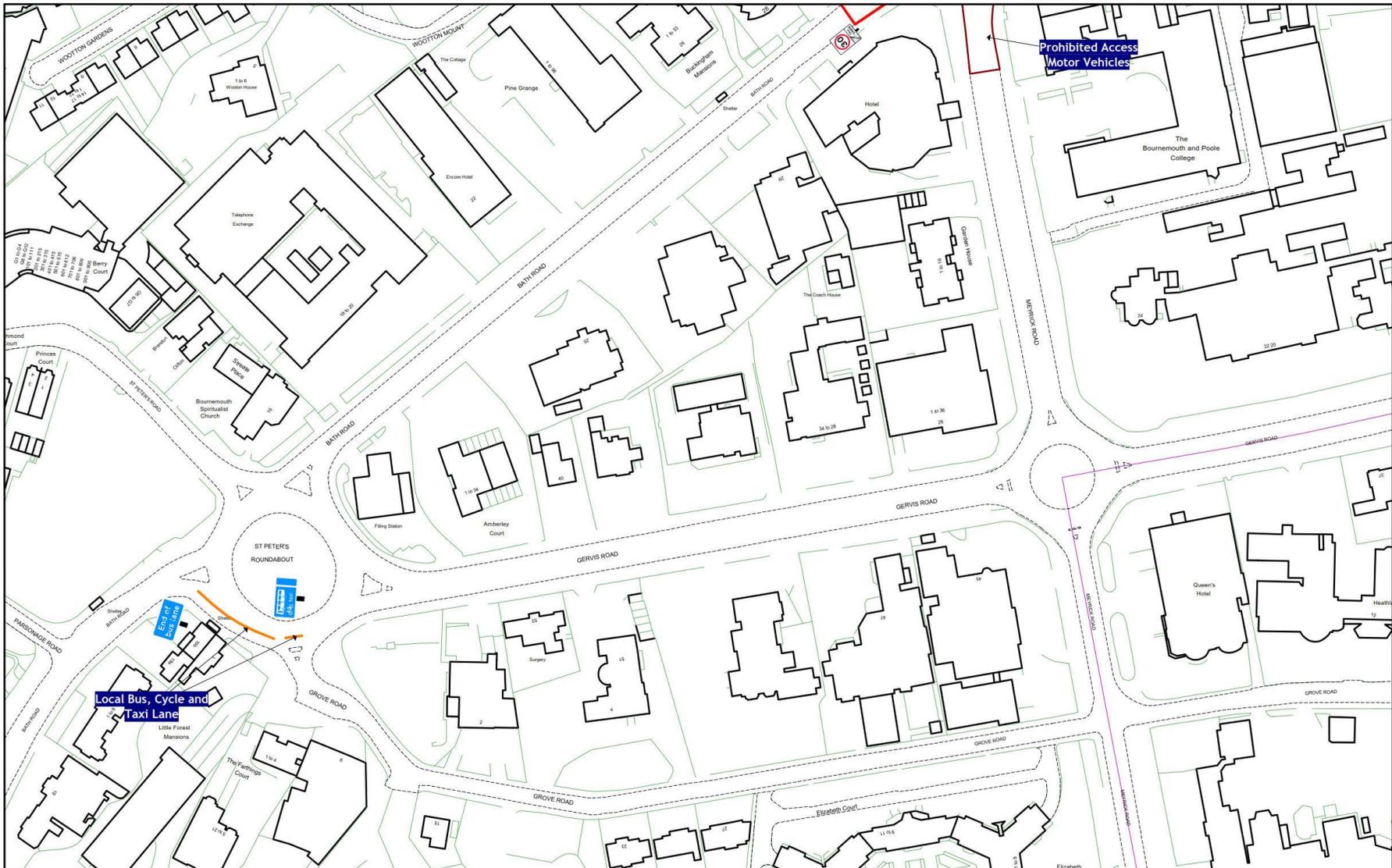
PROPOSED

NOTE: SEE MOVEMENT MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED



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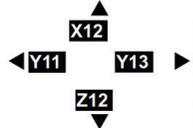
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REVISION	1



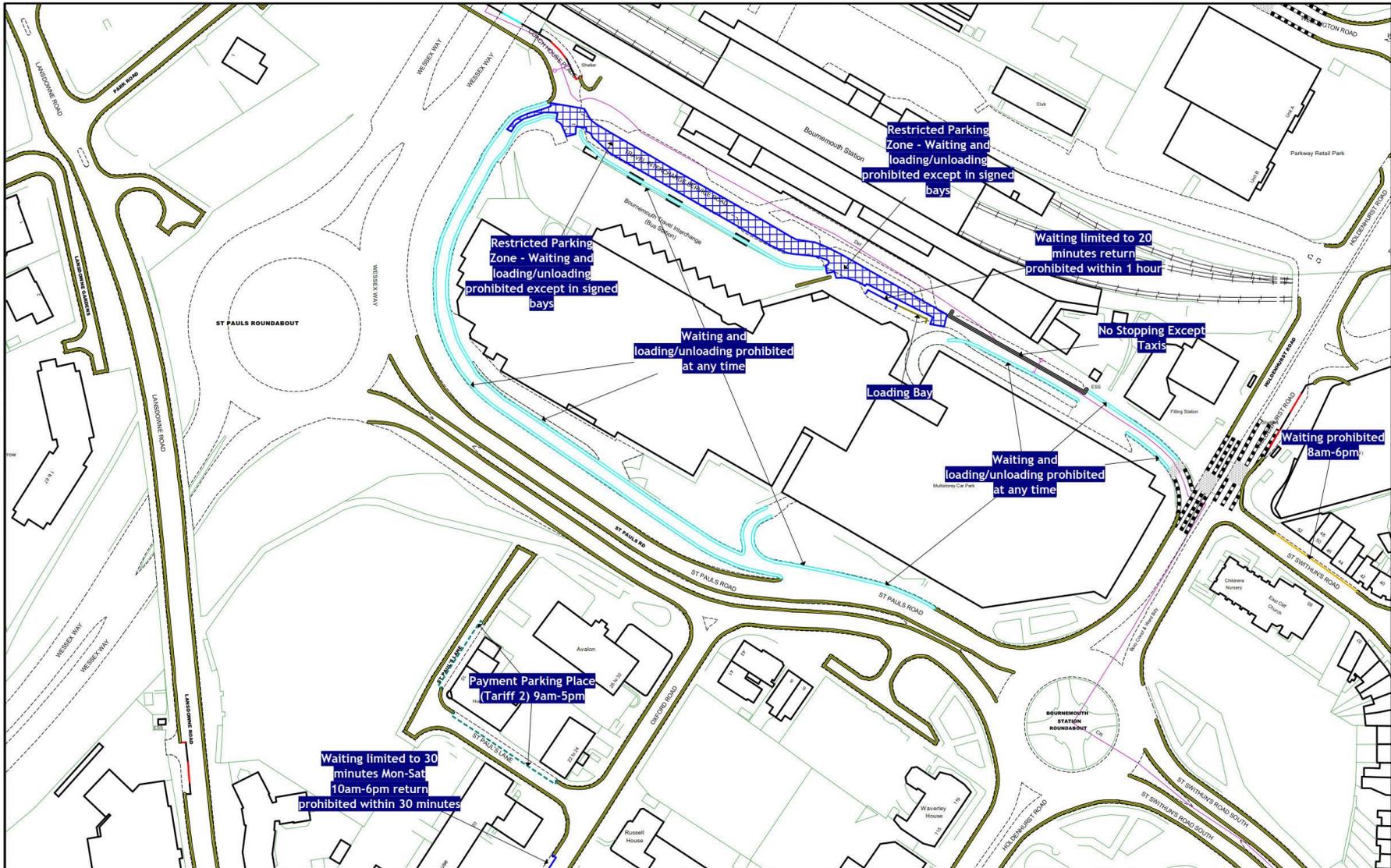
Order Title:
 THE BOROUGH OF BOURNEMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS)
 CONSOLIDATION ORDER 2018

PROPOSED

NOTE: SEE MOVEMENT MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED



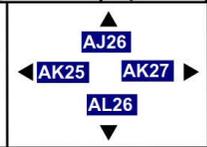
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MAP	Tile Ref: Y12	
REVISION	1	



Order Title:
 Bournemouth, Christchurch and Poole Council (Parking Regulation & On-Street Parking Places) (Bournemouth and Christchurch) Consolidation Order 2019

CONFIRMED

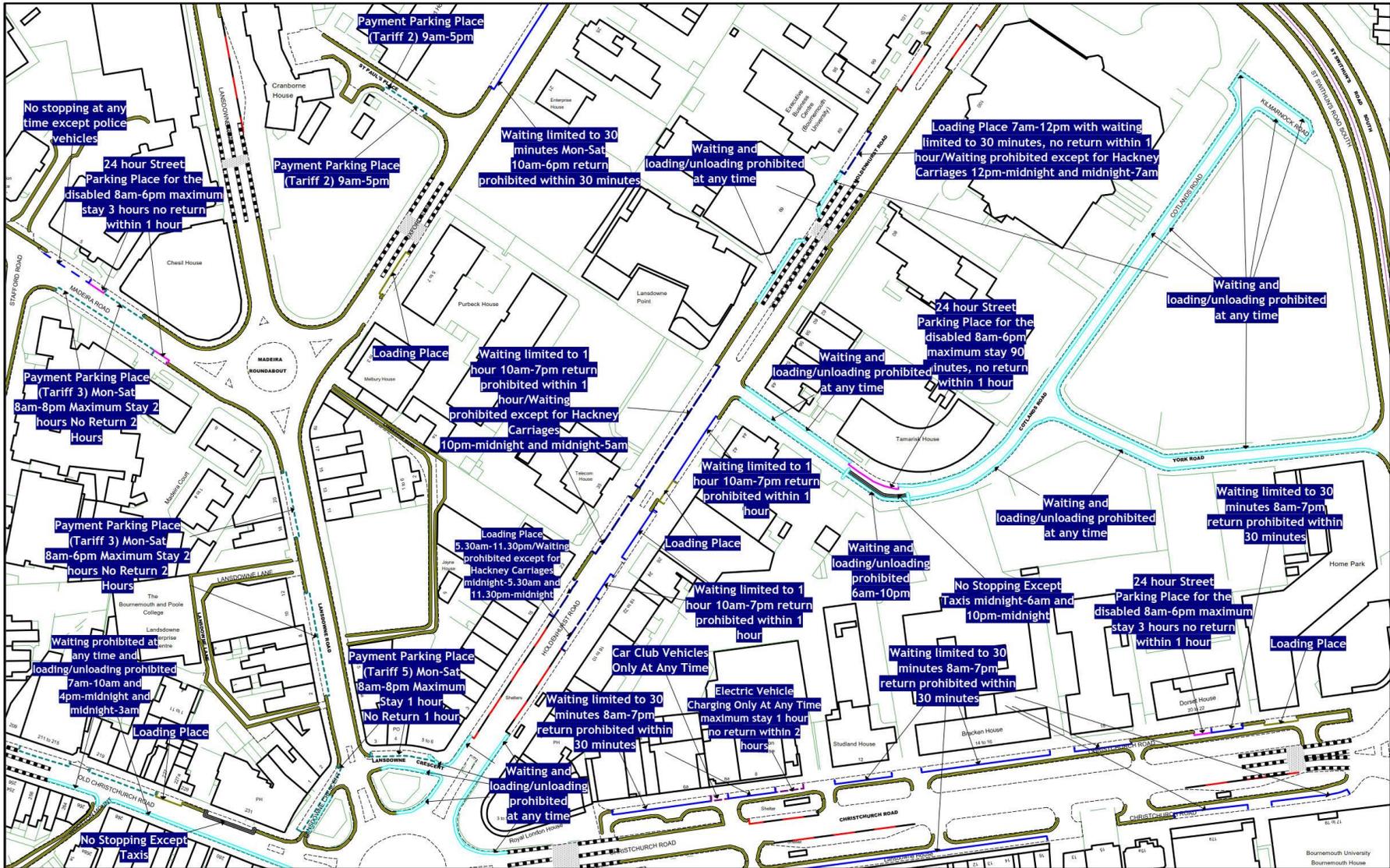
NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED



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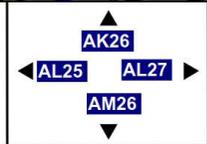
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DATE	08/11/2019
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Order Title:
 Bournemouth, Christchurch and Poole Council (Parking Regulation & On-Street Parking Places) (Bournemouth and Christchurch) Consolidation Order 2019

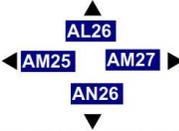
CONFIRMED

NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED



SCALE	1 : 1250 @ A3
DATE	08/11/2019
MAP	Tile Ref: AL26
REVISION	0



 <p>BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL</p>	<p>Order Title: Bournemouth, Christchurch and Poole Council (Parking Regulation & On-Street Parking Places) (Bournemouth and Christchurch) Consolidation Order 2019</p>		 <p><small>This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction without Crown copyright and any other intellectual or other provisions. 100019829, 2016. Bournemouth Borough Council. Licence No. L40071202.</small></p>	<p>SCALE 1 : 1250 @ A3</p>
	<p>CONFIRMED</p>			<p>DATE 08/11/2019</p>
	<p>NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED</p>			<p>MAP Tile Ref: AM26</p>
				<p>REVISION 0</p>

Movement Map Schedule Legend

TRO Restriction Types

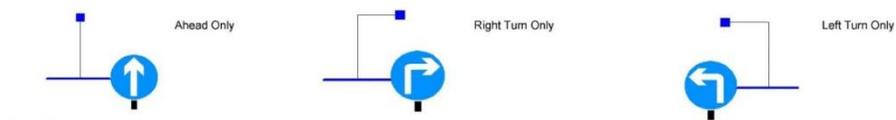
Speed Limits



Structural and Environmental



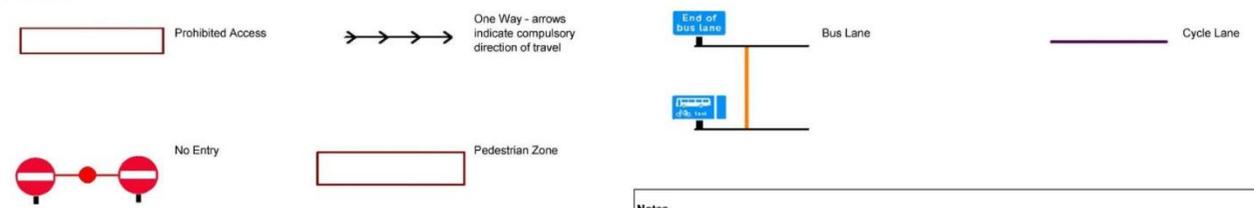
Prescribed Turns



Banned Turns



Other Types



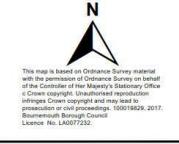
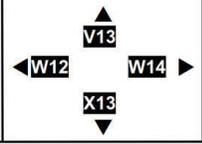
Notes
 Sign plate symbols are not to scale.
 Sign plate symbols may vary from those indicated in this legend, or be omitted.
 Restriction types may have labels and/or sign plates on the map schedule to indicate restriction description.
 Labels with suffix (e) indicates Experimental Order item.



ORDER TITLE:
 THE BOROUGH OF BOURNEMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2018



Order Title:
THE BOROUGH OF BOURNEMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2018
CONFIRMED
NOTE: SEE MOVEMENT MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED



SCALE	1 : 1250 @ A3
DATE	13/07/2018
MAP	Tile Ref: W13
REVISION	0



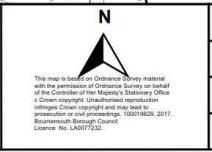
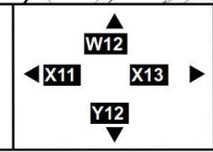
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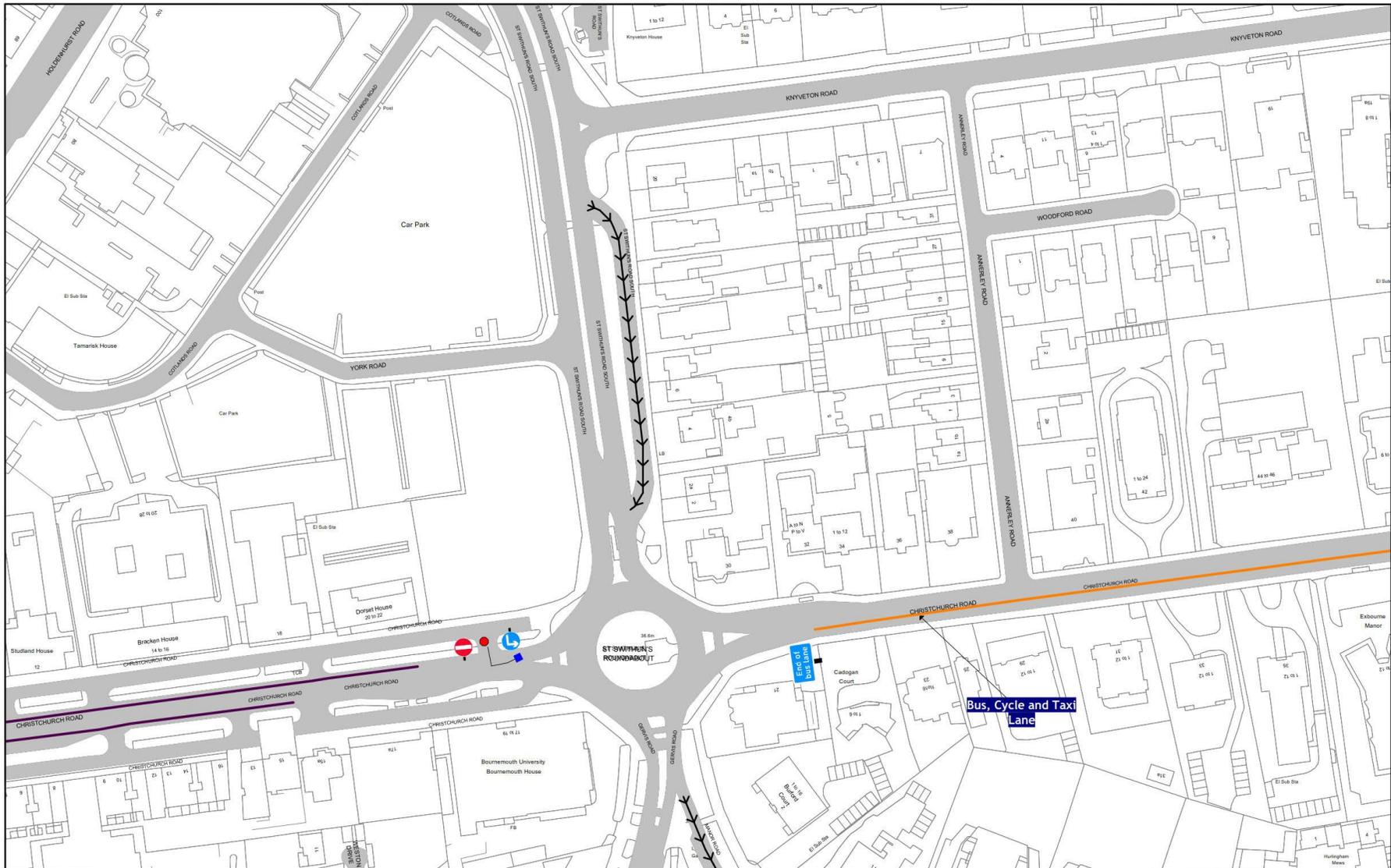
Order Title:
THE BOROUGH OF BOURNEMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2018

CONFIRMED

NOTE: SEE MOVEMENT MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

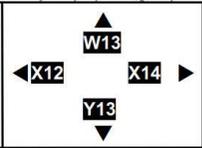


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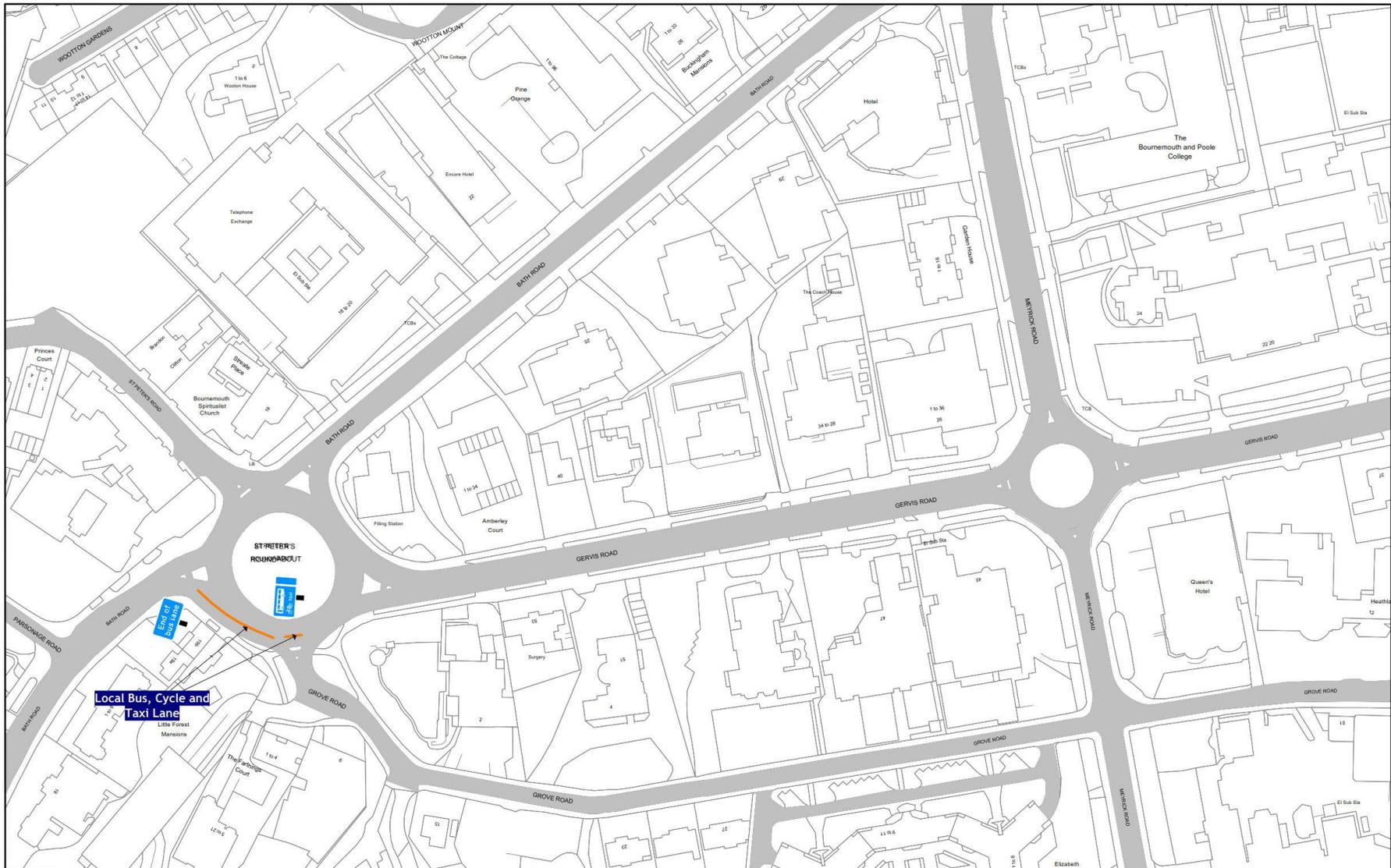


Order Title:
THE BOROUGH OF BOURNEMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2018

CONFIRMED
NOTE: SEE MOVEMENT MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

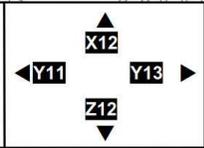


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REVISION	0	



Order Title:
THE BOROUGH OF BOURNEMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2018

CONFIRMED
NOTE: SEE MOVEMENT MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED



SCALE	1 : 1250 @ A3
DATE	13/07/2018
MAP	Tile Ref: Y12
REVISION	0

D: STATEMENT OF STATUTORY REASONS

Bournemouth, Christchurch and Poole Council is proposing to make the Traffic Regulation Orders detailed in this document for one or more of the following reasons:

- (a) For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
- (b) For preventing damage to the road or to any building on or near the road.
- (c) For facilitating the passage on the road or any other road of any class of traffic (including pedestrians).
- (d) For preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property.
- (e) For preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot.
- (f) For preserving or improving the amenities of the area through which the road runs.
- (g) For any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).

APPENDIX B – Traffic Regulation Order proposals to be made

Lansdowne Programme - Public Realm Improvements October 2020 (P9, M1, S2, C5 & T4 2020)

Consultation dates: 30 October - 20 November 2020

Legend: RPZ – Restricted Parking Zone NWAAT – No waiting at any time, NLAAT – No loading/unloading at any time, LW – Limited Waiting,

Traffic Regulations to Control Parking, Waiting & Loading

	Road Name	Proposed Restriction	Location/Extent	Decision
1.	Bath Rd	NWAAT.	Both sides of the carriageway replacing Puffin crossing zig-zags outside No. 28.	Not to be implemented Reason: Falls outside the scope of the revised scheme extents.
2.	Christchurch Road	NWAAT.	Both sides of the carriageway replacing Puffin crossing zig-zags to service road junction (outside Royal London House).	Not to be implemented Reason: Falls outside the scope of the revised scheme extents.
3.	Cotlands Road	Revoke NWAAT/NLAAT, replace with Car Club bay.	Outside Tamarisk House.	Implement as advertised.
4.	Holdenhurst Road	Revoke all existing parking waiting & loading restrictions	From its junction with Bournemouth Station Roundabout to its junction with Lansdowne Roundabout.	Implement as advertised.
5.	Holdenhurst Road	RPZ – NWAAT/NLAAT except in signed bays.	From its junction with Bournemouth Station Roundabout to its junction with Lansdowne Roundabout.	Implement as advertised.
6.	Holdenhurst Road	Bus stop clearway – No stopping at any time except local buses.	Outside Waverley House (Nos.115 to 119).	Implement as advertised.
7.	Holdenhurst Road	Bus stop clearway – No stopping at any time except local buses.	Outside Nos. 97 to 101.	Implement as advertised.
8.	Holdenhurst Road	Bus stop clearway – No stopping at any time except local buses.	Outside Nos. 52 to 80.	Implement as advertised.

	Road Name	Proposed Restriction	Location/Extent	Decision
9.	Holdenhurst Road	Loading/Hackney Carriage Bay - Loading only 5.30am-11.30pm with LW to 30 mins, no return within 1 hr/no waiting except for Hackney Carriages midnight-5.30am & 11.30pm-midnight.	Outside Bournemouth University Executive Business Centre (No.89).	Implement as advertised.
10.	Holdenhurst Road	Loading/Hackney Carriage Bay - Loading only 5.30am-11.30pm with LW to 30 mins, no return within 1 hr/no waiting except for Hackney Carriages midnight-5.30am & 11.30pm-midnight.	Outside Royal London House to No. 8.	Implement as advertised.
11.	Holdenhurst Road	Loading bay with LW to 30 mins, no return within 1hr.	Outside Nos. 10 to 24.	Implement as advertised.
12.	Lansdowne Crescent	RPZ – NWAAT/NLAAT except in signed bays.	From its junction with Old Christchurch Road to its junction with Lansdowne Road.	Not to be implemented Reason: Falls outside the scope of the revised scheme extents.
13.	Lansdowne Crescent	RPZ – NWAAT/NLAAT except in signed bays.	From its junction with Lansdowne Road to its junction with Holdenhurst Road.	Not to be implemented Reason: Falls outside the scope of the revised scheme extents.
14.	Lansdowne Crescent	Loading bay with LW to 30 mins, no return within 1hr.	Outside No.231 Old Christchurch Road to No. 2 Lansdowne Crescent.	Not to be implemented Reason: Falls outside the scope of the revised scheme extents.
15.	Lansdowne Crescent	Loading bay with LW to 30 mins, no return within 1hr.	Outside Nos. 3 to 6.	Not to be implemented Reason: Falls outside the scope of the revised scheme extents.
16.	Lansdowne Road	RPZ – NWAAT/NLAAT except in signed bays.	From its junction with Lansdowne Roundabout for a distance of approx. 37m.	Not to be implemented Reason: Falls outside the scope of the revised scheme extents.

	Road Name	Proposed Restriction	Location/Extent	Decision
17.	Lansdowne Roundabout	RPZ – NWAAT/NLAAT except in signed bays.	Lansdowne Roundabout.	Not to be implemented Reason: Falls outside the scope of the revised scheme extents.
18.	Meyrick Road	Revoke all existing parking waiting & loading restrictions	From its junction with Lansdowne Roundabout for a distance of approx. 36m.	Implement as advertised.
19.	Meyrick Road	NWAAT/NLAAT (Advertised restriction: RPZ – NWAAT/NLAAT except in signed bays)	From its junction with Lansdowne Roundabout for a distance of approx. 36m.	Implement: NWAAT/NLAAT Reason: Extent of RPZ has been reduced to Holdenhurst Road. The proposed restriction is equally restrictive to that advertised.
20.	Meyrick Road	NWAAT/NLAAT.	Both sides of the carriageway outside the Roundhouse Hotel & The Bournemouth & Poole College.	Implement as advertised.
21.	Meyrick Road	Hackney Carriage (taxi) bay.	Outside Garden House (Nos. 1 to 18).	Implement as advertised.
22.	Old Christchurch Road	RPZ – NWAAT/NLAAT except in signed bays.	From its junction with Lansdowne Roundabout for a distance of approx. 33m.	Not to be implemented Reason: Falls outside the scope of the revised scheme extents.

The above Traffic Regulation Order proposals are shown on the following OS tiles/map-based schedules:

Map Schedule Legend

TRO Restriction Types

	Bus Parking Place
	Coach Parking Place
	Controlled Parking Zone
	Disabled Blue Badge Holders
	Emergency Vehicle Parking Place
	Limited Waiting
	Loading Place
	Motorcycle Parking Place
	No Stopping on School Entrance Markings
	Other Parking Place
	Payment Parking Place
	Permit Holders Only Parking Place
	Permit Parking Area
	Restricted Parking Zone
	Shared Use Parking Place
	Street Parking Place
	Taxi Rank
	Waiting Prohibited
	Waiting Prohibited At Any Time
	Waiting Prohibited with Loading Ban

Other Information

	Bus Stand
	Bus Stop
	Pedestrian Crossing
	Pedestrian Crossing Zig Zag

Note:

Exemptions to the restrictions shown in this legend are detailed in the preamble of the order or on the map file in the restriction's label.

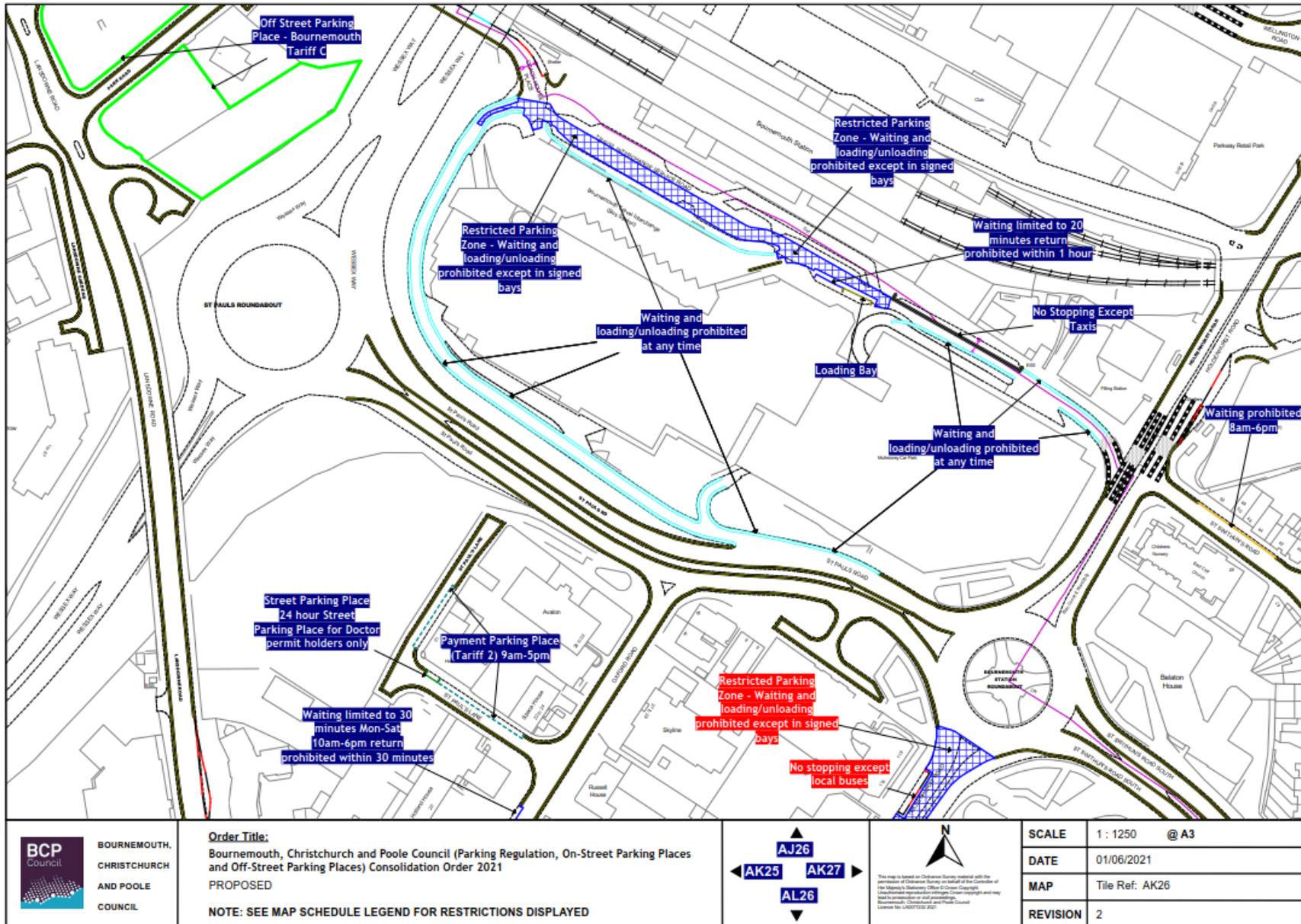


Bournemouth,
Christchurch
and Poole
Council

ORDER TITLE:

Bournemouth, Christchurch and Poole Council (Parking Regulation & On-Street Parking Places) (Bournemouth and Christchurch) Consolidation Order 2019

Proposals (text highlighted red)

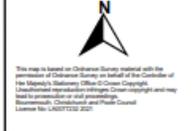
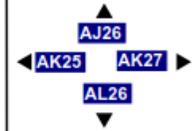


BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL

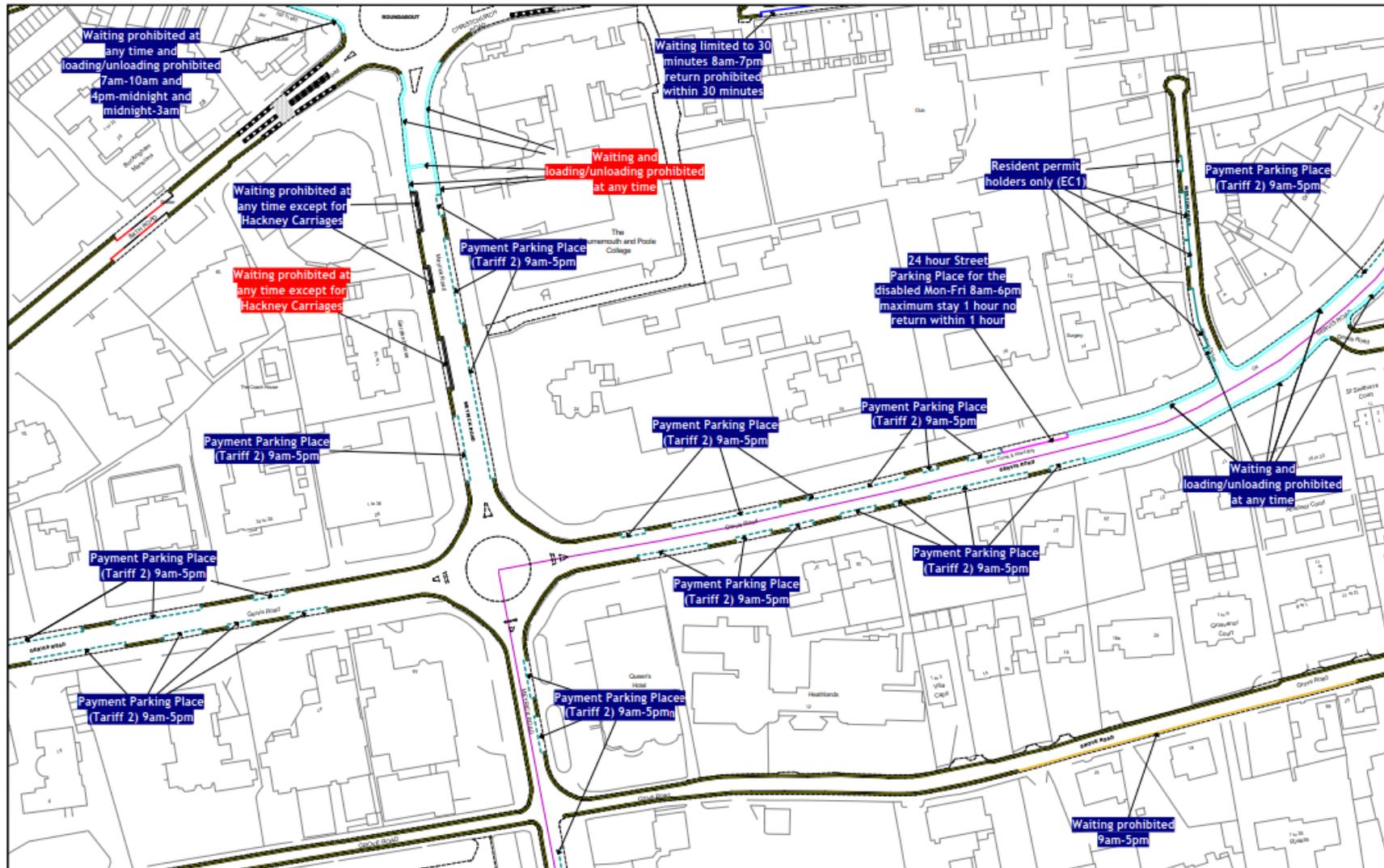
Order Title:
Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2021

PROPOSED

NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

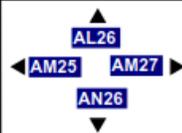


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DATE	01/06/2021
MAP	Tile Ref: AK26
REVISION	2



**BOURNEMOUTH,
CHRISTCHURCH
AND POOLE
COUNCIL**

Order Title:
Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2021
PROPOSED
NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED



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SCALE	1 : 1250 @ A3
DATE	01/06/2021
MAP	Tile Ref: AM26
REVISION	2

Traffic Regulations to Control Speed and Movement

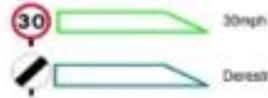
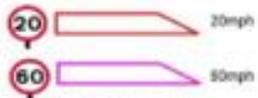
	Road Name	Proposed Restriction	Location/Extent	Decision
1.	Bath Rd	20 mph speed limit zone.	From its junction with Lansdowne Roundabout for a distance of approx. 34m.	Not to be implemented Reason: Falls outside scope of revised scheme extents
2.	Christchurch Road	20 mph speed limit zone.	From its junction with Lansdowne Roundabout for a distance of approx. 30m.	Not to be implemented Reason: Falls outside the scope of the revised scheme extents.
3.	Lansdowne Crescent	20 mph speed limit zone.	From its junction with Old Christchurch Rd to its junction with Lansdowne Rd.	Not to be implemented Reason: Falls outside the scope of the revised scheme extents.
4.	Lansdowne Crescent	20 mph speed limit zone.	From its junction with Lansdowne Rd to its junction with Holdenhurst Rd.	Implement as advertised.
5.	Lansdowne Crescent	Revoke left turn only & no right turn.	At its junction with Holdenhurst Rd.	Implement as advertised.
6.	Lansdowne Road	20 mph speed limit zone.	From its junction with Lansdowne Roundabout for a distance of approx. 37m.	Not to be implemented Reason: Falls outside the scope of the revised scheme extents.
7.	Lansdowne Roundabout	20 mph speed limit zone.	Lansdowne Roundabout.	Not to be implemented Reason: Falls outside the scope of the revised scheme extents.
8.	Meyrick Road	Prohibition of motor vehicles (both directions).	From its junction with Lansdowne Roundabout for a distance of approx. 36m.	Implement as advertised.
9.	Old Christchurch Road	20 mph speed limit zone.	From its junction with Lansdowne Roundabout for a distance of approx. 42m.	Not to be implemented

Road Name	Proposed Restriction	Location/Extent	Decision
			Reason: Falls outside the scope of revised scheme extents.

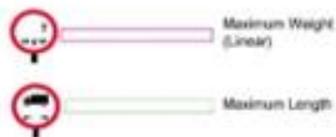
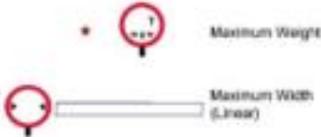
The above Traffic Regulation Order proposals are shown on the following OS tiles/map-based schedules:

TRO Restriction Types

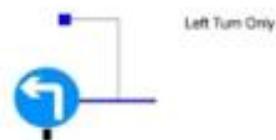
Speed Limits



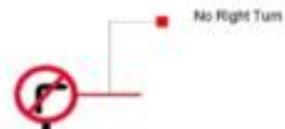
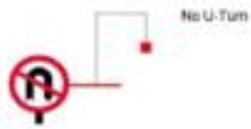
Structural and Environmental



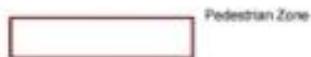
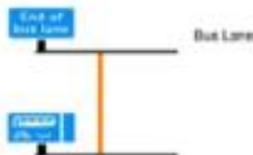
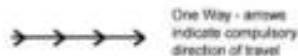
Prescribed Turns



Barred Turns



Other Types



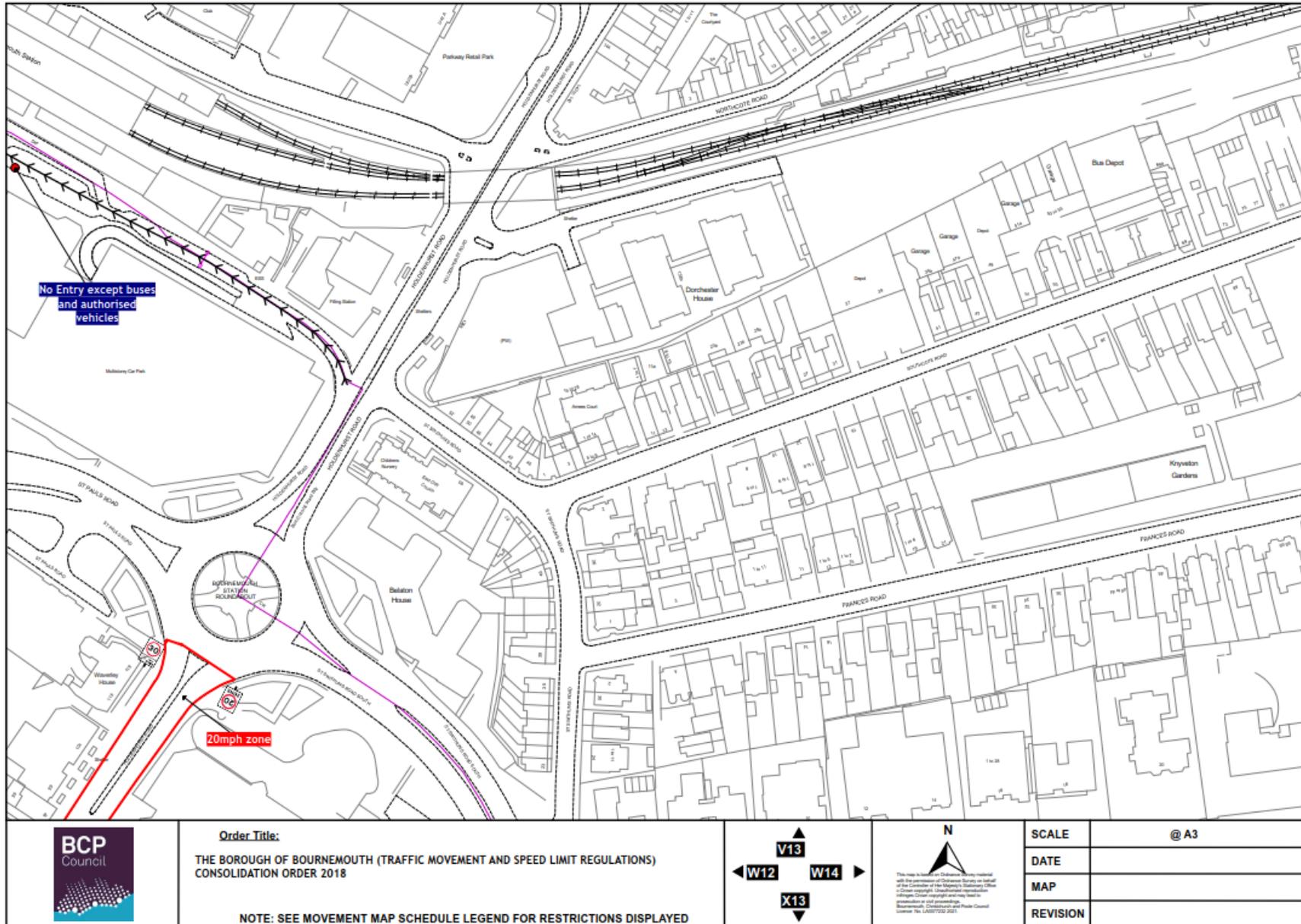
Notes
 Sign plate symbols are not to scale.
 Sign plate symbols may vary from those indicated in this legend, or be omitted.
 Restriction types may have labels and/or sign plates on the map schedule to indicate restriction description.
 Labels with suffix (e) indicates Experimental Order Item.

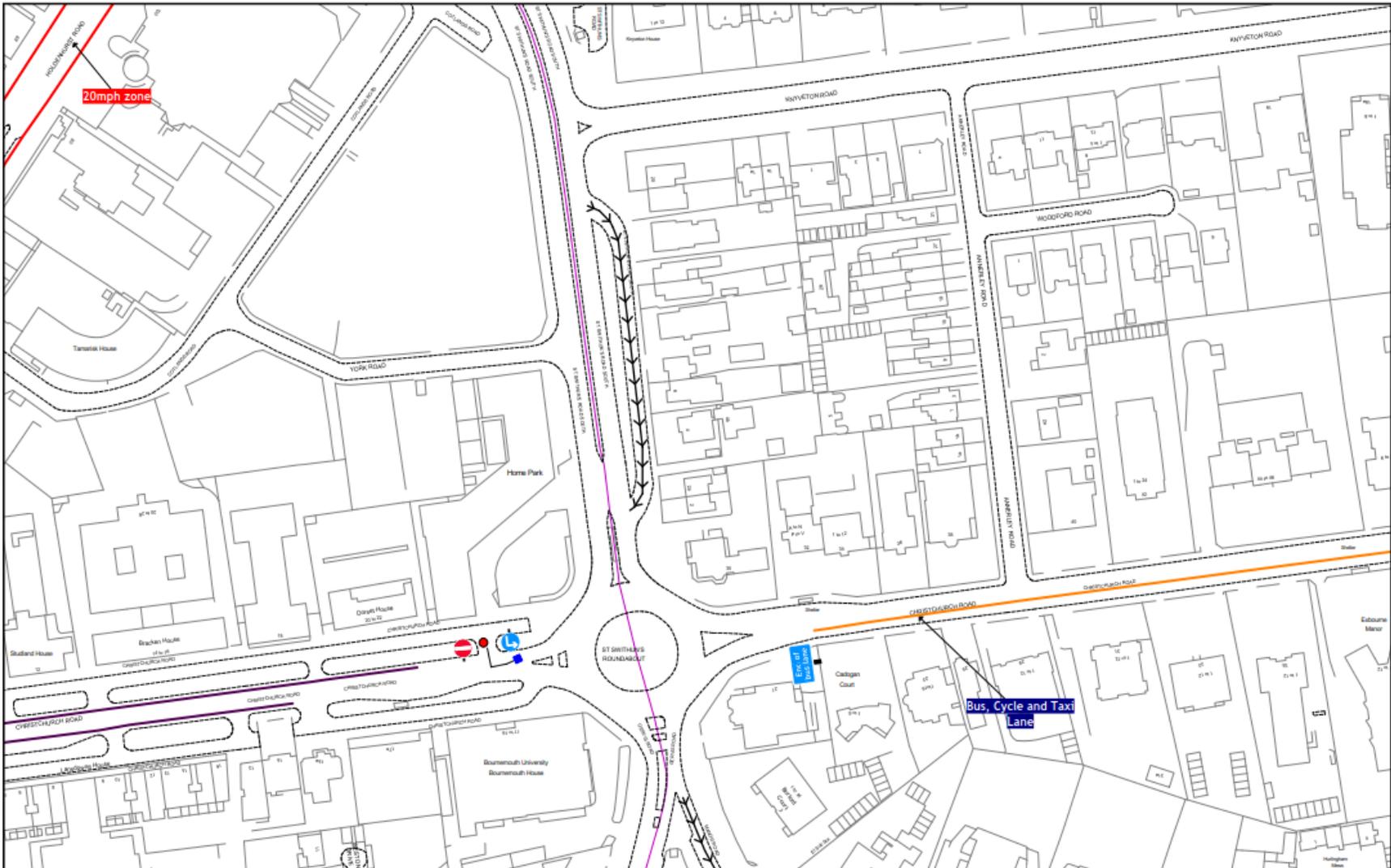


ORDER TITLE:

THE BOROUGH OF BOURNEMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2018

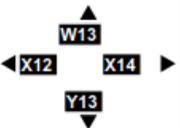
Proposals (text highlighted red and/or bounded red)





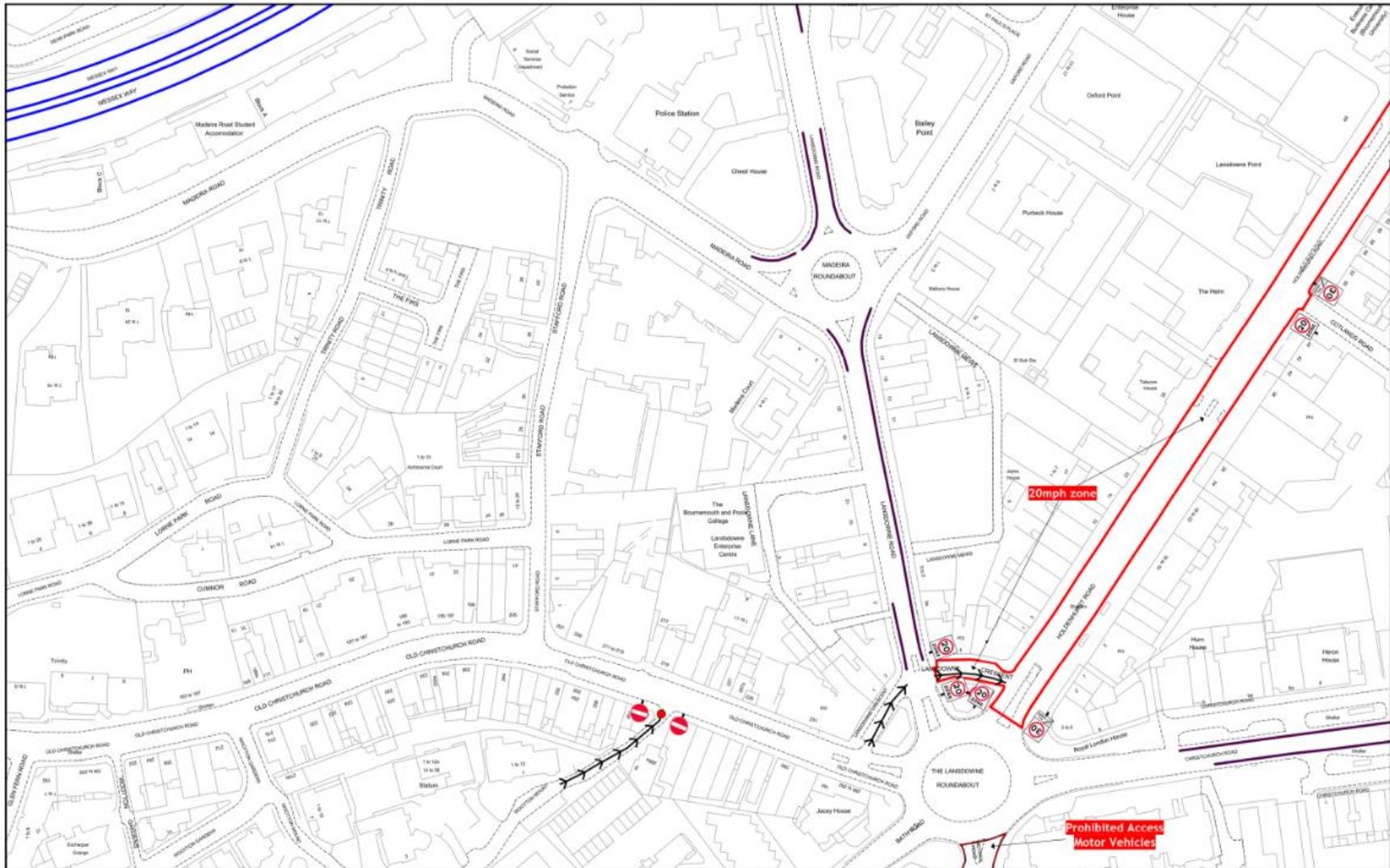
Order Title:
 THE BOROUGH OF BOURNEMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS)
 CONSOLIDATION ORDER 2018

NOTE: SEE MOVEMENT MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED



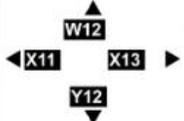
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Order Title:
**THE BOROUGH OF BOURNEMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS)
 CONSOLIDATION ORDER 2018**

NOTE: SEE MOVEMENT MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED



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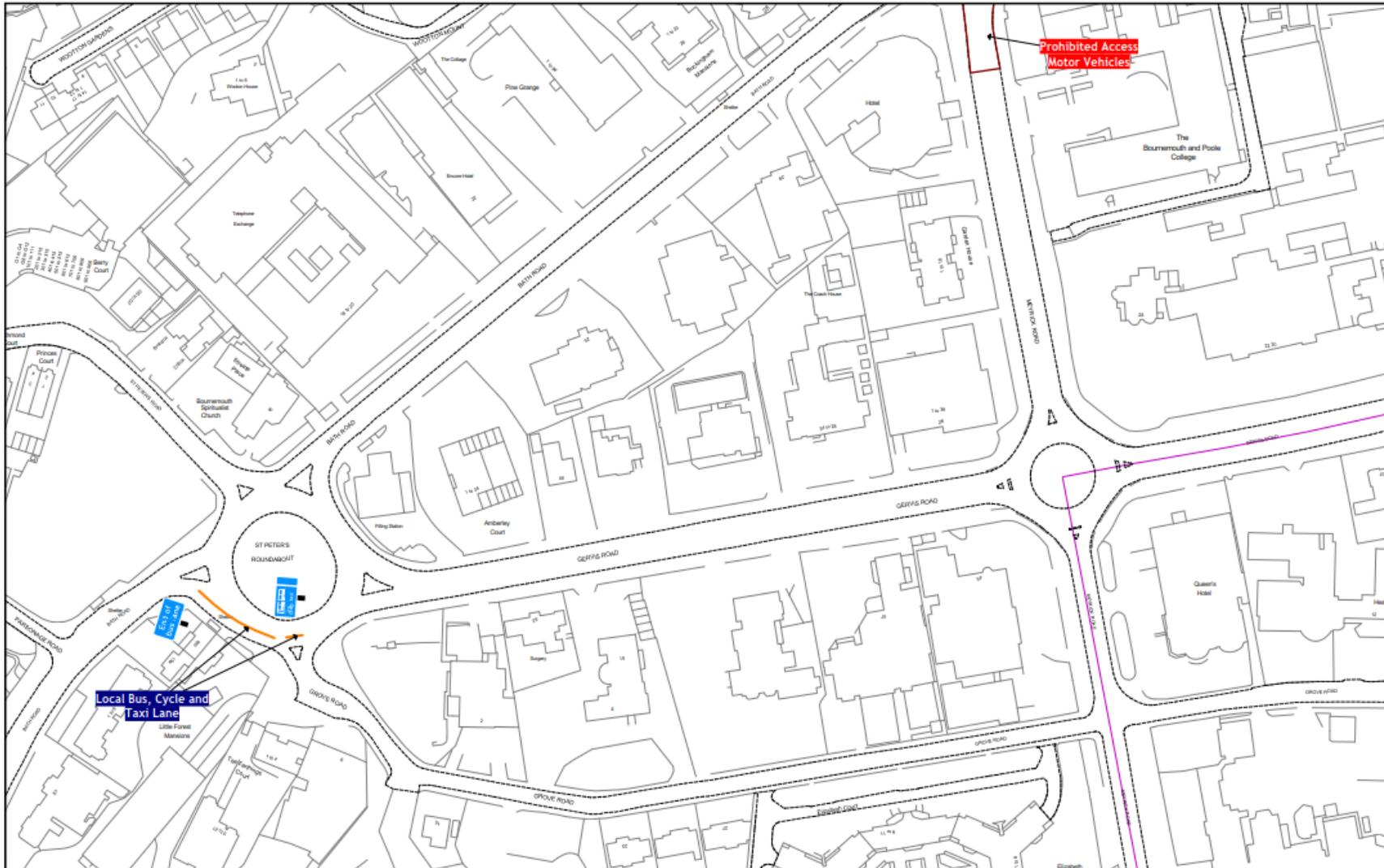
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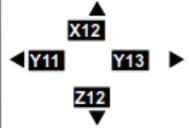
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Order Title:
THE BOROUGH OF BOURNEOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2018

NOTE: SEE MOVEMENT MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED



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APPENDIX C - Summary of representations and responses to the points raised

Lansdowne Programme - Public Realm Improvements October 2020 (P9, M1, S2, C5 & T4 2020)

P9	Bournemouth, Christchurch and Poole Council (Parking Regulation & On-Street Parking Places) (Bournemouth and Christchurch] Consolidation Order 2019 (Variation No. 9) Order 2020
M1 & S2	Bournemouth, Christchurch and Poole Council (Traffic Movement and Speed Limit Regulations] (Variation No. 2) Order 2020
C5	Notice of Intention to Install/Remove Controlled Crossings (No. 5) 2020
T4	Notice of Intention to Install Traffic Calming Features (No. 4) 2020)

Representation(s)			Response(s)
Ref	Person(s) or group making comment(s)	Summary of comment(s) made	
2 submission expressing support for the proposed Traffic Regulation Order(s)			
1148	Resident - BH1	<ol style="list-style-type: none"> 1. Expressed support for: <ul style="list-style-type: none"> • crossings on each arm of Lansdowne Roundabout • cycling facilities separate from traffic • allowing buses to use Holdenhurst Road 2. Identified some possible changes: <ol style="list-style-type: none"> a) Cycle route on Holdenhurst Road should join up with the new cycle between university buildings linking Holdenhurst with Oxford Road b) Need to simplify the layout of Fire Station Square – proposed layout could cause conflicts involving pedestrians, cyclists and street furniture. c) Would like to see trees on Holdenhurst Road. 	<ol style="list-style-type: none"> 1. <u>Support</u> <ul style="list-style-type: none"> • Comments noted. 2. <u>Possible changes</u> <ol style="list-style-type: none"> a) The cycle route on Holdenhurst Road will have provision for joining the new cycle link through the university buildings to Oxford Road and Cotlands Road and will include improved cycle route signage. b) The proposed cycle route will be less defined as it passes through Fire Station Square (FSS) as this is a key public space and the desire is to see this space more open/usable. There will be street furniture such as planters which will guide cyclists through the space and some horizontal deflection to encourage cyclists to slow down as they pass through this space. c) The design has proposed new street trees, but their location will depend on the proximity and depths of exiting public utilities.

Representation(s)		Response(s)
Ref	Person(s) or group making comment(s)	Summary of comment(s) made
No ref (2)	Bournemouth University	<ol style="list-style-type: none"> 1. Generally supportive of the proposals, including: <ul style="list-style-type: none"> • The introduction of a 20mph speed limit. • The relocation of bus stops to the northern end of Holdenhurst Road. • Replacement of the signal-controlled crossing on Christchurch Road (outside Royal London House) with a parallel crossing. • Proposals to provide more public space by closing Meyrick Road to through traffic 2. Commented that they are disappointed that the proposals: <ol style="list-style-type: none"> a) allow for all traffic to use Holdenhurst Road b) remove the signal-controlled crossing on Holdenhurst Road (opposite 69 Holdenhurst Road) 3. Raised concerns that: <ol style="list-style-type: none"> a) the raised table at Cotlands Road junction does not adequately provide for pedestrians and cyclists. b) cycle facilities only cover the southern end of Holdenhurst Road. 4. Raised comment about another recent TRO which changed an existing loading bay on Oxford Road to a bus stop. 5. Raised comment about the configuration of Madeira Road Roundabout and the need for improved cycle and pedestrian infrastructure along Oxford Road. 6. Raised comment about the need for improved improvements to St Pauls Lane subway.

1. Support
 - Comments noted.
2. Comments made
 - a) Noted
 - b) Noted.
3. Concerns raised

The cycle facilities on Holdenhurst Road are to comprise a 4m wide two-way segregated route on the east side of Holdenhurst Road which links Station Roundabout with Lansdowne Roundabout

The cycle route on Holdenhurst Road will have provision for joining the new cycle link through the university buildings to Oxford Road and Cotlands Road and will include improved cycle route signage. It is also proposed to provide a continuous link across the mouth of this junction.

A circulatory 'halo' cycle facility is proposed around Lansdowne Roundabout. This will utilise Lansdowne Crescent (the narrow service road between Old Christchurch Road, Lansdowne Road and Holdenhurst Road) and comprise shared surfaces on the southern side of the roundabout (linking Old Christchurch Road, Bath Road, Meyrick Road and Christchurch Road).
4. Oxford Road bus stop

There are no proposals as part of the Lansdowne Programme to further alter this bus stop facility.
5. Madeira Road Roundabout

This junction is outside the scope of the Lansdowne Programme; the comments made will be referred to the council's transportation team.

Representation(s)			Response(s)
Ref	Person(s) or group making comment(s)	Summary of comment(s) made	
			<p>6. <u>St Pauls Lane subway</u></p> <p>This junction is outside the scope of the Lansdowne Programme; however, the comments made will be referred to the council's transportation team.</p>
7 submissions objecting to the proposed Traffic Regulation Order(s)			
1146	Resident - BH14	Objects to proposal of allowing traffic to use Holdenhurst Road and the dangers this presents to cyclists.	<p>On Holdenhurst Road cyclists will be fully segregated from traffic in dedicated 4m wide two-way cycle lanes so minimising any conflict between vehicles and cyclists. There will also be cycle/pedestrian priority crossings at Lansdowne Roundabout which will assist in improving safe connectivity through this junction and improvements to signage and markings to improve access for cyclists through the existing subways under Station Roundabout.</p>
1147	Cllr Jackie Edwards (Redhill & Northbourne Ward)	Objects to the proposed closure of Meyrick Road and impact this will have on Bath Road and Gervis Road.	<p>The closure of Meyrick Road facilitates the creation of a high-quality public space. This proposed public realm space will provide garden and outdoor seating areas; and may become a focal point because of it setting alongside Bournemouth and Poole College, which is a Listed building.</p> <p>It also creates a more pleasant route for visitors to the area from the travel interchange, via Holdenhurst Road, Meyrick Road and East Cliff, avoiding Bath Road and Old Christchurch Road options.</p> <p>The likely impacts on traffic flows along Bath Road and Gervis Road are considered to be minimal/acceptable when compared with benefits to the flow of Lansdowne Roundabout resulting from the closure of Meyrick Road at its northern end.</p>

Representation(s)		Response(s)
Ref	Person(s) or group making comment(s)	Summary of comment(s) made
1149	Cllr Andy Hadley (Poole Town Ward)	<p>1. Objects to:</p> <p>a) All traffic using Holdenhurst Road and impact this will have on:</p> <ul style="list-style-type: none"> • the public realm • bus journey times • modal shift to more sustainable modes <p>b) Cycling provision that does not comply National Cycle Infrastructure Design Guidance LTN 1/20.</p> <p>c) Crossing facilities on Bath Road and Christchurch Road</p> <p>d) Raised table crossing points on Lansdowne Road and Old Christchurch Road</p> <p>e) The lack of cycling connectivity to St Swithun's Roundabout, which makes Lansdowne Roundabout a hazardous transition space for cyclists</p> <p>f) The lack of detail in relation to dropped kerbs and street furniture locations</p> <p>2. Identified some possible changes:</p> <p>a) Consider opening Holdenhurst Road for peak time general traffic travel only.</p> <p>b) Cycle connectivity via Lansdowne Crescent needs to facilitate two-way cycling</p> <p>c) Cycle connectivity to Station Roundabout is inadequate</p>
		<p>1. <u>Objections</u></p> <p>a) Objection noted.</p> <p>b) The current design is in accordance with LTN 1/20.</p> <p>c) Parallel crossings provide both priority to pedestrians and cyclists. Also, parallel crossings can be positioned closer to the desire lines so there is less deviation to a user's journey.</p> <p>d) Informal crossings indicate to drivers to be aware of pedestrians who may choose to cross at these facilities and will help to reduce vehicle speeds within the proposed 20mph speed limit area.</p> <p>e) An earlier iteration of the Lansdowne Programme, which closed Holdenhurst Road to all traffic included cycle and pedestrian improvements on Christchurch Road and at St Swithun's Roundabout. These measures were necessary to mitigate the impact of closing Holdenhurst Road to all traffic and to ensure a safe environment for these users.</p> <p>The current proposals retain traffic on Holdenhurst Road and therefore the scope and extent of mitigation measures on Christchurch Road and at St Swithun's Roundabout, whilst desirable, have had to be scaled back to ensure the programme is affordable.</p> <p>f) A Traffic Regulation Order is a legal document that restricts or prohibits the use of the highway network. The advertisement of a Traffic Regulation Order provides an opportunity for comment to be made to the proposed restrictions/prohibitions prior to the Order being made and this process is a statutory requirement. The layout drawing accompanying an advertisement shows where the proposed restrictions/prohibitions will apply. It is not intended to identify where dropped kerbs or street furniture will be</p>

Representation(s)			Response(s)
Ref	Person(s) or group making comment(s)	Summary of comment(s) made	
			<p>placed. For Lansdowne, these details are being developed to ensure there is adequate provision and so that conflicts can be avoided. Interest groups and stakeholders will be provided an opportunity to comment on this level of detail outside of the statutory Order making process.</p> <p>2. <u>Possible changes</u></p> <p>a) Allowing traffic along a route for limited periods can be difficult to manage and confusing for motorists, as well as necessitating extra signage and significant enforcement activity to ensure compliance at all times.</p> <p>b) The design will use Lansdowne Crescent to provide two-way cycle facilities which connects Holdenhurst Road with Lansdowne Road and Old Christchurch Road.</p> <p>c) There will be improvements to signage and markings to improve access for cyclists through the existing subways under Station Roundabout.</p>
1154	BH Active Travel	<p>Objects to proposals.</p> <p>Supports comments made by BCP Councillor (Ref. 1154)</p>	Response as comment 1149 above.
1201	Resident – BH21 1SN	<p>Objects to proposals because:</p> <p>a) There is a lack of infrastructure for cyclists and pedestrians.</p> <p>b) The cycling provision does not comply National Cycle Infrastructure Design Guidance LTN 1/20.</p> <p>c) There should be no shared pedestrian/cycle areas.</p>	<p>Response as comments:</p> <p>1145 a) and b) below;</p> <p>1146 above;</p> <p>1149 points 1a) – 1e) above; and,</p> <p>1156 below.</p>
1203	BH Hospitality Association	Objects to the proposed closure of Meyrick Road and impact this will have on the hospitality trade in the area.	Response as comment 1147 above.

Representation(s)			Response(s)
Ref	Person(s) or group making comment(s)	Summary of comment(s) made	
1246	Cllr Stephen Bartlett (Redhill & Northbourne Ward)	Objects to the proposed closure of Meyrick Road and impact this will have on other parts of the network.	Response as comment 1147 above.
9 submissions raising comment(s) but expressing neither support nor objecting to the proposed Traffic Regulation Order(s).			
1145	Resident – no postcode provided	Seeks clarification about: <ul style="list-style-type: none"> a) segregation of cycle lanes b) safety of cyclists at Lansdowne Roundabout c) location of cycle parking facilities 	<ul style="list-style-type: none"> a) A 4m wide two-way segregated cycle lane on the eastern side of Holdenhurst Rd is proposed. This will be segregated from traffic by means of a kerb. b) There will be links to parallel crossings on Christchurch Road and Bath Road (both being the busier arms of this junction) and informal crossings on Old Christchurch Road and Lansdowne Road. This means cyclists do not have to use the circulatory lanes of the roundabout to pass through this junction. c) Cycle parking and Beryl Bike bays are to be provided along Holdenhurst Road. The final locations for these facilities will be determined during detail design. The intention is to increase cycle parking provision above what is currently available.
1155	Cllr Sandra Moore (Canford Heath Ward)	Raises concerns about all traffic being allowed to use Holdenhurst Road and impact this will have on: <ul style="list-style-type: none"> a) the public realm b) the safety of children travelling to the nearby Livingstone Academy 	<ul style="list-style-type: none"> a) Overall the proposals will be an improvement on the existing situation, by striking a balance between vehicles using the road space and pedestrians and cyclists enjoying the public realm. Vehicle running lanes will be narrower with more space being devoted to pedestrians and cyclists. A 20mph speed limit is proposed and the materials used within the public realm will aim to remind drivers of the need maintain lower speeds. b) Proposals for a lower speed limit and improved crossing facilities on desire lines will help to improve the safety of children travelling to the Livingstone Academy.

Representation(s)			Response(s)
Ref	Person(s) or group making comment(s)	Summary of comment(s) made	
1156	Resident - BH14	Wishes to see better cycling provision that complies with National Cycle Infrastructure Design Guidance LTN 1/20, including segregated provision.	<p>The current design is in accordance with LTN 1/20 with a 4m wide two-way segregated provision for cyclists along Holdenhurst Road.</p> <p>There is also provision for connectivity of cycle facilities between Holdenhurst Road and Station Roundabout, and with Christchurch Road, Meyrick Road, Bath Road, Old Christchurch Road and Lansdowne Road.</p>
No ref (1)	Resident – no postcode provided	Raises concerns about (a) proposed cycling provision on Holdenhurst Road and asks that (b) the Council’s cabinet does <i>“not vote on this scheme until after the published consultation date end of 20th November 2020”</i> .	<p>a) See responses to 1149, 1145 and 1156 above.</p> <p>b) At its meeting on 29 July 2020 Cabinet approved that changes required to Traffic Regulation Orders (TRO) necessary for the delivery of the Lansdowne Programme are to be advertised and implemented if no objections are received</p> <p>On 11 November 2020 Cabinet approved the preliminary design of the revised Lansdowne scheme, enabling the Programme Team to progress the detailed design and begin early contractor engagement.</p> <p>The proposed TRO was advertised between 30 October and 22 November 2020. No decision or vote has been taken by BCP Council to implement the TRO proposals. The report to which this Appendix is appended seeks authority to implement the advertised TRO proposals without change.</p>
1164	Resident – BH1	Objects to closure of Holdenhurst Road	The closure of Holdenhurst Road is not part of project being promoted by BCP Council; hence, the advertised Traffic Regulation Order does not include proposals to close Holdenhurst Road.

Representation(s)		Response(s)
Ref	Person(s) or group making comment(s)	Summary of comment(s) made
1170	Resident – no postcode provided	<p>Makes various suggestions, including:</p> <ul style="list-style-type: none"> a) An assessment is made to ensure roads can accommodate trams or a light railway in the future. b) 80% of parking being made available for local businesses. c) Parking is arranged in a 'herring-bone' layout. d) Deciduous trees to be planted. e) Planters with "rain gardens" should be created. f) Covered cycle racks should be provided. g) Introduce a one-way system which gives priority to cyclists and pedestrians. h) Introduce greenery and external space for food and drinks retailer to expand into. i) Install an air pollution monitoring system. j) Traffic calm all the way to the St. Peter's roundabout.

- a) The pavement design for Holdenhurst Road will comply with current standards. There are currently no plans for a tram or light-railway system for the BCP Council area.
- b) There is no on-street parking planned for Holdenhurst Road.
- c) See response to b) above.
- d) See response to 1148, point 2c) above.
- e) Opportunities for planters and sustainable drainage will be taken where technically possible.
- f) Covered cycle parking facilities are not normally suitable for general public use due to issues they can present with to anti-social behaviour and maintenance. Covered cycle parking facilities also reduce the flexibility of public spaces – for example when they are not in use, the space cannot be used by pedestrians as it is enclosed. Positioning of covered cycle racks would also need to be carefully considered to ensure sight line for pedestrians and cyclists were maintained for both road safety and personal safety.
- g) Options to create a one-way system on Holdenhurst Road (for buses and/or all traffic, in either a northerly or a southerly direction) were explored in early stages of the scheme development.

This type of layout had significant impacts to journey times for buses and could not be supported by the operators.
- h) Greenery and opportunities for pavement cafes will be introduced where possible.
- i) Daizy have been managing an IoT network of monitors, covering air & noise pollution levels across the Lansdowne area. The monitors collected data for 9 to 12 months as a baseline for the area and will repeat that exercise once the programmes improvements have been implemented.

Representation(s)			Response(s)
Ref	Person(s) or group making comment(s)	Summary of comment(s) made	
			j) The area of Bath Road (as far as St Peter's Roundabout) referred to by the resident falls outside of the scope of the Lansdowne Programme. The residents request for road safety improvements on Bath Road (possibly as far as St Peter's Roundabout) would be referred to BCP Council's highway safety
1178	Cllr Cheryl Johnson (Queen's Park Ward)	Support proposals to close Holdenhurst Road to all traffic.	See response to 1164 above.
1199	Resident – no postcode provided	Why not just pedestrianise it? It's not a required through route to anywhere...	<p>An earlier iteration of the Lansdowne Programme closed Holdenhurst Road to all traffic (except for servicing and access at specific times), thereby creating a pedestrianised space. Through traffic was to be diverted via St Swithun's Road and Christchurch Road.</p> <p>This proposal had significant impacts on the wider highway network; and, bus operators were unable to support this arrangement. A revised proposal allowing buses only (and servicing and access at specific times) on Holdenhurst Road was developed. This too had impacts on the wider network.</p> <p>Further proposals which retained access to all traffic in both directions on Holdenhurst Road were developed. This option, which focus on delivering high quality public realm improvements within Holdenhurst Road, whilst also allowing all traffic in both directions, is supported by consultation responses gathered over the life of the Lansdowne programme,</p> <p>A report to this effect was considered by Cabinet at its meeting on 11 November 2020. They approved the preliminary design of the 'all traffic' proposal, enabling the detailed design and early contractor engagement to commence.</p>

Representation(s)			Response(s)
Ref	Person(s) or group making comment(s)	Summary of comment(s) made	
1202	Resident – no postcode provided	<p>Raises concerns about:</p> <ul style="list-style-type: none"> a) Use of shared spaces for pedestrians/cyclists. b) Lack of uni-directional cycle facilities on both sides of Holdenhurst Road. c) Cycle facilities not being coherent and direct. d) Lack of a continuous cycle facility across the Cotlands Road junction. e) The 'informal' raised table crossings points along Holdenhurst Road are inadequate for vulnerable users. 	<ul style="list-style-type: none"> a) The amount of shared space proposed is minimal, with a 4m wide segregated two-way cycle facility proposed along the eastern side of Holdenhurst Road linking Station Roundabout with Lansdowne Roundabout. A circulatory 'halo' cycle facility is proposed around Lansdowne Roundabout. This will utilise Lansdowne Crescent (the narrow service road between Old Christchurch Road, Lansdowne Road and Holdenhurst Road) and comprise shared surfaces on the southern side of the roundabout (linking Old Christchurch Road, Bath Road, Meyrick Road and Christchurch Road). b) Response as: 1145, points a) and b) above; 1146 above; and, 1156 above. c) Response as b) above. d) The cycle facility at the Cotlands Road will be reviewed as the design evolves with the view to providing a continuous link across the mouth of the junction. a) Informal crossings are a recognised/standard technique to indicate to pedestrians where it is safe to cross. When used with a raised table, they can help to indicate to drivers to slow down as there could be pedestrians crossing or about to cross.

APPENDIX D – Detailed representations (in full)

Lansdowne Programme - Public Realm Improvements October 2020 (P9, M1, S2, C5 & T4 2020)

P9	Bournemouth, Christchurch and Poole Council (Parking Regulation & On-Street Parking Places) (Bournemouth and Christchurch] Consolidation Order 2019 (Variation No. 9) Order 2020
M1 & S2	Bournemouth, Christchurch and Poole Council (Traffic Movement and Speed Limit Regulations] (Variation No. 2) Order 2020
C5	Notice of Intention to Install/Remove Controlled Crossings (No. 5) 2020
T4	Notice of Intention to Install Traffic Calming Features (No. 4) 2020

Ref	Person making comment(s)	Full comment(s) made
1145	Resident – no postcode provided	<p>I am 100% in favour of the previous plans to pedestrianise parts of the Lansdowne area. Very disappointed to hear that this decision has been upturned.</p> <p>Could you please advise in light of new DfT guidance which parts of the new cycle lanes will be segregated, how you propose to resolve where they are not joined, how to resolve cycle priorities and safety at the roundabouts and additional where cycle parking will be provided.</p>
1146	Resident - BH14	<p>I read about the downgrading of the scope of the redevelopment of the Lansdowne area in the Bournemouth Evening Echo. The original plan created a much larger traffic free area and now it seems several concessions have been made to allow more cars to use the space. I would like to strongly object to the changes in the scheme and urge the council to revert to a plan more in line with encouraging active travel and reduction in journeys taken by car.</p> <p>I also note the proposed new cycle infrastructure is not in line with several points of guidance in the Government DfT Cycle Infrastructure Design document, July 2020, LTN 1/20. My understanding was that all new cycle infrastructure should be drawn up to this guidance and clearly the minimum standards set out in the document are not met by the proposed plan. The complete section 1.6 Summary Principles sets out very clearly how cycle infrastructure should be designed and I should be grateful for an explanation of how you believe this has been followed. There are many relevant sections but I would like to point specifically to the following regarding shared use spaces:</p> <p><i>“Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions, cyclists should not share the space used by pedestrians but should be provided with a separate parallel route. Shared use routes in streets with high pedestrian or cyclist flows should not be used. Instead, in these sorts of spaces distinct tracks for cyclists should be made, using sloping, pedestrian-friendly kerbs and/or different surfacing. Shared use routes away from streets may be appropriate in locations such as canal towpaths, paths through housing estates, parks and other green spaces, including in cities. Where cycle routes use such paths in built-up areas, you should try to separate them from pedestrians, perhaps with levels or a kerb.”</i></p>

Ref	Person making comment(s)	Full comment(s) made
		It is widely acknowledged in the cycling community that BCP has very poor cycle networks with huge reliance on dangerous and inefficient painted advisory cycle lanes and shared use paths which do not join up in a coordinated way. Now is the time to start investing in modern infrastructure ready to meet sustainable transport goals – healthier inhabitants, lower carbon, safer roads.
1147	Cllr Jackie Edwards (Redhill & Northbourne Ward)	I wish to object to the proposed closure of Meyrick Road. This is an access route to the college, hotels, cliff top and beach. By closing this road it would put too much pressure on Bath Road and Gervis Road.
1148	Resident - BH1	<p>I'm glad to see crossings on each roundabout arm and cycling facilities separate from traffic. Good news that buses will be allowed down Holdenhurst Road but it's a shame that cars will continue to use it too.</p> <p>Suggested Changes:</p> <ul style="list-style-type: none"> • The cycle route on the southern side of the road needs to join up to the new cycle cut through between the university buildings which links Holdenhurst and Oxford Roads. This will be useful for children going to Livingstone Academy, especially as there's no cycling provision on Oxford Rd. • The middle section with wavy green areas/ planters will obstruct pedestrians and cyclists and cause conflict - it should be simplified. • Are there no trees proposed? Holdenhurst Road needs some substantial avenue trees. This would help with the high winds which are exacerbated by tall buildings as well as the appearance of the street which is currently very hard and stark as well as biodiversity.
1149	Cllr Andy Hadley (Poole Town Ward)	<p>I refer to the advertisement on the Lansdowne Scheme, I object to the proposals, which have moved so far from the original intent to seem to be wasting the LEP funding completely.</p> <p>I find the way in which this is described hugely confusing (and I know the terminology fairly well). https://www.bournemouth.gov.uk/travelandtransport/projectsconsultationslocaltransportplans/projectsconsultations/HighwayConsultations/ConsultationDocuments/P9-2020-Lansdowne-GA-website.pdf</p> <p>I am very concerned about the re-introduction of general traffic to the scheme without full consideration, and the impact that will have on the public realm and original ambitions for placemaking as developed in the C-Side ambition. This compromises the space completely. Whilst it is marked as 20MPH, this is widely abused elsewhere, and</p> <p>Appreciating the concerns about initially bus timetable delays, but also general traffic delays, this modelling was as I understand based on zero modal shift away from car use, which is not a positive ambition for the future of placemaking. A more sensible interim approach could be to consider opening for peak time general traffic travel only.</p> <p>This location is very close to the main Bournemouth Railway station and travel interchange. It also has a large student population, who are not allowed cars on campus, and the forthcoming Livingstone Academy, whose travel plan includes encouraging walking scooting or cycling to site.</p>

Ref	Person making comment(s)	Full comment(s) made
		<p>With Covid, there are significant uncertainties about future office block requirements, but with the recent changes to parking requirements for town centre development, a stated aim from the Portfolio holder that he wants to see the area pedestrianised, and yet taking the design back in the opposite direction potentially misses the opportunity for the next generation of buildings along this road, perpetuating car-centric space.</p> <p>The opportunity to support modal shift is significantly undermined by this change, but also the design detail is bitty and inconsistent.</p> <p>This does not comply at all with the provisions of the national Cycle Infrastructure Design Guidance LTN 1/20 (especially summary principle 2).</p> <p>https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906344/cycle-infrastructure-design-ltn-1-20.pdf</p> <p>At Lansdowne Roundabout, I welcome the continued intent to maintain a College Square pedestrianised section at the mouth of Meyrick Road. It would probably be more sensible for the cycle provision to flow through the middle of it, or be wide undelimited shared space, however the treatment of the other arms of the junction are for two with Twin Zebra Crossings, and three with raised table uncertain priority crossings. These are all set back from the desire lines for both pedestrians and cyclists, but in particular, the one-way Lansdowne Crescent links need to be designed to safely accommodate 2 way cycling, and not by throwing cycles up onto shared pavements in these busy locations, and around sharp corners.</p> <p>Accepting the constraints of the BT Fibre box on the roundabout that precluded the wider scheme, the opportunity should be taken to make the roundabout smaller, reducing vehicle transit speeds, and to enable pedestrian desire lines to be more closely followed.</p> <p>It seems that improvements between the Lansdowne and St Swithuns Roundabout have been dropped. This lack of safe connectivity, and the wide central traffic island on Old Christchurch Road at the Lansdowne Roundabout make this a hazardous transition space for cyclists.</p> <p>The transition at Station Roundabout and with the underpass is very unclear, with a shared pavement proposed.</p> <p>Throughout the scheme, the location of drop kerbs, bollards, and other detail is woefully incomplete. The diagram gives little clarity about what is intended to be actually built, and given this is intended to be committed before March 2021, little confidence that this will produce a quality safe and efficient public realm for any users.</p>
1154	BH Active Travel	<p>BH Active Travel would support all elements of Cllr Hadley's submission to this consultation.</p> <p>We will also be seeking to refer the plans to planning committee as not aligned with LTN 1/20 regulations.</p> <p>Unfortunately, we also see this as a worse prospect in its current form than doing nothing at this site.</p>
1155	Cllr Sandra Moore (Redhill and Northbourne Ward)	<p>I refer to the above scheme and wish to raise my concerns about the current proposals which differ significantly from the original scheme.</p>

Ref	Person making comment(s)	Full comment(s) made
		<p>I attended the recent virtual Overview and Scrutiny Board and although the presentation of the new proposals were very confusing, I do think the re-introduction of general traffic to the scheme is a huge cause for concern, will compromise the space totally and although I appreciate it will be marked as 20mph, I am very aware this sort of signage is usually ignored and abused.</p> <p>My main concern is around the Livingstone Academy site which is nearby. This Academy is currently advertising for admission to the school for two years groups from next September. There is, of course, little parking at the two sites where this new Academy will be built and I understand from planning that the Academy will be encouraging parents to park elsewhere, possibly at Asda, and walk to the school. I further understand the Academy have produced a travel plan which includes encouraging walking, scooting or cycling to the site. I would appreciate your assurance that the needs of the new Livingstone Academy are recognised and supported despite the many changes to this scheme.</p>
	<p>Cllr Sandra Moore (Canford Heath Ward)</p>	<p>Before laying down my reasons for objections, I found it exceedingly difficult to locate the details of the proposals and how to make comment on them. The BCP web site directs users wishing to comment to a 'have your say' page on the council website, this gives access to consultations present and past, but makes no mention to highway consultations. Unless the enquirer knows exactly what search words to use on the website it is extraordinarily difficult to locate the correct part of the website. If there are few public responses to the consultation then given my experience, I would not be surprised and I would suggest that a lack of public responses to this consultation should not be taken in anyway as indicative of public opinion on this matter.</p> <p>I have a number of reasons for objecting to the proposals as follows:</p> <ul style="list-style-type: none"> • The Traffic Regulation Orders are being improperly used to accommodate changes to the setting of the Lansdown which are not supported by the Statutory Reasons for Implementing a Traffic Regulation Order. I specifically refer to the closing off of Meyrick Road to traffic. The use of this road for traffic has never presented a hazard to pedestrians or traffic and remains suitable for use by pedestrians and traffic in all respects. In my opinion, none of the statutory reasons for implementing these TRO's apply to the changes that are being introduced. • The Lansdown roundabout has for over 70 years provided a very satisfactory and efficient solution to accommodating the traffic flows into and out of a very busy road junction. These unnecessary and costly changes will result in increasing traffic congestion at other parts of the Road network in the area. • The Lansdown roundabout and surrounding area is not an area suitable for conversion to a public piazza or pedestrianised area. It is a fully functional road junction and should be left as such. There are no valid reasons for altering a very satisfactory piece of road infrastructure to make it into something else that is not warranted or needed. • The proposal to block off Meyrick Road will result in traffic having to divert down the very busy Bath Hill towards St Peters Hill roundabout to access Meyrick Road via Gervis Road adding to the congestion on Bath Hill Road and St Peters roundabout. For traffic that usually heads into Bournemouth from the North along Lansdown road, rather than face holdups on Bath Road, traffic will divert to Wellington Road, to Station roundabout, then St Swithun's roundabout, then to Meyrick road via Gervis road. This is a longer route and results at increasing congestion at these key junctions.

Ref	Person making comment(s)	Full comment(s) made
		<ul style="list-style-type: none"> • There is no evidence to support the view that a pedestrianised realm at the Meyrick road junction with the Lansdown roundabout is needed, indeed this location, like all of the Lansdown roundabout area is a place of transit for traffic and pedestrians. It is not currently a place where pedestrians other than sot's and itinerants are likely to loiter. I agree there is potential for a public realm area along Holdenhurst Road, but this is far removed from Meyrick Road. • Blocking off Meyrick road will make access to local hotels, residential property and the seafront more difficult for taxies, delivery drivers, residents and visitors. • The costs of creating a pedestrianised realm at the Meyrick road junction will be huge and cannot be justified.
1156	Resident - BH14	<p>Could this scheme please be modified to comply with LTN 01/20. In particular, the fact that the buildings are either very large and tall, or expect to become so, ie high density occupation, means that a high level of cyclist and pedestrian traffic should be anticipated, in which case they should be separated.</p> <p>I would also draw attention to the obligation mentioned in LTN 01/20 to consider the definition of traffic as including pedestrian and cyclist as well as motorised car traffic. In the circumstances this scheme is an opportunity to redress the balance between the two, ie non motorised traffic and motorised traffic. Ie, the flow of car traffic has been prioritised throughout the boroughs at the expense of pedestrian and cyclist traffic.</p> <p>When I attended Agenda 21 meetings in the 1990s at Poole civic offices, the council officer in attendance advised that guidance at the time from central government tied them to prioritising the flow of motorised traffic. As a result, car dependency has been created with roads unfit and unsafe for cyclists. Cyclists have been forced off the road and onto pavements, pushing both into car use and away from buses, which require walking on pavements. The current traffic congestion has followed this forced increase of car use.</p> <p>The Beryl Bikes scheme has shown overwhelmingly that BCP residents are willing and able to cycle. The high take up of this scheme should be considered in making the Lansdowne Programme something that makes cycling and walking safe and pleasurable, instead of dangerous and unpleasant.</p> <p>Could the phone boxes in the area, magnets for the drug using and abusing community, please be removed, following Westminster Council's successful court case on this point. It is a matter for planning, but could also be included in this programme.</p> <p>If the councillors do not instruct you to amend this scheme to make it compliant with LTN 01/20 I will have to consider my options.</p>
No ref (1)	Resident – no postcode provided	<p>The local press has today reported that a scheme to alter an area in Holdenhurst Road has attracted significant investment, including public funds, yet is now being amended to remove the restriction of cars to the area.</p> <p>I cannot find any description of the scheme in the consultation tracker part of your website.</p>

Ref	Person making comment(s)	Full comment(s) made
		<p>I have, belatedly found a page on your website with a description of the scheme and an invitation to respond to a consultation which is billed as being open until 20th November 2020.</p> <p>This is my question to cabinet</p> <p>"If the restriction of cars is removed from the Lansdowne Program for Holdenhurst Road, efforts to improve cycling/walking/bus use will be lost to the scheme, as will any public or private investment funds expected. Please do not vote on this scheme until after the published consultation date end of 20th November 2020."</p>
1164	Resident – BH1	Please register my objection to the closure of Holdenhurst Road. It is a major traffic artery and one of our widest roads affording direct access to our travel hub.
1170	Resident – no postcode provided	<p>Please enable the following:-</p> <ol style="list-style-type: none"> That a three dimensional assessment is made (that is, including the subsurface), so that any carriageway can take trams or a light railway in the future. Please automatically extend this survey to cover any future programs, where the layout of traffic is to be changed or on a rolling basis. Please ensure that at least eighty percent of parking is rented to local businesses and that ideally parking is arranged in a "herringbone" or "chevron" pattern, with deciduous trees being able to grow fully mature, ideally creating a continuous canopy. Also that there are various planters, "rain gardens" and cycle racks; some of them covered. Reduce the current level of space finally allocated in the built scheme by progressively increasing the rental income from private businesses, occupying that eighty percent of the space for parking. If necessary please introduce a one way system so as give priority to micro transport, cyclists and pedestrians, as well as greenery and external space for food and drinks retailer to expand into. Install an air pollution monitoring system that can, in real time, compare levels of pollution at for example the Holdenhurst Road now and in the future, compared to other roads within the BCP area. <p>Finally please radically traffic calm all the way to the St. Peter's roundabout by using some kind of dynamic traffic regulation system, so allowing freer movement of cars during special events such as the airshow, by for example, routing traffic via St. Michael's roundabout or via local roads, by for example making Gervis Road temporarily one-way.</p>
1178	Cllr Cheryl Johnson (Queen's Park Ward)	I am supportive of the original plans to stop buses and cars going through this section of Holdenhurst Road as this will created a pleasant, pollution free, calm zone for pedestrians and people on bikes.
1199	Resident – no postcode provided	Why not just pedestrianise it? It's not a required through route to anywhere...
1201	Resident – BH21 1SN	I am very concerned over the lack of infrastructure for cyclists and pedestrians which should be provided in line with latest government documents including LTN 1/20. I object to all the proposals on this basis. I understand that the council has been persuaded that making more space available for cyclists and pedestrians would mean more vehicles on surrounding roads. Why? Surely the whole idea of the government's documents is to make space for people to walk and ride bikes INSTEAD of using their cars. So if I am on my bike at the Lansdowne instead of in my car, I won't be congesting another road. I

Ref	Person making comment(s)	Full comment(s) made
		cannot be in two places at once. That's the whole point! And please, NO shared walking and bike riding routes. They do not work. Electric scooters will make it worse. Can all members making decisions on this please walk, ride a bike, ride a mobility scooter or be pushed in a wheelchair on the prom. Then they will know how bad shared spaces are.
1202	Resident – no postcode provided	<p>I'm writing today to share some feedback I have for the latest Holdenhurst Road plans, with particular concern to the cycling and walking provisions.</p> <p>From the designs I can see there will be a bi-directional cycle path to the south, running along parts of the road before transferring to shared space. Unfortunately shared space is unsuitable for cyclists and pedestrians as it puts them in conflict with one another and for a high footfall area like the Lansdowne, I think this will be unsuitable.</p> <p>In urban environments with destinations on both sides of the road, uni-directional cycle tracks on opposite sides of the road are generally better, as the cyclist doesn't need to cross onto the 'wrong' side of the road to use cycling provision. This also goes for access to the cycle track, where the station roundabout end doesn't connect to any real cycling infrastructure. I understand a fully connected network can't be built overnight, but even as a piece of the puzzle, the connections feel misguided and laboursome.</p> <p>Furthermore, the junction with Cotslad Road too looks unsuitable, as it doesn't provide a continuous crossing for cyclists and pedestrians and means both parties will end up giving way to turning vehicle traffic. Similarly, the 'informal' raised table crossings along the scheme will be difficult for disabled and vulnerable road users to navigate, as again pedestrians don't have official priority over traffic, not as much of a problem with just buses as per the original plan, but as motor traffic will now not be barred by the scheme, I feel this will be inadequate.</p> <p>Also, as a cyclist who often passes this area, as it stands I would not use the cycle provision in the plans as it fails to be coherent and direct, I would merely stay on the road. These plans will help to only exacerbate the car-cyclist conflict as experienced riders won't use it and motorists will be frustrated as they'll see an empty cycle track being unused.</p> <p>As I understand it, this is the first stage in the council's vision for Holdenhurst Road and so even though these are the plans, this isn't the final destination. However I am of the opinion that if it is built as the current plans show, it will be only a marginal improvement as opposed to a real chance to turn Holdenhurst Road into a destination.</p>
1203	BH Hospitality Association	<p>BH Area Hospitality Association strongly object to the Traffic Regulation Order that is hidden in the Lansdowne project to Prohibition of motor vehicles (both directions). From its junction with Lansdowne Roundabout for a distance of approx. 36m.</p> <p>This is an access route for many to the beach and hotels and as an Association feel by closing this part of Meyrick Road will add to traffic on Gervis and Bath Roads and affect businesses in this area.</p> <p>Bath Road and Gervis Road have many hotels requiring access and this will only cause more chaos especially in the summer months. These roads are already congested at times</p> <p>https://www.bournemouth.gov.uk/travelandtransport/projectsconsultationslocaltransportplans/projectsconsultations/HighwayConsultations/ConsultationDocuments/P9-M1-S2-2020-Lansdowne-Deposit-Doc.pdf</p>

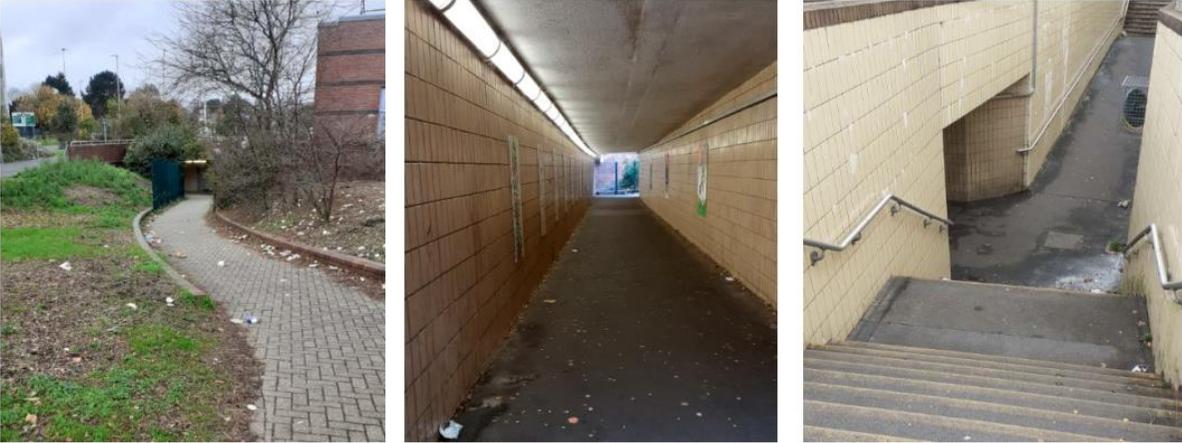
Ref	Person making comment(s)	Full comment(s) made
		As mentioned to the previous administration any such Traffic Regulation Orders that affect hotels will be strongly objected.
1246	Cllr Stephen Bartlett (Redhill & Northbourne Ward)	<p>Before laying down my reasons for objections, I found it exceedingly difficult to locate the details of the proposals and how to make comment on them. The BCP web site directs users wishing to comment to a 'have your say' page on the council website, this gives access to consultations present and past, but makes no mention to highway consultations. Unless the enquirer knows exactly what search words to use on the website it is extraordinarily difficult to locate the correct part of the website. If there are few public responses to the consultation then given my experience, I would not be surprised and I would suggest that a lack of public responses to this consultation should not be taken in anyway as indicative of public opinion on this matter.</p> <p>I have a number of reasons for objecting to the proposals as follows:</p> <ul style="list-style-type: none"> • The Traffic Regulation Orders are being improperly used to accommodate changes to the setting of the Lansdown which are not supported by the Statutory Reasons for Implementing a Traffic Regulation Order. I specifically refer to the closing off of Meyrick Road to traffic. The use of this road for traffic has never presented a hazard to pedestrians or traffic and remains suitable for use by pedestrians and traffic in all respects. In my opinion, none of the statutory reasons for implementing these TRO's apply to the changes that are being introduced. • The Lansdown roundabout has for over 70 years provided a very satisfactory and efficient solution to accommodating the traffic flows into and out of a very busy road junction. These unnecessary and costly changes will result in increasing traffic congestion at other parts of the Road network in the area. • The Lansdown roundabout and surrounding area is not an area suitable for conversion to a public piazza or pedestrianised area. It is a fully functional road junction and should be left as such. There are no valid reasons for altering a very satisfactory piece of road infrastructure to make it into something else that is not warranted or needed. • The proposal to block off Meyrick Road will result in traffic having to divert down the very busy Bath Hill towards St Peters Hill roundabout to access Meyrick Road via Gervis Road adding to the congestion on Bath Hill Road and St Peters roundabout. For traffic that usually heads into Bournemouth from the North along Lansdown road, rather than face holdups on Bath Road, traffic will divert to Wellington Road, to Station roundabout, then St Swithun's roundabout, then to Meyrick road via Gervis road. This is a longer route and results at increasing congestion at these key junctions. • There is no evidence to support the view that a pedestrianised realm at the Meyrick road junction with the Lansdown roundabout is needed, indeed this location, like all of the Lansdown roundabout area is a place of transit for traffic and pedestrians. It is not currently a place where pedestrians other than sot's and itinerants are likely to loiter. I agree there is potential for a public realm area along Holdenhurst Road, but this is far removed from Meyrick Road. • Blocking off Meyrick road will make access to local hotels, residential property and the seafront more difficult for taxies, delivery drivers, residents and visitors. • The costs of creating a pedestrianised realm at the Meyrick road junction will be huge and cannot be justified.

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No ref (2)	Bournemouth University	<p><u>Introduction</u></p> <p>Bournemouth University has a vision to be recognised worldwide as a leading university for inspiring learning, advancing knowledge and enriching society through the fusion of education, research and practice.</p> <p>Bournemouth University has more than 19,000 students and we are ranked as one of the top 100 young universities in the world (THE Young University Rankings 2020).</p> <p>Our vision of Fusion brings together these three key elements of education, research and practice, creating something which is greater than the sum of its parts. Through the impact of our research and education, and the contribution of our staff, students and graduates, we are able to deliver the third aspect of our purpose, to enrich society.</p> <p>Bournemouth University plays its part in the local economy, contributing over £1 million per day to the South West region. We employ around 1,800 staff and we are investing £250 million in our buildings, IT and facilities between 2012 and 2020.</p> <p>Our strategic plan, BU2025, sets out our vision, values and outcomes, with the Fusion of education, research and practice at its heart. Embedded in our BU2025 strategy is a commitment to sustainability. We commit to inspire, celebrate and advance the critical role that education plays in delivering the UN Sustainable Development Goals, through the SDG Accord commitment. We strive for excellence in our environmental standards while supporting our staff and students through a range of opportunities, within and beyond our courses, to develop their sustainability knowledge, employability, passion and ability to create change.</p> <p>In 2021 we will publish our Climate and ecological crisis action plan (CECAP). Our net zero vision is a BU community that recognises the need to live in harmony with the natural world to protect the survival and wellbeing of all communities and takes action to enrich society for the benefit of people and planet. In response to climate change, BU has committed to becoming a net zero emissions organisation by 2030/31. A 'net zero' target means reducing gross emissions through decarbonisation (e.g. reducing energy consumption or use of renewable energy) and then investing in offsetting of any residual emissions to arrive at a net zero position.</p> <p>Bournemouth University first implemented an organisational Travel Plan in 2003. Over time the Travel Plan has evolved as the university has grown. The current BU Travel Plan sets out a number of core objectives which include seeking to maximise opportunities to promote the use of active travel modes; reducing the number of cars driving to and from BU's campuses; and to limit the environmental impact of BU's activities.</p> <p>This document represents a formal response by Bournemouth University to the BCP Lansdowne Programme - Public Realm Improvements TRO consultation.</p> <p><u>Our response</u></p> <p>Bournemouth University are generally supportive of the proposals, but wish to make the following comments for consideration by the BCP project team:</p> <p><u>Comments relating to the General Arrangement Plan</u></p>

Ref	Person making comment(s)	Full comment(s) made
		<p>1. Given BCP's commitment to tackling Climate Change by declaring a Climate Change Emergency, it is disappointing to note that the proposed scheme now includes access to Holdenhurst Road by all traffic and not just pedestrians, bikes and buses. This decision also seems to go against the objectives of the recently launched Transforming Travel initiative, which seeks to change the way that people travel in Dorset by creating a greener, healthier and better-connected region that supports both our economy and planet. Although this scheme is not part of the TCF programme, the decision to allow access to Holdenhurst Road is in direct contrast to the following objectives of the TCF programme:</p> <ul style="list-style-type: none"> • Provide safer, quicker and environmentally friendly travel alternatives to driving, particularly for short journeys • Make walking, cycling and travelling by bus to work, education and leisure more attractive • Reduce reliance on car travel and help address congestion hotspots • Reduce carbon emissions and improve air quality <p>2. The university supports the proposal for Holdenhurst Road to be made into a 20 mph zone from Bournemouth Station Roundabout to Lansdowne Roundabout.</p> <p>3. The proposed removal of the puffin crossing outside of 69 Holdenhurst Road with no plan to provision to provide a formal crossing at a more appropriate location on Holdenhurst Road is a concern, given the plans for the continued use of the road by all traffic. The proposed raised table at the junction with Cotlands Road is shown to have marked informal crossing points. The university would like a better understanding of how this layout will support pedestrian and cycle movements along the new ped/cycle cut through situated to the west of Lansdowne Point, which provides access to Oxford Road. This route provides a direct link for pedestrian and cycle journeys between key university locations (Studland House/Old Fire Station to student halls of residence on Oxford Road and the Bournemouth Gateway academic building). A formal parallel crossing over Holdenhurst Road aligned to the ped/cycle cut through would improve both road safety and connectivity for the university population and the general public.</p> <p>The current layout of the pedestrian/cycle cut through leaves pedestrians and cyclists unclear as to how to cross or filter into (cyclists) Holdenhurst Road. Please see the pictures below, highlight a lack of signage/infrastructure in the existing layout. As a minimum, consideration needs to be given to how the proposed raised table layout will connect with the pedestrian/cycle cut through to promote safe and accessible journeys.</p>

Ref	Person making comment(s)	Full comment(s) made
		<div data-bbox="645 236 1332 686" data-label="Image"> </div> <ol style="list-style-type: none"> <li data-bbox="589 710 2042 829">4. As shown in the general plans, two stretches of dedicated cycle lane provision will be provided on the southern side of Holdenhurst Road. The university would like a better understanding of how cycle journeys will continue along Holdenhurst Road where there is no dedicated cycle lane provision. Confirmation is also sort relating to how cyclists will cross the raised table junction at Cotlands Road safely. <li data-bbox="589 849 2042 1093">5. The plans show that existing bus stops at southern end of Holdenhurst Road are due to be removed and relocated to super stops, north of Cotlands Road. The University notes that the removal of the southern stops is likely to make bus travel less attractive for some students residing in Lulworth House on Christchurch Road and AUB students residing in accommodation in Bath Road. These students will be inconvenience with an increased walking distance to catch the U1 service to Talbot Campus. In general the university is supportive of the proposal as it will provide easier bus access for students based at Lyme Regis House, Home Park and Lansdowne Point. The university feels strongly that the provision of shelters at the new super stops is essential. Shelters will contribute to a high quality waiting experience, which is essential to promote public transport use. <li data-bbox="589 1112 1993 1173">6. The university is supportive of the plans to replace the Puffin crossing on Christchurch Road (outside Royal London House) with a parallel crossing, in order to give pedestrian priority. <li data-bbox="589 1192 1982 1279">7. The university is supportive of the plans to reconfigure the Lansdowne Roundabout in order to provide more public space, which includes no access to/from Meyrick Road. The plans provide a safer and more accessible route for pedestrian and cycle journeys between central Bournemouth and the Lansdowne. <p data-bbox="539 1299 1303 1326"><u>Comments relating to draft and original Traffic Regulation Orders</u></p> <ol style="list-style-type: none"> <li data-bbox="589 1345 1993 1431">8. In Tile AL26 of both the draft and original TRO maps, a 'loading place' outside of Purbeck House on Oxford Road is shown. This loading place has recently been upgraded to a bus stop cage (as shown in the picture below). Please confirm that there are no plans to change the use of the space back to 'loading'. The bus stop provides an essential

Ref	Person making comment(s)	Full comment(s) made
		<p data-bbox="636 236 1966 293">facility to ease passenger capacity at the Cranborne House bus stop on Lansdowne Road, during busy term time periods.</p>  <p data-bbox="539 791 846 815"><u>Further related comments</u></p> <ol data-bbox="591 839 2056 1278" style="list-style-type: none"> <li data-bbox="591 839 2056 1046">9. The University is keen to see improvements made to the configuration of Madeira Road roundabout and the provision of improved cycle and pedestrian infrastructure along Oxford Road in the near future. A reconfiguration of this roundabout is essential to provide safe crossing for students residing in halls on Oxford Road, Lansdowne Road and Madeira Road, as well as Academy School students when the new school opens. Oxford Road is likely to become a busy pedestrian/cycle thorough fare for both University and Academy school students due to the direct pedestrian link from Bournemouth Station and the Academy Park and Stride facility (Asda car park), via the existing pedestrian underpass which joins St Pauls Lane. <li data-bbox="591 1070 2056 1278">10. Linked to the above comment, the university would like to request improvements to the St Pauls Lane subway, in response to existing concerns regarding poor visibility and a general perception that pedestrians are at risk when using the facility. The subway is the most direct and convenient pedestrian route for BU staff and students arriving by train to get to the new Bournemouth Gateway Building. Given that the Lansdowne Urban Realm project is not providing pedestrian or cycle permeability improvements to facilitate a safer and more accessible way to cross St Pauls Road (A35) at this time, the university feels the current subway layout and safety provision require urgent attention. Please see photos below which show the current layout and appearance of the subway.

Ref	Person making comment(s)	Full comment(s) made
		 <p>The 'Full comment(s) made' column contains three photographs. The first is an outdoor scene showing a paved path curving through a grassy area with some litter. The second is a long, narrow indoor hallway with wood-paneled walls and a dark floor. The third is a set of concrete stairs with metal handrails, located outdoors against a brick wall.</p>

BCP Equality Impact Assessment

Executive Summary and Conclusions

Once the Equality Impact Assessment Template has been completed, please summarise the key findings here. Please send a copy of your final document to the Policy and Performance Team.

The Lansdowne Programme – Regeneration DLEP funded project.

Creating an accessible Public Realm within Holdenhurst Road.

Lansdowne is an area of **higher social deprivation** with lower levels of car ownership so improving the environment for non car users would benefit the majority of the local community far more than the commuting community. Providing a shift in **priority that aids accessibility and provides safer environments** for all groups across the conurbation should help to add momentum to a shift from the car domination of our streets.

The **design** enables re-allocating more road space for **non motor vehicle users** and **active travel**:

- pedestrians favoured by wider pavements
- reducing the width of the carriageway to allow for a segregated two-way cycle path alongside modern and functional public realm spaces
- the design of the road layout allows for a natural reduction in vehicle speeds and encourages motor vehicle users to appreciate the space as being pedestrian prioritised
- a more inclusive approach especially for residents and people coming to the Lansdowne who do not own cars

The **benefits** to the community, particularly the groups protected by the Equalities Act which will in turn benefit the local retail/hospitality businesses and boost the local economy:

- accessible and safe environment allows for all members of the community to visit the area and feel welcome and safe
- people can linger in the wider public realm spaces and potentially spend locally
- provide local businesses and educational establishments with the opportunity to hold regular events that are accessible to all
- road closures will create an even safer environment particularly for the visually impaired and deaf communities

An improved environment with new areas to navigate and **less street clutter** alongside the **removal of on-street parking** will give confidence to those who could feel marginalised by existing conditions along Holdenhurst Road.

Cycling

Delivering a safer environment for cycling will help overcome the barriers to cycling that are identified mainly by **women (personal safety and busy roads)**, encouraging more participation as a result. This is further supported by the addition of **electric Beryl bikes and scooters**

BCP Equality Impact Assessment

located around Lansdowne providing for those less active to enjoy a more sustainable & healthy experience. These improvements to the cycling infrastructure combined with the success and growth of the Beryl Bikes scheme across the area can only help to promote **safer cycling** all the more and not just limited to the physically fit and active.

Bus use

Maintaining access by bus to the core area delivers **equalities benefits** as 'Bus use is particularly common for people over 70 and for women and girls, most ethnic minority groups and people on lower incomes' – source – National Audit Office.

The bus stops have been merged and moved to a more central location for both inbound and outbound travel, providing easier transition through the Lansdowne area, with future development supporting this decision.

Consultation with key stakeholder groups has been undertaken at regular intervals by way of general public consultations or more localised targeted community groups such as DOTS. All outputs from these consultations have been duly considered and influenced some design decisions.

DOTS Disability Group (DOTS) is a local community interest company providing a disability consultation and advisory service to BCP Council and the Lansdowne Programme. They have had a considerable amount of influence on decision making regarding key elements of the design, including street furniture functionality as well as locations and size of street furniture.

Crossing Points design provides:

- more crossing options on **desire lines** for pedestrians and cyclists
- slower moving traffic (20 MPH zone)
- clear pedestrian priority evidenced in the overall design of the layout
- much less conflict between motor vehicles and pedestrians and cyclists as a result of the design, making transitioning from one area to another far easier for all groups
- adhering to the latest national standards and designed with DOTS Disability Group comments and advice in mind

Currently:

- 1 controlled crossing point towards the northern section + 1 informal island crossing point at the southern section of the road

Proposed following DOTS reviews:

- 3 raised table desire line crossing points at multiple places along the road
- 1 controlled crossing point towards the northern section of the road to correspond with the bus stops and desire line for users in the area
- Infrastructure for a controlled crossing to be provided at the southern end of the road should a review (Road Safety Audit 3), find it is required following completion of the programme

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Whilst there is preference from DOTS for controlled crossing points there is a belief that the new road design will provide easy and viable crossing options for all members of the community. The area will become all the more safer and accessible during events, where the road will be closed to all traffic. The design has specifically considered **accessibility and safety with material choices, colour changes, tactile, kerb heights and road widths** all lending themselves to creating a much slower paced highway environment which benefits all other users of the space.

Street Furniture

- Avoid excessive use of large obstacles along the route as this proves problematic for some groups
- Seating designed to assist all members of the community – including arm rests for those who struggle to sit or stand without additional support
- Widths between street furniture considered in regard to accessibility for mobility scooters and wheelchair users
- Unfortunately an extremely complex services layout has meant that some street furniture such as planters or fixed planting solutions will be required but their location and design will take all of the above into consideration.

Levels and Paving materials

- Careful consideration has been given to the paving palette, providing clearer separation between the highway, pavement and cycleway, with a view to making the area safer for the visually impaired.
- Level variations throughout the design have been minimised and the use of different colour palettes along with tactiles etc. aims to make transition from one part of the space to another as easy as possible whilst also providing clear separation between motor vehicles and people on foot, bike, mobility scooter, wheelchair or the visually impaired.

Lighting

- In addition to highways lighting, there will be artistic lighting added particularly in and around the Fire Station event space.
- Lighting plays a massive part in helping to make a place feel safe, as well as helping to draw attention to users in the area, particularly for motor vehicles which will help the more vulnerable groups in society feel welcome and secure in this area.

Art works

- Art works located adjacent to the Old Fire Station have been designed with accessibility in mind, ensuring that suitable gaps exist to allow for all members of the community to interact with the art works and enjoy the overall immersive experience.
- Furthermore, additional seating has been provided in the area to encourage and enable people to linger for longer.

Overall the design seeks to create an area that clearly **favours the pedestrian and cyclist** over and above motor vehicles and the future vision for this area is that more traffic will be removed with a bus only phase, followed potentially by closing the road as a through route, making it an **incredibly accessible and safe area for all**. With all **equality concerns raised having been addressed** (see part 4 & appendices), and invariably influenced design decisions the design aims to provide a pleasant and safe environment for all members of the

BCP Equality Impact Assessment

community. The design offers something for everyone and as the area becomes utilised more & more for events then the true design and accessibility benefits will be fully enjoyed.

Part 1 - The Project

Policy/Service under development/review:	Development – Regeneration Project
Service Unit:	Development – Major Projects
Service Lead:	Chris Shephard – Director of Development
Equality Impact Assessment Contributors:	Catherine Miles Iona Tovey Richard Wareham Simon Taylor Councillor Dove Richard Barnes Kate Greenham Sophie Bradfield Sam Johnson
Date assessment started:	July 2019
Date assessment completed:	Ongoing – updated June 2021
What are the aims/objectives of the policy/service?	<ul style="list-style-type: none"> • Regeneration of a deprived area of Bournemouth – Lansdowne • Create an environment more suited to sustainable modes of transport such as cycling and walking and modal shift • Create a flexible environment with a range of uses, activities and attractive street scape – perfect for events • Encourage people to visit and linger in the area – support local economy

BCP Equality Impact Assessment

Part 1 - The Project

	<ul style="list-style-type: none"> • Encourage private investment
<p>What outcomes will be achieved with the new or changed policy/service?</p>	<p><u>Holdenhurst Road:</u></p> <ul style="list-style-type: none"> • Sustainability – walk, cycle & bus • Accessibility – design provides ample space for mobility scooters/wheelchairs • Safer transition with desire line informal and controlled crossing points • Reduced noise & air pollution – benefit all but particularly those with breathing and hearing issues • Bespoke seating designed to those who require additional support when sitting/standing • Green infrastructure dramatically improved encouraging people to linger and has known wellbeing benefits • Materials palette specifically chosen to assist various disability groups by texture, colour, levels maintained to favour the pedestrian etc. • Segregated cycleway – encourage wider community usage of bikes/scooters <p>Meyrick Road north</p> <ul style="list-style-type: none"> • Improved public spaces – encourage more people to linger or for those needing a seat • Encourage new pedestrian and cycle route to the clifftop & beach • Additional green infrastructure

BCP Equality Impact Assessment

Part 1 - The Project

<p>Are there any associated services, policies or procedures?</p>	<p>Yes/No</p> <p>Bournemouth, Poole and Dorset Local Network Management Duty as part of Traffic Management Act 2004. Transport Plan 3, 2011. BCP Council Local Cycling and Walking Infrastructure Plan (Draft December 2019) BCP Council Climate Emergency, declared July 2019. BCP Council priority to 'Develop an eco-friendly and active travel network'</p> <p>Lansdowne Delivery Plan Programme Governance DLEP Funding & Governance National Design Guidance for Streetscape - Manual for Streets 1 & 2</p>
<p>Please list the main people, or groups, that this policy/service is designed to benefit, and any other stakeholders involved:</p>	<ul style="list-style-type: none"> • People travelling – to Businesses, Universities, schools and colleges • Local Economic recovery - retail and hospitality in the area • Private residents in the area • Student residents in the area • BCP conurbation as a whole – Gateway to Bournemouth • Bus Operators • Local Community groups • BCP Events & Culture • Residents and visitors travelling to the area – using the Travel Interchange as their gateway to Bournemouth • Developers and Private Investors • Existing Businesses looking to relocate – attracted to this area
<p>With consideration for their clients, please list any other organisations, statutory, voluntary or community that the policy/service/process will affect:</p>	<p>BH Active Travel Forum Bournemouth Chamber of Commerce and Trade Christchurch Chamber of Commerce and Trade Poole Chamber of Commerce and Trade</p>

BCP Equality Impact Assessment

Part 1 - The Project

Organisations on the statutory consultation list for Traffic Regulation Orders (TRO) including the emergency services – Police, Fire, Ambulances, Taxi associations/operators and DOTS Disability - community interest company.
Bournemouth Transport – Yellow Buses
Go South Coast – More Bus.
Bournemouth University Bus Services

Part 2 – Supporting Evidence¹

Please list and/or link to below any recent & relevant consultation & engagement that can be used to demonstrate a clear understanding of those with a legitimate interest in the policy/service/process and the relevant findings:

Lansdowne Delivery Plan Consultation 2015 – originally sought the views of local educational institutions, businesses, TC BID and Land/Property Owners regarding the opportunities for Lansdowne to be realised. Create a destination place for all groups of society, both local and wider.

Perception Survey 2018 – highlighted the key views held about Lansdowne, which included noisy, polluted, lack of seating, student area with litter issues and anti social behaviour concerns. The design sought to create a space that in both the short and longer term seeks to change these negative perceptions into positives.

BBC Internal Concept Review – May 2018 – multitude of BCP disciplines reviewed the concept designs which included the full pedestrianisation of the lower third of Holdenhurst Road alongside large scale bus mitigations along Christchurch Road. The outputs from this fed into the design and resulted in greater cycle provision as well as potential flexibility for bus access as well.

Feria Urbanism (Richard Eastham) Stakeholder Consultation Report - Nov.2018 – focussed a group of local stakeholders on their views and aspirations for the area, ranging from architecture to street level interactions. The outputs formed the basis of the concept design moving into detailed design, with the local communities wants & needs taking priority over those who commute through the area.

BBC/BCP - Regular meetings with Bus Operators

¹ This could include: service monitoring reports, research, customer satisfaction surveys & feedback, workforce monitoring, staff surveys, opinions and information from trade unions, previous completed EIAs (including those of other organisations) feedback from focus groups & individuals or organisations representing the interests of key target groups or similar.

Part 2 – Supporting Evidence¹

DOTS meeting report – Summer 2019 and follow up on revised scheme “full access” Nov. 2020. Reviewed the designs at concept, prelim and detailed design stages. Views and perspectives regarding the plans at the time were reflected in the next stage of design with prime examples being the focus on minimal level changes, colour palette and additional informal/formal crossing points.

Impact Consultation Oct./Nov. 2019 – month long consultation asking for public feedback on the impact proposed changes would have on their day to day lives. The main headlines revolved around Highways delays for those largely commuting through the area. Largely supportive of the creation of the public realm as well as opening the area up for more community events designed specifically to assist accessibility and safety.

Cultural Consultation – September/October 2020 – asked the local community what they thought the area needed and the key points that stood out were colour and art. This has formed the basis for a Lansdowne Cultural Strategy that will help shape the cultural and artistic aspects in the area for years to come. Helping to create a destination place with a variety of cultural & artistic elements.

BCP Highways Review – Nov./Dec.2020 – a log was created to capture all the points raised, with responses provided by WSP & Programme team. A considerable number of comments relating to the Holdenhurst Road element of delivery were also reflected in Road Safety Audits carried out by independent auditors, and changes made where necessary.

1. RSA1 for the entire programme – a number of actions resulting from report and following responses to RSA1 design alterations to mitigate some key concerns. Some examples of changes incorporated to reflect points raised in RSA1 and Highways Review include:
 - Cycleway widened through Fire Station Square to aid safer transition for cyclists through a shared space area
 - Art Installation columns reduced in number, with columns located closest to the cycleway removed to aid sight lines to assist safer passage for all users of the space
 - Planters reduced in size to allow greater/clearer visibility for all users particularly where the potential for shared spaces exists
 - Controlled crossing points – lack of controlled crossing points particularly at the southern end of Holdenhurst Road was raised. Upon review & discussion with DOTS & BCP Highways colleagues provisions for this crossing will be included in delivery.
 - Programme dropped proposed changes around Lansdowne Roundabout which removed a considerable number of concerns raised by RSA1 & Highways Review concerning cycle safety and potential conflicts between the highways continued flow & pedestrians crossing priority.
 - Programme area now covers the length of Holdenhurst Road from Lansdowne Roundabout (excluding Lansdowne Roundabout) to Station Roundabout (excluding the Roundabout).

BCP Equality Impact Assessment

Part 2 – Supporting Evidence¹

2. RSA2 – on phase 1 of the programme, relating to the lower southern end of Holdenhurst Road, has been undertaken with responses provided by WSP Highways Consultant to BCP Safety Audit colleagues. Minimal issues raised with the main cause for concern being the lack of controlled crossing point at the southern end of Holdenhurst Road. Provision for this crossing will be included in the construction with a second controlled crossing point in the northern section remaining.
3. RSA2s will be carried out on the remaining phases of delivery (3 & 4) in stages that mirror the planned delivery phasing by the contractor but it is expected that once the key concerns are addressed for phase 1 a considerable number of the same concerns will already be resolved.
4. RSA3 will be carried out on the programme upon completion and should concerns be raised about crossing issues at the southern end of the road by certain groups, then the controlled crossing will be implemented.

Civic Society – Feb.21 – supportive of the art installation designs planned for adjacent to the Fire Station Building, which as a listed building at the heart of the area is expected to be a key element in attracting people to the area and gradually changing their negative perceptions.

Regular stakeholder discussions and updates – providing the local community the opportunity to share their views and raise any concerns that could then be factored into the designs. Taxi provision and loading options were a key concern for some stakeholders, whereas reducing traffic or even removing traffic was a priority for others. The design sought to strike a balance between often conflicting interests, whilst still aiming to deliver a scheme that favours the non car user.

Virtual Programme Delivery Update to key stakeholders by Construction Contractor – 23 Feb.2021 – Balfour Beatty that chosen contractor via SCAPE Framework presented to a large group of stakeholders to explain the delivery of the improvements including the day to day likely impacts and mitigations to those businesses etc.

If there is insufficient consultation or engagement information please explain in the Action plan what further consultation will be undertaken, who with and how.

Please list or link to any relevant research, census and other evidence or information that is available and relevant to this EIA:

Perception Survey – 2018

<https://bcpcouncil.sharepoint.com/:w:/s/Lansdowne/EaUvER6PdQJlkoZJwrMRA30BBa0JnyCct6BddayCRgqwbw?e=ecdefM>

Respondents data to the Impact Consultation – Oct./Nov. 2019

<https://bcpcouncil.sharepoint.com/:b:/s/Lansdowne/EcS8Rt11YwRjiQiKPrrcLrMBm4Xy9PHk71Bdx3lkumEaQw?e=OdHDdD>

BCP Equality Impact Assessment

Part 2 – Supporting Evidence¹

Respondents data to the Cultural Consultation –

<https://bcpcouncil.sharepoint.com/:b:/s/Lansdowne/Ef2iLuR0ByRAncv1R6PNm90BAobJoyooYn-VNXbBoi8jhQ?e=IxPgsU>

Consultation as part of the finalised scheme for Traffic Regulation Orders ongoing. Currently RSA 1 has been undertaken on the whole scheme and RSA2 undertaken on phase 1 of the scheme.

Highways Review Log – summarising the process undertaken in designing the proposed improvements.

<https://bcpcouncil.sharepoint.com/:w:/s/Lansdowne/EeScLIsix2NIj32ATD1TaEBChkmvTE2zDIseLHOAjdCOQ?e=UbmPa4>

Please list below any service user/employee monitoring data available and relevant to this policy/service/process and what it shows in relation to any Protected Characteristic:

- Respondents data to the **Impact Consultation – Oct./Nov. 2019** – 872 responses, with 67% supporting improvements to the area with 102 out of 143 negative comments highlighting concerns over the impact on congestion which affects the economy as well as air & noise pollution.

There were no significant differences in the results based on age, gender or sexual orientation and almost a third of respondents considered themselves as having a disability.

BCP Equality Impact Assessment

Part 3 – Assessing the Impact by Equality Characteristic

Use the evidence to determine the impacts, positive or negative for each Equality Characteristic listed below. Listing negative impacts will help protect the organisation from potential litigation in the future, it does not mean the policy cannot continue.

[Click here](#) for more guidance on how to understand the impact of the service/policy/procedure against each characteristic.

If the impact is not known please explain in the Action plan what steps will be taken to find out.

	Actual or potential positive outcome	Actual or potential negative outcome
1. Age ²	<ul style="list-style-type: none"> • More welcoming for all ages and should be a benefit to all age groups • Additional bespoke seating – benefit to all ages and particularly those needing additional support when sitting or standing • Less street clutter and obstacles to navigate • Improved access to the area for all due to emphasising sustainable transport options, based on the profile of users. • With the investment in the area aimed at attracting more diverse businesses and higher day time footfall the area should appeal to all ages 	<ul style="list-style-type: none"> • Perception that the area is solely for the student population – seek to change this in favour of a place for all ages. • Further consideration will be given to establishing whether planned improvements will negatively impact this group. • Eventual outcome could widen the appeal for all ages with a more varied offer – especially for the nighttime economy.
2. Disability ³	<ul style="list-style-type: none"> • Improved and wider paving and removal of uneven surfaces will make access easier to wheelchair users and those with walking difficulties. • Easier to navigate around the area 	<ul style="list-style-type: none"> • Potentially a reduction in parking options for disabled drivers but no mobility parking spaces have been removed • Relocation of bus stops to a more central/northern location

² Under this characteristic, The Equality Act only applies to those over 18.

³ Consider any reasonable adjustments that may need to be made to ensure fair access.

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Part 3 – Assessing the Impact by Equality Characteristic

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If the impact is not known please explain in the Action plan what steps will be taken to find out.

	Actual or potential positive outcome	Actual or potential negative outcome
	<ul style="list-style-type: none"> • Additional seating designed specifically considering needs of disability groups • More opportunities to cross Holdenhurst Road on known desire lines, through informal crossings, narrower vehicle carriageway and slower vehicle speeds maximum (20 MPH). • Following feedback from DOTS controlled crossing points at Bath & Christchurch Rd will be maintained in situ, despite not being on the desire line. • More welcoming environment through reduced impact of motor traffic will benefit some disabled people. • Relocation of bus stops away from the lower southern end of Holdenhurst Road will reduce vehicle conflicts, assisting use of crossing points in the pedestrian prioritised area. • Removal of some on street parking will assist with ease of navigation and crossing. • No disabled parking bays will be removed as a result of the programme 	<ul style="list-style-type: none"> • Concern raised by DOTS regarding removal of controlled crossing point at the northern end of Holdenhurst Road - difficult for blind, partially sighted and those with learning disabilities to cross has been considered and the northern controlled crossing point will be retained • Further consideration will be given to establishing whether planned improvements will negatively impact this group, this will also arise through Road Safety Audits

BCP Equality Impact Assessment

Part 3 – Assessing the Impact by Equality Characteristic

Use the evidence to determine the impacts, positive or negative for each Equality Characteristic listed below. Listing negative impacts will help protect the organisation from potential litigation in the future, it does not mean the policy cannot continue.

Click here for more guidance on how to understand the impact of the service/policy/procedure against each characteristic.

If the impact is not known please explain in the Action plan what steps will be taken to find out.

	Actual or potential positive outcome	Actual or potential negative outcome
3. Sex	<ul style="list-style-type: none"> ● Safer and more welcoming for all 	<ul style="list-style-type: none"> ● None currently known. ● Further consideration will be given to establishing whether planned improvements will negatively impact this group.
4. Gender reassignment ⁴	<ul style="list-style-type: none"> ● Safer and more welcoming for all 	<ul style="list-style-type: none"> ● None currently known. ● Further consideration will be given to establishing whether planned improvements will negatively impact this group.
5. Pregnancy and Maternity	<ul style="list-style-type: none"> ● Easier to navigate around the area More opportunities to cross Holdenhurst Road through informal crossings, narrower vehicle carriageway and slower vehicle speeds ● Additional seating ● Greener & more welcoming environment to encourage people to linger 	<ul style="list-style-type: none"> ● Potentially a reduction in parking options ● Existing levels of traffic combined with reduced speed limit may result in higher levels of air & noise pollution in the short term. ● Further consideration will be given to establishing whether planned improvements will negatively impact this group.
6. Marriage and Civil Partnership	<ul style="list-style-type: none"> ● Safer and more welcoming for all 	<ul style="list-style-type: none"> ● None currently known. ● Further consideration will be given to establishing whether planned improvements will negatively impact this group.

⁴ Transgender refers to someone who considers that they do not identify strictly to one gender to the other, identifying themselves as neither male nor female.

BCP Equality Impact Assessment

Part 3 – Assessing the Impact by Equality Characteristic

Use the evidence to determine the impacts, positive or negative for each Equality Characteristic listed below. Listing negative impacts will help protect the organisation from potential litigation in the future, it does not mean the policy cannot continue.

[Click here](#) for more guidance on how to understand the impact of the service/policy/procedure against each characteristic.

If the impact is not known please explain in the Action plan what steps will be taken to find out.

	Actual or potential positive outcome	Actual or potential negative outcome
7. Race	<ul style="list-style-type: none"> • Safer and more welcoming for all. There is evidence from another local scheme where motor traffic is reduced, that support can vary by race. The Poole Quay active travel scheme received high levels of approval from 'White other' – meaning white people that are not British. 	<ul style="list-style-type: none"> • None currently known. • Further consideration will be given to establishing whether planned improvements will negatively impact this group.
8. Religion or Belief	<ul style="list-style-type: none"> • Safer and more welcoming for all 	<ul style="list-style-type: none"> • None currently known. • Further consideration will be given to establishing whether planned improvements will negatively impact this group.
9. Sexual Orientation	<ul style="list-style-type: none"> • Safer and more welcoming for all 	<ul style="list-style-type: none"> • None currently known. • Further consideration will be given to establishing whether planned improvements will negatively impact this group.
10. Any other factors/groups e.g. socio-economic status/carers etc ⁵	<ul style="list-style-type: none"> • Safer and more welcoming for all. • Improvement of active travel is likely to allow better access from areas with higher levels of social deprivation, where car ownership is lower 	<ul style="list-style-type: none"> • May have a negative impact on lower socio-economic groups who may feel less comfortable in the space. These groups do not tend to drive/have cars.

⁵ People on low incomes or no income, unemployed, carers, part-time, seasonal workers and shift workers

BCP Equality Impact Assessment

Part 3 – Assessing the Impact by Equality Characteristic

Use the evidence to determine the impacts, positive or negative for each Equality Characteristic listed below. Listing negative impacts will help protect the organisation from potential litigation in the future, it does not mean the policy cannot continue.

Click here for more guidance on how to understand the impact of the service/policy/procedure against each characteristic.

If the impact is not known please explain in the Action plan what steps will be taken to find out.

	Actual or potential positive outcome	Actual or potential negative outcome
	<ul style="list-style-type: none"> The aim of attracting a range of different businesses to the area will widen the profile of the district to appeal to residents and visitors from all socio-economic levels. 	<ul style="list-style-type: none"> Further consideration will be given to establishing whether planned improvements will negatively impact this group.
11. Human Rights	<ul style="list-style-type: none"> Safer and more welcoming for all 	<ul style="list-style-type: none"> None currently known. Further consideration will be given to establishing whether planned improvements will negatively impact this group.

Any policy which shows actual or potential unlawful discrimination must be stopped, removed or changed.

Part 4 – Equality Impact Action Plan

Please complete this Action Plan for any negative or unknown impacts identified in the assessment table above.

Issue identified	Action required to reduce impact	Timescale	Responsible officer
Reduction in parking	<ul style="list-style-type: none"> Mobility spaces maintained or added where possible 	By end 2022	Programme Manager

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	<ul style="list-style-type: none"> • Further consideration will be given to establishing whether any potential negative impact can be mitigated against 		
Relocation of bus stops - Further for some people to walk & a need to relearn how to navigate the area.	<ul style="list-style-type: none"> • Educate the general public • Comms campaign highlighting new ways of navigating area • Working with Bus Operators and Cycle Forum etc. • Additional seating along the road. • The final scheme could result in the new location of bus stops being nearer new facilities – e.g. Fire Station Square. • When the consolidation of bus stops was mentioned to DOTS recently they raised no concerns about distances/accessibility issues. Further consideration will be given to establishing whether any potential negative impact can be mitigated against 	By end 2022	Programme Manager
Perception of area being a student only area	<ul style="list-style-type: none"> • Proposals aim to attract wide range of people, including families. • Community focus will aim to negate negative perceptions towards the area being solely for students • Additional bespoke seating added to aid accessibility, such as arm supports that are known to assist certain groups. • Promotion of events along the road aimed at all ages. 	Longer term post programme completion	Local Ward Councillors to encourage older groups of community to enjoy the space and events

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	<ul style="list-style-type: none"> • Private sector business investment anticipated intended to provide a wider range of opportunities from the existing offer. • Further consideration will be given to establishing whether any negative impact can be mitigated against 		
Lower socio-economic groups impacted negatively by the changes	<ul style="list-style-type: none"> • BCP Council initiatives aim to address conurbation wide issues for this group. • Further consideration will be given to establishing whether any negative impact can be mitigated against 	Now and longer term	Homelessness team
Possible replacement of formal pedestrian crossing on Holdenhurst Road with informal crossing	<ul style="list-style-type: none"> • More informal crossing opportunities provided on Holdenhurst Road. • Narrower road would encourage drivers to slow down. • 20mph speed limit – making it easier/safer to cross at multiple places. • Re-location of bus stops away from crossing areas intended to reduce vehicle conflicts and improve crossing arrangements. • Longer term consideration of limiting vehicle access reducing further the traffic flows. • Provide a mixture of formal & informal crossing points. • Further consideration will be given to establishing whether any 	By end 2022 and longer term	Programme Manager

BCP Equality Impact Assessment

	potential negative impact can be mitigated against		
<p>Desire line-based relocation and replacement of formal puffin crossings on Christchurch Road and Bath Road close to Lansdowne Roundabout with formal parallel - zebra and cycle crossing points. Prioritising the needs of pedestrians and cyclists over motor vehicle traffic.</p>	<ul style="list-style-type: none"> • Whilst parallel crossings are formal crossings following this point being raised by RSA1 & Highways Review these aspects have been dropped. • There are more opportunities to use informal crossings on Holdenhurst Road and crossing will be easier because the carriageway will be much narrower and vehicles will be travelling more slowly due to the 20mph speed limit, the alignment of the road, proposed raised tables, and enhanced public realm. Consultation with DOTS has taken place and design amended to reflect their concerns. • Leaving the existing controlled crossings in situ despite not being on any desire lines for pedestrians ensuring all disability groups feel secure in the knowledge that they can cross the road with ease. 	By end 2022	Programme Manager
<p>Shared Spaces – lots of narrow shared space</p>	<ul style="list-style-type: none"> • The amount of shared space is minimal with all efforts made to create clear demarcation by way of material palette & tactiles • Comms will also help to inform people about hoe to navigate the 	By end of 2022	Programme Manager

BCP Equality Impact Assessment

	new spaces created prior to their completion.		
<p>Loading bays on Holdenhurst Road</p> <p>Suggested width of 2m did not comply with standards. See also comments B7 and B11 below</p>	<ul style="list-style-type: none"> The Traffic Signs Regulations and General Directions 2016 indicate a minimum load bay width of 1.8m. Prioritising space for pedestrians and cyclists has resulted in carriageway space, including loading bays being reduced to aid the shift in priority 	2022	Balfour Beatty – Contractor Programme Manager
<p>Street Lighting consideration</p> <p>The area needs to be lit well. Suggested a review of existing street lighting is required and that the proposed street lighting meets standards for all users.</p>	<ul style="list-style-type: none"> Consideration given in design to lighting for all groups, including the avoidance of flashing lights and focus on subtle artistic lighting to compliment the Highways lighting that meets the required standards. 	By end of 2022	WSP Lead Designer & BCP Lighting Programme Manager
<p>Cycle facilities</p> <p>a) Thought that the facilities to be provided were convoluted and that many cyclists would remain on the carriageway</p> <p>b) Suggested layout would result in congestion and/or incidents/conflict around the transition points at Lansdowne Roundabout.</p> <p>c) Questioned whether there was a link to the new cycle</p>	<ul style="list-style-type: none"> The cycle facilities have been designed to enable people of all abilities to use the facilities. Less confident cyclists will be more likely to choose to use the segregated facility as it is 4m wide and separated from traffic, while more confident/competent cyclists may choose to use the carriageway. The proposed provision of parallel crossings and informal crossing points located on desire lines, and the proposed ‘halo’ 	Longer term improvements required to Lansdowne RBT and overall cycle network	BCP Council – Highways Cycling Officer TCF Delivery Officers

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<p>facility providing access between Cotlands Road and Oxford Road.</p>	<p>cycle facilities circulating the roundabout would provide improved and safer facilities for vulnerable users. The ‘halo’ facilities offer a safer circulatory route for cyclists travelling around the roundabout or linking to the new 4m wide two-way segregated facilities to be provided within Holdenhurst Road. But these were refused by Highways as they were seen to have a detrimental impact on the highways network.</p> <ul style="list-style-type: none"> • The cycle route on Holdenhurst Road will have provision for joining the new cycle link through the university buildings to Oxford Road and Cotlands Road and will include improved cycle route signage. 		
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Key contacts for further advice and guidance:

Equality & Diversity:

[Sam Johnson - Policy and Performance Manager](#)

Consultation & Research:

[Lisa Stuchberry – Insight Manager](#)

APPENDIX 1

Ref	Comment(s)	Client team/designer's response
A1.	<u>Parallel crossings at Lansdowne Roundabout</u>	a) Noted.

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Ref	Comment(s)	Client team/designer's response
	<ul style="list-style-type: none"> a) Stated that removal of signal-controlled crossing may not be compliant with the Equalities Act. b) Advised that parallel crossing are not DOTS preferred crossing option. 	<ul style="list-style-type: none"> b) Consultation with DOTS has taken place. They expressed no strong objection to the provision of parallel crossings; however, the client team is currently awaiting their written report.
A2.	<p><u>Cycle facilities</u></p> <ul style="list-style-type: none"> a) Commented that there appears to be a plethora of narrow shared spaces. Advised that this goes against LTN 1/20 guidance. 	<p>The amount of shared space is minimal, with a segregated 4m wide two-way cycle facility proposed along the eastern side of Holdenhurst Road linking Station Roundabout with Lansdowne Roundabout.</p>
A3.	<p><u>Impact on bus services</u></p> <ul style="list-style-type: none"> a) Considers that accessibility to bus services is reduced and walking distances for passengers is increased by the proposal to merge bus stops on Holdenhurst Road at the northern end of the road. 	<p>When the consolidation of bus stops on HH Rd was mentioned to DOTS recently they raised no concerns about distances/accessibility issues.</p>
A4.	<p><u>Crossing points on Holdenhurst Road</u></p> <ul style="list-style-type: none"> a) Sees little evidence that crossing points have been improved on Holdenhurst Road. See also comment B5 below. <p><u>Loading bays on Holdenhurst Road</u></p> <ul style="list-style-type: none"> b) Suggested width of 2m did not comply with standards. See also comments B7 and B11 below. <p><u>Bus stop locations</u></p> <ul style="list-style-type: none"> c) Identified that bus Stops locations on the exit points of crossings within Holdenhurst Road (north) present a safety issue. See also comments B9 and B15 below. d) Questioned why bus stops in Holdenhurst Road (south) are being relocated? 	<ul style="list-style-type: none"> a) There are more opportunities to use informal crossings on Holdenhurst Road and crossing will be easier because the carriageway will be much narrower and vehicles will be travelling more slowly due to the 20mph speed limit, the alignment of the road, proposed raised tables, and enhanced public realm. Consultation with DOTS has taken place and the client team is currently awaiting their written report. b) The Traffic Signs Regulations and General Directions 2016 indicate a minimum load bay width of 1.8m. c) Noted. d) The bus stops are being relocated to allow a better balance between all the users of this part of Holdenhurst Road and to allow room for public realm space. Moving the bus stops also supports the local businesses by providing space for pavement cafes, and by moving the noise and pollution generated by the buses, which is increased when stopping and starting and lingers in the area when buses are stationary.

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A5.	<p><u>Street Lighting</u></p> <p>Advised that area needs to be lit well. Suggested a review of existing street lighting is required and that the proposed street lighting meets standards for all users.</p>	Noted.
A6.	<p><u>Cycle facilities</u></p> <p>d) Thought that the facilities to be provided were convoluted and that many cyclists would remain on the carriageway</p> <p>e) Suggested layout would result in congestion and/or incidents/conflict around the transition points at Lansdowne Roundabout.</p> <p>f) Questioned whether there was a link to the new cycle facility providing access between Cotlands Road and Oxford Road.</p>	<ul style="list-style-type: none"> • The cycle facilities have been designed to enable people of all abilities to use the facilities. Less confident cyclists will be more likely to choose to use the segregated facility as it is 4m wide and separated from traffic, while more confident/competent cyclists may choose to use the carriageway. • The proposed provision of parallel crossings and informal crossing points located on desire lines, and the proposed 'halo' cycle facilities circulating the roundabout will provide improved facilities for vulnerable users. The 'halo' facilities offer a safer circulatory route for cyclists travelling around the roundabout or linking to the new 4m wide two-way segregated facilities to be provided within Holdenhurst Road. • The cycle route on Holdenhurst Road will have provision for joining the new cycle link through the university buildings to Oxford Road and Cotlands Road and will include improved cycle route signage.
A7.	<p><u>Cycle facilities</u></p> <p>a) LTN 1/20 - volumes of traffic over 8000 need signalised crossings</p>	a) This is a guide only and other factors may enable different crossing options to be considered.
A8.	<p>Wanted to understand the logic behind the decision of the administration to insist on all traffic remaining within Holdenhurst Road. See also comment B18 below.</p>	<p>The recent change in leadership of BCP Council resulted in a review of the Lansdowne Programme by the new Leader and relevant Portfolio Holders supported by officers. The outcome, which is reinforced by consultation responses gathered over the life of the Lansdowne Programme, was that there should continue to be a focus on delivering high quality public realm improvements</p>

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		to Holdenhurst Road but not at the expense of the highways network.
A9.	<p><u>General</u></p> <p>Felt that vehicles need to be treated as guests within the Holdenhurst Road environment, and that greater priority should be given to vulnerable users. See also comment B23 below.</p>	Noted.
B1.	Planters and seats along a cycle route in a narrower section - ridiculous!	Noted.
B2.	For what it's worth, I think you've been asked to undertake an almost impossible task! Simple fact is, you can't make a place significantly better for cycling and walking, without taking away from motor vehicles... We will inevitably end up with a massive compromise.	Noted.
C1.	<p>a) There is the potential for significant ped/cycle conflict on the shared footways between the arms of the Lansdowne Rbt - particularly between Old Christchurch Rd and Bath Rd. These shared footways will be unusable at busy times due to limited width and high pedestrian footfall.</p> <p>b) There is similar potential for conflict on the shared section just to the east of Cotlands Rd.</p>	See above re shared spaces
C2.	<p>a) Cyclists travelling towards Lansdowne on Bath Rd are indicated to join the footway prior to the roundabout. There is also a parallel zebra crossing which puts cyclists on the footway. However, the footway appears to be c. 2-2.5m wide at this point, which will invite conflict between peds and cyclists in this busy area. Likewise on the opposite side of the road, next to the college.</p> <p>b) Crossings - as cycling and walking officer, my preference is for zebra crossings as they prioritise people over cars, and I believe that in this environment that is exactly what we should be doing. Therefore I support their use; however careful consideration of VI people is needed particularly where we proposed to replace an existing signalised crossing. I also appreciate my colleagues' concerns regarding traffic management and potential congestion and effect on bus journey</p>	<p>a) Noted. This will be reviewed as the detailed design for this area evolves.</p> <p>b) This will need to be reviewed by WSP as the original informal crossing option was proposed when only buses were intended to access Holdenhurst Road.</p> <p>c) See response above.</p> <p>d) As with all large shared public spaces. pedestrian and cyclist behaviour will need to consider other users and adjust their speed and direction of travel accordingly. There will be strategically placed street furniture/planters and signage that guide cyclists along the preferred route along Holdenhurst Road and through Fire Station Square.</p>

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	<p>times caused by a constant stream of peds. If toucan crossings end up being used, I would advocate the shortest possible wait time for users.</p> <p>c) Crossing points (formal or informal) must be on desire lines, and I would strongly discourage use of ped guard rails.</p> <p>d) Reservations about the sharp bend in the cycle path outside KFC - conflict between cyclists more likely therefore track needs to be wider than shown. A small mistake by a cyclist, or minor conflict between two heading in opposite directions, should not result in one of them falling onto a busy roundabout!</p> <p>e) Fire Station Square: As others have stated, a segregated cycle track suddenly turning into a shared space, mixing with peds milling about, planters, benches, confusing changes in surfacing etc, is a recipe for disaster. I can't imagine how cyclists will be able to pick their way through this space when there is any kind of event on, or a nice sunny day when lots of people are ambling around. Really bad for both peds and cyclists.</p> <p>f) Cotlands Rd - ideally both peds and cyclists should have priority across this minor junction, but depending on traffic flows, as a minimum the cycle track should be continuous across the side road.</p>	<p>WSP have been asked to consider potential conflicts involving bus passengers, cyclists and pedestrians as the detailed design develops.</p> <p>e) Noted. See above d).</p> <p>f) Noted.</p> <p>WSP have been asked to consider potential conflicts involving motor vehicles, cyclists and pedestrians as the detailed design develops.</p>