

PORTFOLIO HOLDER DECISION RECORD



Report subject	Transforming Cities Fund - Bournemouth Railway Station to/from Jumpers Common (Northcote Road - Ashley Road): Traffic Orders Ref P30 & M2 2022
Decision maker	Councillor Mike Greene – Portfolio Holder for Finance, Net Zero and Transport
Decision date	8 March 2023
Decision taken	To make and seal the Traffic Orders and implement the restrictions which are outlined in Appendix 1 of this report.
Reasons for the decision	<p>To consider the representations received following the advertisement of the Traffic Orders and to approve the making and sealing of the Orders. This will enable the implementation of traffic restrictions that are required to complete the Northcote Road – Ashley Road section of the Transforming Cities Fund (TCF) route “Bournemouth Railway Station to/from Jumpers Common, Christchurch”.</p> <p>In taking this decision regard has been had to the council’s duty under section 122 of the Road Traffic Regulation Act 1984.</p> <p>No material negative impacts have been identified in relation to the restrictions to be implemented including to matters such as access to premises, amenities and the use of Ashley Road by public service vehicles.</p> <p>It is considered that the Traffic Order proposals will help secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).</p>
Call-in and urgency:	<p>This is a non-key decision. Only key decisions, as defined in the Constitution, are subject to call-in. Key decisions are Cabinet or Leader/Portfolio Holder decisions which exceed the prescribed financial limit or significantly impact or effect two or more wards. Key decisions must also be published on the Forward Plan.</p> <p>To clarify, non-key Portfolio Holder decisions are not subject to call-in and this decision may therefore be implemented immediately after the decision is taken.</p>
Corporate Director	Chief Operations Officer – Jess Gibbons

Responsible officer	Julian McLaughlin
Wards	East Cliff & Springbourne; Littledown & Iford;
Status	Open
Background	<p>On 11 March 2020, BCP and Dorset Councils were awarded £79 million by the Department for Transport as part of the Transforming Cities Fund (TCF) programme. This grant, plus further money from the councils, local business groups and transport companies has given a total programme budget of £102m.</p> <p>The TCF project comprises six sustainable transport corridors, with the “Bournemouth Station to/from Jumpers Common, Christchurch” being one. Construction of pedestrian and cycle improvements to make east-west journeys across the south-east Dorset region easier, safer and more enjoyable are well underway on this route with the Kings Park section being completed in summer 2022. Further facilities are planned for pedestrians and cyclists between Northcote Road and Ashley Road connecting to Kings Park.</p> <p>Public notice requirements and consultation with the Chief of Police have been carried out in accordance with section 23 of the Road Traffic Regulation Act 1984 for the removal of a controlled crossing and the installation of two controlled crossings (Toucan crossings) on Ashley Road (it should be noted that the controlled crossings do not require a Traffic Order and are not included in this decision).</p> <p>New and amended traffic restrictions which required Traffic Orders to be made are required to complete this section of the scheme. These restrictions are set out in Appendix 1.</p> <p>The statutory consultation of the proposed Traffic Orders has been undertaken. Four representations have been received concerning the advertised traffic restrictions. Appendix 1 details the outcome of the consultation and Appendix 2 provides details of the comments received during the consultation period. No material negative impacts have been identified in relation to the proposed restrictions.</p>
Options appraisal	<p>The options considered:</p> <ul style="list-style-type: none"> • Make the Orders and implement the provisions as advertised (this is the preferred option and proposed decision, as set out in Appendix 1). • Amend and make the Orders and implement only some of the advertised provisions/vary some of the advertised provisions to be less restrictive than advertised. • Not to make the Orders.

<p>Consultation undertaken</p>	<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>A 21-day public consultation opened on Friday 4 November 2022 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 providers, national transport associations and various council departments). • Street Notices with consultation details were displayed in relevant locations. • The Deposited Documents (consultation documents) were published on the council's consultation website. <p>Four representations have been received during the consultation period concerning the advertised traffic restrictions. Appendix 1 details the outcome of the consultation and Appendix 2 provides details of the comments received during the consultation period.</p>
<p>Financial/Resource implications</p>	<p>The costs associated with the consultation of the Orders are estimated to be £2,750 and will be funded from the TCF allocation. The cost of the implementation of the traffic restrictions is also included within the TCF budget.</p>
<p>Summary of legal implications</p>	<p>The Road Traffic Regulation Act 1984, as amended (RTRA) provides local authorities the power to make Traffic Orders.</p> <p>Consultation and notice provisions as identified in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 have been carried out as detailed above.</p> <p>All representations received during consultation period have been formally considered as outlined in Appendices 1 and 2 and taken into account in making this decision.</p> <p>In reaching a decision regard has been had to all relevant statutory provisions. They include, as appropriate, relevant requirements and duties as set out in s1 and s122 of the RTRA 1984 and s16 of the Traffic Management Act 2004.</p>
<p>Summary of sustainability impact</p>	<p>The traffic restrictions will complete a highway improvement scheme that is designed to promote active travel and minimise congestion and thereby would contribute positively to the environment and complement the aims of the Local Transport Plan and Climate and Ecological Emergency Action Plan. It will also support the council's Big Plan ambitions for improving local travel and creating an environment where the use of public transport, cycling and walking become more attractive travel choices.</p>

Summary of public health implications	The traffic restrictions will complete a highway improvement scheme that is designed to promote sustainable/active travel which should reduce harmful emissions, provide healthy choices, provide better connected communities, thereby improving health and wellbeing. The scheme should also improve road safety, thereby creating a safer environment for all road users.
Summary of equality implications	<p>The traffic restrictions to be made by these Traffic Orders have positive outcomes for all sections of the community as they will help provide an improved environment to encourage a greater number of people of all ages and abilities to walk and cycle.</p> <p>Pedestrians and cyclists are vulnerable road users. Within this group, children, the elderly and disabled people are especially vulnerable and would see a stronger positive impact from improved pedestrian/cycle facilities that these Traffic Orders will help complete.</p>
Summary of risk assessment	No material risks associated with the proposed traffic restriction changes have been identified. Road safety will continue to be monitored as part of wider workstreams.
Conflicts of interest declared by Cabinet member consulted on this decision	Not applicable.
Background papers	Cabinet 27 May 2020 (item 169): Transforming Cities Fund (TCF) Programme

Equality Impact Assessment: conversation screening tool

Policy/Service under development/review:	New Traffic Orders (ref P30 & M2 2022).
What changes are being made to the policy/service?	<p>Traffic Orders to introduce new/amended traffic restrictions that are required to complete the Northcote Road – Ashley Road section of the Transforming Cites route <i>Bournemouth Railway Station to/from Jumpers Common, Christchurch</i>.</p> <p>Details of the proposed traffic restrictions are included in Appendix 1. Locations can be viewed in the Traffic Order consultation documents.</p> <p>(Ref P30, M2, C9 2022) TCF Bournemouth Railway Station to/from Jumpers Common (Northcote Road - Ashley Road)</p>
Service Unit:	Transport and Engineering
Persons present in the conversation and their role/experience in the service:	Sally Swaine – Traffic Consultant
Conversation dates:	An overarching EIA was produced for the Transforming Travel programme which is included in Appendix 3. This EIA screening supplements the earlier EIA review and was completed on 11 January 2023.
Do you know your current or potential client base? Who are the key stakeholders?	<p>Road users. People who travel through the area by all forms of Transport.</p> <p>Local Residents. School children (and accompanying their parents/carers) attending Kings Park Academy and other local schools.</p> <p>Visitors to Kings Park Recreation facilities.</p> <p>Local Businesses.</p> <p>Organisations on the statutory consultation list for Traffic Orders including the emergency services - Police, Fire, Ambulances, Taxi associations/operators and DOTS Disability - community interest company.</p> <p>Beryl Bike - bicycle and scooter hire (BCP Council cycle/scooter hire partner).</p> <p>BH Active Travel Forum - local network promoting cycling and walking.</p> <p>Sustrans – charity promoting sustainable transport.</p> <p>Local Chambers of Commerce and Trade.</p> <p>Go South Coast – More Bus.</p>
Do different groups have different needs or experiences in relation to the policy/service?	<p>Yes – the needs or experiences will be different depending on the form of transport, where people live, how travelling locally affects them and how safe they feel.</p> <p>The aim of the Transforming Travel programme is, in line with national and local policy, to equalise access to opportunities including education, employment, leisure, social and health needs, whilst also addressing climate concerns and providing economic benefits. By providing safe and convenient walking and cycling infrastructure and enhancing public transport more people will have more</p>

	<p>choice over how they travel, and the transport network will be more inclusive.</p> <p>The proposed changes to traffic restrictions resulting from the Traffic Orders could have an impact on all road users including those in protected characteristic groups, who currently travel through or park vehicles in the affected areas.</p> <p>Gender</p> <p>The Bournemouth, Christchurch and Poole Travel Survey, October 2018 to January 2019 indicated that men are more than twice as likely to cycle at least weekly than women. Men could therefore benefit more from the improved cycle facilities that these Traffic Orders will help complete.</p> <p>Age & Disability</p> <p>Improved cycling and walking facilities, including road safety improvements will reduce conflict between motor vehicles and vulnerable road users. Within this group, children, the elderly and disabled people are especially vulnerable and would see a stronger positive impact from improved pedestrian/cycle facilities that these Traffic Orders will help complete.</p> <p>No different needs or experiences have been identified for other protected characteristic groups (marriage and civil partnership, religion or belief, sexual orientation, gender reassignment, members of the armed forces community, carers and social deprivation).</p> <p>Traffic Orders require a public consultation (which took place from 4 November to 25 November 2022). Disability groups are a consultee for the statutory consultation; no responses from these consultees were received.</p> <p>The Traffic Order consultation did not highlight any specific concerns from any protected group. The most likely protected groups to be positively affected by the proposals are age and disability as the scheme objective is to improve the highway environment for vulnerable users.</p>
<p>Will the policy or service change affect any of these service users?</p>	<p>The proposed changes to traffic restrictions resulting from the Traffic Orders could have an impact on all road users including those in protected characteristic groups, who currently travel through or park vehicles in the affected areas.</p> <p>The waiting restrictions will have the usual concessions for Blue Badge holders where applicable.</p>
<p>What are the benefits or positive impacts of the policy/service change on current or potential service users?</p>	<p>The proposed changes to traffic restrictions resulting from the Traffic Orders help to facilitate the delivery of a highway improvement scheme which will create a safer and more attractive route for people on bicycles and on foot. In time, this should reduce congestion, improve air quality and improve the health and wellbeing of the local community.</p>

	<p>The proposed waiting restrictions (detailed in Appendix 1 Table 1.1) are necessary to prevent parking where this could cause an obstruction and/or a road safety issue.</p> <p>The proposed cycle contraflow restrictions give people the option of cycling in both directions along the affected roads (detailed in Appendix 1 Table 1.2) which could make their journeys shorter,</p> <p>The most likely protected groups to be positively affected by the proposals are age and disability as the scheme objective is to improve the highway environment for vulnerable users.</p>
<p>What are the negative impacts of the policy/service change on current or potential service users?</p>	<p>The proposed traffic restrictions should not have a negative impact on any specific group with protected characteristics.</p> <p>The proposed waiting restrictions will slightly reduce the availability of on-street parking; possibly resulting in a negative effect on the individuals currently parking in those locations. At present there is no certainty of being able to park close to home. It is acknowledged that there will be a lower likelihood of being able to do this for some residents.</p> <p>Through the statutory consultation process all road users have been given a fair opportunity to express their views and needs. The feedback (detailed in Appendices 1 & 2) from the consultation has not identified any material negative impacts.</p>
<p>Will the policy or service change affect employees?</p>	<p>Possibly, as some BCP Council colleagues will visit or live in the area.</p>
<p>Will the policy or service change affect the wider community?</p>	<p>Possibly, the traffic restrictions resulting from the implementation of these Traffic Orders could possibly affect the wider community insofar as all road users should comply with the restrictions.</p>
<p>What mitigating actions are planned or already in place for those negatively affected by the policy/service change?</p>	<p>There is on-street capacity to accommodate the reduction in on-street parking spaces resulting from this Traffic Order.</p> <p>Residents that are Blue Badge Holders can apply (at a cost) for a residential disabled parking bay, which if successful would be located as close as practical to their home.</p> <p>On-street residential disabled parking bays (bcpcouncil.gov.uk)</p>
<p>Summary of Equality Implications:</p>	<p>The traffic restrictions to be made by these Traffic Orders have positive outcomes for all sections of the community as they will help provide an improved environment to encourage a greater number of people of all ages and abilities to walk and cycle.</p> <p>Pedestrians and cyclists are vulnerable road users. Within this group, children, the elderly and disabled people are especially vulnerable and would see a stronger positive impact from improved pedestrian/cycle facilities that these Traffic Orders will help complete.</p>

Appendix 1 – Consultation Outcome and Recommendations

TCF Bournemouth Railway Station to/from Jumpers Common (Northcote Road - Ashley Road) (Ref P30 & M2 2022)

Consultation dates: 4 November 2022 – 25 November 2022

Table 1.1 Traffic Order Ref P30 2022

Item No.	Road Name (All BH1)	Location/ Description	Advertised Restriction	Existing Restriction	Ward	Summary of Comments Received	Decision
1.	Ashley Road	Both sides of the carriageway, outside & opposite Nos. 123–137	No waiting at any time (double yellow lines)	Controlled crossing zig-zags (No stopping)	Littledown & Iford	No comments received	Implement as advertised. Reason: No objection <ul style="list-style-type: none"> The proposed restriction is to replace the controlled area/zig-zag markings and will help maintain the free flow of traffic on Ashley Road.
2.	Ashley Road	Eastern side of the carriageway opposite No. 145 Denmark Terrace	No waiting at any time	No waiting 8am-7pm (single yellow line)	Littledown & Iford	No comments received	Implement as advertised. Reason: No objection <ul style="list-style-type: none"> The restriction will help maintain the free flow of traffic on Ashley Road & keep the approach to the new controlled crossing clear of parked vehicles.
3.	Boscombe Grove Road	Southern side of the carriageway, extending approx. 13m from its junction with Ashley Rd.	No waiting at any time	Unrestricted	East Cliff & Springbourne	<p>1 in general support:</p> <ul style="list-style-type: none"> While I welcome the extension of double yellow lines on the south side of Boscombe Grove Road, for obvious safety reasons, this will increase pressure on the on street parking on the south side of Boscombe Grove Road. This is already an issue, this year our drive has twice been blocked by cars, and neighbours have had a similar experience. I request that white lines are painted to indicate driveways as part of the works, some properties already have this. While it will not eliminate the issue it will act as a deterrent. <p>1 observation:</p> <ul style="list-style-type: none"> Putting double yellow lines all along the south side of Boscombe Grove Road may encourage motorists to drive faster than they currently do because the road will effectively be widened. The possibility of lowering the speed limit to 20 mph could be considered. 	Implement as advertised. Reason: No objection <ul style="list-style-type: none"> The proposals have been designed to minimise parking loss. Space for 2 cars will be removed to create space for the start of the proposed cycle contraflow (see table 1.2). The loss of 2 car parking spaces is a small proportion of the total number of spaces available in the area and it is considered that there is sufficient capacity to accommodate vehicles that currently park in the affected area. The council's Civil Enforcement Officers can issue Penalty Charge Notices for vehicles blocking driveways (without the need for a waiting restriction). Residents with a dropped kerb to their driveway can apply for an Access Protection Marking for a fee. Apply for an Access Protection Marking (bcpcouncil.gov.uk) The removal of parking near the junction is unlikely to affect vehicle speeds, as vehicles will be slowing to egress the junction. Road safety is monitored and reviewed on a regular basis. Where appropriate, 20mph speed limits are considered, and if proposed, will be subject to a separate Traffic Order consultation.

Item No.	Road Name (All BH1)	Location/ Description	Advertised Restriction	Existing Restriction	Ward	Summary of Comments Received	Decision
4.	Curzon Road/ South Road	Adj. to No. 1 South Rd, approx. 12m on inside of bend.	No waiting at any time	Unrestricted	East Cliff & Springbourne	<p>1 observation:</p> <ul style="list-style-type: none"> If the scheme proceeds, there should be a sign at the junction of Boscombe Grove Road and Curzon Road that informs cyclists travelling east to be aware of motor vehicles joining Curzon Road from South Road. At present, as motorists turn into Curzon Road from South Road they routinely meet cyclists and pedestrians in the middle of the road. The improved visibility that would result from extending the yellow lines around 1 South Road should help alleviate this problem. 	<p>Implement as advertised. Reason: No objection</p> <ul style="list-style-type: none"> The restriction will prevent obstructive parking and improve forward visibility at the bend. Road markings and signs will be implemented in accordance with current design standards.
5.	Ashley Road	Outside of King's Park Academy	Revocation (removal)	No stopping on school entrance marking Mon-Fri 8am-5pm	Littledown & Iford	No comments received	<p>Implement as advertised. Reason: No objection</p> <ul style="list-style-type: none"> The school keep clear restriction is being replaced with the controlled crossing zig-zags (No stopping) which will help keep the approach to the controlled crossing clear of parked vehicles and maintain adequate visibility at/of the crossing.

Table 1.2 Traffic Order Ref M2 2022

Item No.	Road Name/ (All BH1)	Location/ Description	Advertised Restriction	Existing Restriction	Ward	Summary of Comments Received	Decision
1.	Boscombe Grove Road	From No. 66 to its junction with Ashley Rd	One-Way except cycles	One-Way	East Cliff & Springbourne	<p>1 in support:</p> <ul style="list-style-type: none"> I get about by bike most days and I support cycle contraflows on one way streets as shown. Boscombe and Springbourne are suited to cycling as they're flat with many facilities within a short distance, but all the one way streets make cycling inconvenient. Some people already cycle the wrong way up one way streets in the area and the signage would alert drivers to this. Where cycling contraflows have been put in nearby, they work well - visibility is good and cars move slowly since the streets are straight and narrow. The contraflow on Curzon Road will provide a very useful connection across the footbridge to Boscombe. 	<p>Implement as advertised. Reason:</p> <ul style="list-style-type: none"> The cycle contraflow in these lightly trafficked streets will give people the option to cycle in both directions, which can provide a more direct/ quicker route. The provisions on South Road and Boscombe Grove Road provide an alternative route to/from the proposed controlled crossing on Ashley Road outside King's Park Academy and allow people living on these roads to cycle in each direction. The roads satisfy the criteria set out in LTN 1/20 <i>Cycle Infrastructure Design</i> for cycle contraflow. The presence of new signage and road markings will alert motorists to the new arrangement. Intervisibility between cyclists and motorists is good which will limit any potential conflict.

tem No,	Road Name/ (All BH1)	Location/ Description	Advertised Restriction	Existing Restriction	Ward	Summary of Comments Received	Decision
						<p>1 observation:</p> <ul style="list-style-type: none"> If the scheme proceeds, there should be a sign at the junction of Boscombe Grove Road and Curzon Road that informs cyclists travelling east to be aware of motor vehicles joining Curzon Road from South Road. At present, as motorists turn into Curzon Road from South Road they routinely meet cyclists and pedestrians in the middle of the road. The improved visibility that would result from extending the yellow lines around 1 South Road should help alleviate this problem. 	<ul style="list-style-type: none"> Cyclists often feel safer travelling towards traffic as they can see it and react to it, rather than travelling in the same direction and being passed when not expecting it.
2.	Curzon Road	From its junction with South Rd to its junction with Boscombe Grove Rd	One-Way except cycles	One-Way	East Cliff & Springbourne		<p>Implement as advertised. Reason: See item No. 1 above.</p>
3	South Road	From its junction with Ashley Road to its junction with Curzon Rd	One-Way except cycles	One-Way	East Cliff & Springbourne	<p>1 objection:</p> <ul style="list-style-type: none"> These plans should be called in because they simply have not been thought out. The main reason is that South Road and Boscombe Grove Road on this one way system are narrow so only allowing parking on one side and therefore for practical purposes there is no way a vehicle can pull to one side to allow a cycle approaching the opposite way to pass. 	<p>Implement as advertised. Reason: See item No. 1 above.</p>
4.	Boscombe Grove Road	At its junction with Ashley Rd	No Entry except cycles	No Entry	East Cliff & Springbourne	<p>I can only imagine this mistake has occurred when a site visit was made during normal working hours giving the impression there is low pressure on parking. In fact as we all know there is huge pressure on parking in that area.</p> <p>Cyclists can still easily negotiate the one way system by riding up South Road from Ashley Road or down Boscombe Grove Road to Ashley Road. Perfectly simple really.</p>	<p>Implement as advertised. Reason: See item No. 1 above. :</p>

Appendix 2 – Consultation Responses
TCF Bournemouth Railway Station to/from Jumpers Common (Northcote Road - Ashley Road)
(Ref P30 & M2 2022)

Consultation dates: 4 November 2022 – 25 November 2022

Ref	Type of comment	Comments Made (verbatim)
Rep01	General Support/ Scheme comment	<p>I support the proposed TCF1 walking and cycling improvements near Kings Park Academy on Ashley Road. It's great to see that the route will connect to KPA as it's a very large primary school generating a lot of journeys. My daughter goes to the school and we walk, scoot or cycle as do many other families, but there are currently some tricky areas which the proposals would help resolve.</p> <p>There's a pedestrian pinch point by the bus layby outside the school gates - this area is busy and unsafe at school run times as children frequently step/cycle out into the bus layby to get past the crowds. It looks like this would be resolved in the plans.</p> <p>I get about by bike most days and I support cycle contraflows on one way streets as shown. Boscombe and Springbourne are suited to cycling as they're flat with many facilities within a short distance, but all the one way streets make cycling inconvenient. Some people already cycle the wrong way up one way streets in the area and the signage would alert drivers to this. Where cycling contraflows have been put in nearby they work well - visibility is good and cars move slowly since the streets are straight and narrow. The contraflow on Curzon Road will provide a very useful connection across the footbridge to Boscombe.</p> <p>My only concern is that on Ashley Road it looks as if cyclists would be sent into the carriageway over the railway bridge. Considerate cycling should be allowed on the footways over the bridge as the carriageway is not a safe option, especially for primary school children. It would also be better to replace the wide junction at the entrance to Station Approach with continuous footway to give pedestrians priority.</p>
Rep02	Objection	<p>These plans should be called in because they simply have not been thought out. The main reason is that South Road and Boscombe Grove Road on this one way system are narrow so only allowing parking on one side and therefore for practical purposes there is no way a vehicle can pull to one side to allow a cycle approaching the opposite way to pass.</p> <p>I can only imagine this mistake has occurred when a site visit was made during normal working hours giving the impression there is low pressure on parking. In fact as we all know there is huge pressure on parking in that area.</p> <p>Cyclists can still easily negotiate the one way system by riding up South Road from Ashley Road or down Boscombe Grove Road to Ashley Road. Perfectly simple really.</p>
Rep03	Observation	<p>I wish to make two comments on the proposal;</p> <ol style="list-style-type: none"> 1. If the scheme proceeds, there should be a sign at the junction of Boscombe Grove Road and Curzon Road that informs cyclists travelling east to be aware of motor vehicles joining Curzon Road from South Road. At present, as motorists turn into Curzon Road from South Road they routinely meet cyclists and pedestrians in the middle of the road. The improved visibility that would result from extending the yellow lines around 1 South Road should help alleviate this problem. 2. Putting double yellow lines all along the south side of Boscombe Grove Road may encourage motorists to drive faster than they currently do because the road will effectively be widened. The possibility of lowering the speed limit to 20 mph could be considered.
Rep04	General Support/ Observation	<p>While I welcome the proposals, the extension of double yellow lines on the south side of Boscombe Grove Road, for obvious safety reasons, will increase pressure on the on street parking on the south side of Boscombe Grove Road. This is already an issue, this year our drive has twice been blocked by cars, and neighbours have had a similar experience. I request that white lines are painted to indicate driveways as part of the works, some properties already have this. While it will not eliminate the issue it will act as a deterrent.</p>