

Report subject	<b>Traffic Order Proposals, LTP Road Safety Proposals Former Durley Road Car Park</b>
Meeting date	26 July 2023
Status	Public Report
Executive summary	The project aims to create a safer environment in the vicinity of St. Michaels school to encourage more walking and cycling thereby reducing congestion and improving health and well-being overall. The planned improvements would also help pedestrian and cyclists in and out of Bournemouth Town Centre when travelling from the west. The project makes up part of the Section 106 agreement from 2019 (linked to land at Durley Road Car Park), which it is primarily funded by, as well as using funds provided from the Local Transport Plan (LTP) Capital Programme.
Recommendations	<p><b>It is RECOMMENDED:</b></p> <p><b>To make and seal the Traffic Orders and implement the restrictions which are outlined in Appendix 1 of this report</b></p>
Reason for recommendations	<p>To approve the making and sealing of the Orders. This will enable the implementation of new and amended traffic restrictions on:</p> <ul style="list-style-type: none"> <li>• Commercial Road</li> <li>• Clarendon Road</li> <li>• Durley Chine Road</li> <li>• Durley Road</li> <li>• Marlborough Road</li> <li>• Poole Hill</li> <li>• Somerville Road</li> <li>• West Hill Road</li> </ul> <p>The above are required to facilitate the delivery of pedestrian and cycle access improvements. In taking this decision regard has been had to the council's duty under section 122 of the Road Traffic Regulation Act 1984.</p>

	Objections have been received, which are outlined in Appendix 1. It is considered that the Traffic Order proposals will help secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)
Portfolio Holder(s):	Councillor Vikki Slade - Leader of the Council and Portfolio Holder for Dynamic Places  Councillor Millie Earl - Deputy Leader of the Council and the Portfolio Holder for Connected Communities  Councillor Andy Hadley - Portfolio Holder for Climate Response, Environment and Energy
Corporate Director	Jess Gibbons – Chief Operations Officer
Report Authors	Andy Brown – Traffic Team Leader  Robert Walter – Senior Traffic Technician
Wards	Westbourne & West Cliff;
Classification	For decision

## Background

The Section 106 and LTP funded works aim to improve the local area around St Michaels school and the new flats by making the area safer for pedestrians and cyclists to encourage people to walk, cycle or scoot to and from the school and/or to Bournemouth Town Centre. In order to do this it is proposed that speeds are reduced by introducing a 20mph zone, crossing facilities are upgraded and the car park entrance is improved.

## Options Appraisal

### 1. The options are to:

- 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.

## Summary of financial implications

2. The costs associated with the consultation of the Orders are estimated to be £2,500. The implementation costs for the Orders are estimated to be £20,000. Both elements will be covered as part of the project costs funded by the developer and via the LTP.

### **Summary of legal implications**

3. The Road Traffic Regulation Act 1984, as amended (RTRA) provides local authorities the power to make Traffic Orders. 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. 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.

### **Summary of human resources implications**

4. There are no known human resource implications.

### **Summary of sustainability impact**

5. The traffic restrictions will complete a highway improvement scheme that will complement the council's wider Transforming Travel programme and declared climate and ecological emergency. It will also support ambitions for improving local travel and creating an environment where the use of public transport, cycling and walking become more attractive travel choices.

### **Summary of public health implications**

6. 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**

7. The traffic restrictions to be made by the proposed Traffic Orders have positive outcomes for all sections of the community as they will help provide a safer environment for all road users and an improved environment to encourage a greater number of people of all ages and abilities to walk and cycle. 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 crossing facilities that these Traffic Orders will help complete.

An EQIA assessment has been done and this was approved at the Panel on 23<sup>rd</sup> February 2023 and received an amber rating.

### **Summary of risk assessment**

8. The Design Team have provided satisfactory responses to any TRO concerns raised in the Stage 2 road safety audit.

### **Appendices**

Appendix 1 - Consultation Outcome and Recommendations (attached to this document)

Appendix 2 – EQIA

Appendix 3 – Section 106 Agreement

Appendix 4 – Deposit Document (TRO Proposals)

Appendix 5 – 20 mph zone



**Appendix 1 - Consultation Outcome and Recommendations**  
**Local Transport Plan Road Safety Proposals Former Durley Road Car Park**  
**(Ref: SM2 & P36)**

Consultation dates: 24 February – 17 March 2023

Item No.	Road Name(s)	Location/ Description	Advertised Restriction(s)	Existing Restriction(s)	BCP Ward	Summary of responses (Number received & summary of points raised)	Decision
1.	Durley Chine Road	Junction with Somerville Road	No right turn except cycles	No right turn	Westbourne & West Cliff	1 Support  2 Comments <ul style="list-style-type: none"> <li>Based around existing layout and requirement to ensure signage is adequate</li> <li>Change to kerb line may encourage more vehicles to turn right as they already do.</li> </ul>	Implement as advertised Reasons: <ul style="list-style-type: none"> <li>Improvement to the Cycle Network, encouraging more sustainability and active travel, which is one of the Council's main priorities.</li> <li>Links in with the School Street, which has now been made permanent, to encourage more parents and children to cycle to School.</li> </ul>
2.	Somerville Road	Entire length	One way except cycles	One way	Westbourne & West Cliff	1 Support  1 Objection (cycle lanes not required and would be unsafe)  2 Comments (based around existing layout and need to ensure signage is adequate)	Implement as advertised Reasons: <ul style="list-style-type: none"> <li>Improvement to the Cycle Network, encouraging more sustainability and active travel, which is one of the Council's main priorities.</li> <li>Links in with the School Street, which has now been made permanent, to encourage more parents and children to cycle to School.</li> </ul>
3.	Commercial Road (spur)	From its eastern most junction with Poole Hill to its junction with West Hill Road	20 mph speed limit zone	30 mph	Westbourne & West Cliff	3 Support, No objection	Implement as advertised Reasons: No objection <ul style="list-style-type: none"> <li>Improved safety for motorists, cyclists, and pedestrians.</li> </ul>
4.	Durley Road	From its junction with West Hill Road to its junction with Hahnemann Road	20 mph speed limit zone	30 mph	Westbourne & West Cliff	3 Support, No objection	Implement as advertised Reasons: No objection <ul style="list-style-type: none"> <li>Improved safety for motorists, cyclists, and pedestrians.</li> </ul>
5.	Poole Hill (spur)	From its junction with Commercial Road to its northern junction with Poole Hill	20 mph speed limit zone	30 mph	Westbourne & West Cliff	3 Support, No objection	Implement as advertised Reasons: No objection <ul style="list-style-type: none"> <li>Improved safety for motorists, cyclists, and pedestrians.</li> </ul>
6.	Somerville Road	Entire length	20 mph speed limit zone	30 mph	Westbourne & West Cliff	3 Support,  1 Objection (speeding is not a problem on this road, bit might be welcomed by some)	Implement as advertised Reasons: <ul style="list-style-type: none"> <li>Improved safety for motorists, cyclists, and pedestrians.</li> </ul>
7.	West Hill Road	From its junction with Poole Hill/ Poole Road to its junction with South View Place	20 mph speed limit zone	30 mph	Westbourne & West Cliff	3 Support, No objection	Implement as advertised Reasons: No objection <ul style="list-style-type: none"> <li>Improved safety for motorists, cyclists, and pedestrians.</li> </ul>
8.	Clarendon Road	Adjacent to Nos. 5-7 (to confirm signed restriction)	No waiting at any time/ cars & Motorcycles only	No waiting at any time/ cars & Motorcycles only	Westbourne & West Cliff	No objection	Implement as advertised Reason: No objection
9.	Commercial Road	Extending 10m from its junction with West Hill Road on both sides of the carriageway	No waiting at any time/ No Loading at any time	No waiting 10am – 10pm	Westbourne & West Cliff	No objection	Implement as advertised Reasons: No objection <ul style="list-style-type: none"> <li>Increased protection on the junction will improve visibility and manoeuvrability.</li> </ul>
10.	Durley Road	Extending 13m from its junction with West Hill Road on the eastern side of the carriageway	No waiting at any time/ No Loading at any time	No waiting 8am-7pm	Westbourne & West Cliff	No objection	Implement as advertised Reasons: No objection <ul style="list-style-type: none"> <li>Increased protection on the junction will improve visibility and manoeuvrability.</li> </ul>
11.	Marlborough Road	For a distance of 8m on the northern side of the carriageway adjacent to	No waiting at any time	Cars & motorcycles	Westbourne & West Cliff	No objection	Implement as advertised Reasons: No objection

