

Report subject	Albert Road (Bournemouth) Loading Bay Proposal - P41 2023
Meeting date	13 December 2023
Status	Public Report
Executive summary	<p>To consider the representations received following the advertisement of the Traffic Order and to approve the making and sealing of the Order.</p> <p>This will enable the implementation of a new loading bay, replacing a disabled bay, in Albert Road, Bournemouth.</p>
Recommendations	<p>It is RECOMMENDED that:</p> <p>Cabinet approves the Traffic Regulation Order for the loading bay in Albert Road as advertised, and the withdrawal of the proposed disabled bay in Richmond Hill.</p> <p>This will enable the order to be made, sealed and to install the restrictions which are outlined in this report and appendices.</p>
Reason for recommendations	<p>There are continued issues for daytime deliveries to local businesses and residential properties in Albert Road located in Bournemouth town centre.</p> <p>The installation of the proposed loading bay will enable safe deliveries and help to keep the turning head clear which is used to access a substation, hairdressers, flats and associated bin and bike stores.</p> <p>Following review of the objections it is recommended to withdraw the proposed disabled bay replacement in Richmond Hill. There are existing disabled bays locally in Post Office Road along with single and double yellow lines in the area that blue badge holders can use for a period of up to 3 hours. The existing on-street pay and display bays in Richmond Hill can also be used for free as per the blue badge scheme.</p> <p>In taking this decision regard has been made to the council's duty under section 122 of the Road Traffic Regulation Act 1984 which states that local authorities 'secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians).</p>

Portfolio Holder(s):	<p>Councillor Vikki Slade - Leader of the Council and Portfolio Holder for Dynamic Places</p> <p>Councillor Millie Earl - Deputy Leader of the Council and the Portfolio Holder for Connected Communities</p> <p>Councillor Andy Hadley - Portfolio Holder for Climate Response, Environment and Energy</p>
Corporate Director	Jess Gibbons – Chief Operations Officer
Report Authors	<p>Julian McLaughlin – Director for Infrastructure</p> <p>Richard Pincroft – Head of Transport and Sustainable Travel</p> <p>Andy Brown – Traffic Team Leader</p> <p>Robert Walter – Senior Traffic Technician</p>
Wards	Bournemouth Central;
Classification	For Decision

Background

1. The Council was approached locally following issues raised by residents and businesses regarding delivery HGV and vans in Albert Road blocking accesses and footways, primarily to residential flats located in the area.
2. Subsequent site meetings were carried out between the Council and residents to address the concerns, understand the issues, and take forward proposals.
3. The main concern relates to daytime deliveries as there is no location whereby deliveries can safely take place. This section is just outside the pedestrianised zone which is restricted from 10am to 10pm therefore deliveries take place adjacent to the gate located in Albert Road causing issues in the turning head and blocking access to an electricity substation, residential flats and associated bin and bike stores. Footways are also blocked which causes issues for pedestrians especially those with mobility issues and/or using mobility scooters.
4. The proposal taken forward and consulted on included a new loading bay to replace an existing disabled bay in Albert Road and a new disabled bay in Richmond Hill replacing a section of pay and display (P&D) parking.
5. Consultation was carried out on the proposals by way of legal 21-day notice from 18 August 2023 to 8 September 2023. Notices were placed in the local Daily Echo as required along with notices placed locally on site.
6. Two objections were received both in relation to the loss of parking on Richmond Hill if the current P&D outside the Richmond Hotel is converted to disabled bays, meaning the loss of 3 spaces. Both cited loss of business due to reduction in general P&D parking bays.
7. In review and considering the consultation results the recommendation is to install the loading bay as advertised in Albert Road and not take forward the change of

P&D bay to a disabled bay in Richmond Hill. This is supported by the location of existing disabled bays in the area and the potential loss of income from the P&D bays.

Options Appraisal

8. There are 3 Options:

- Make the Orders and implement the provisions as advertised in Albert Road only (Recommended Option)
- Make the Orders and implement the provisions as advertised in Albert Road and Richmond Hill
- Not to make the Order.

Summary of financial implications

9. The costs associated with the consultation of the Orders are estimated to be £1,200 with a scheme implementation cost of approx. £800 to include signs and lines funded from the Local Transport Plan (LTP) Capital Programme Minor Transport Schemes allocation for 2023/24.

Summary of legal implications

10. 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

11. Officer time spent working on this proposal is rechargeable to the LTP Capital Programme.

Summary of sustainability impact

12. There are no identified sustainability impacts.

Summary of public health implications

13. There are no known public health implications.

Summary of equality implications

14. An EIA Screening tool has been completed and is shown in Appendix 2.

Primary consideration was around the removal of the disabled bay in Albert Road to provide the proposed loading bay. However, in review it is considered that the provision of a loading bay to ensure a safer environment outweighs the loss of disabled bay at this location as there are alternative facilities in the town centre. This includes nearby sections of single and double yellow lines to park for up to 3 hours, disabled bays in Post Office Road and the use of the on street pay & display bays in Richmond Hill for free as per the blue badge scheme.

Summary of risk assessment

15. The Council is proposing the implementation of the loading bay to help maintain accessibility in the road and this should help to reduce any risks associated with emergency services being unable to access the road.

Background papers

- Albert Road, Bournemouth, Loading Bay (P41) – BCP ‘Have your say’
Consultation webpage: [Albert Road Loading Bay P41 2023 | Have Your Say Bournemouth, Christchurch and Poole \(bpcouncil.gov.uk\)](https://www.bpcouncil.gov.uk/consultations/albert-road-loading-bay-p41-2023)

Appendices

Appendix 1 – Albert Road (Bournemouth) Loading Bay Proposals P41 2023 – Deposit Document

Appendix 2 – EIA Screening Tool Albert Road