

Report subject	<b>Traffic Order Proposal, Transforming Cities Fund (TCF) - Darby's Lane Cycle Route 5 Section 2 (C.5.2) P40 2023</b>
Meeting date	10 January 2024
Status	Public Report
Executive summary	<p>The proposal is the implementation of new waiting restrictions which are required for Cycle Route 5 section 2 (C.5.2) of the Transforming Cities Fund (TCF) route "Poole town centre to Merley, Poole" as it passes though Darby's Lane.</p> <p>The Transforming Cities Fund (TCF) programme is funded directly from the Department for Transport (DfT) with small local contributions from stakeholders.</p> <p>The programme aims to create a safer environment and to encourage more travel by sustainable modes including; walking cycling and bus use, thereby reducing congestion and improving health and well-being overall.</p>
Recommendations	<p><b>It is RECOMMENDED that:</b></p> <p><b>To make and seal the Traffic Order and implement the restrictions which are outlined in Appendix 1 of this report.</b></p>
Reason for recommendations	<p>To consider the objection received following the advertisement of the Traffic Order and to approve the making and sealing of the Order. This will enable the implementation of new waiting restrictions that are required to complete the Darby's Lane section of the Transforming Cities Fund (TCF) route "Poole town centre to Merley, Poole".</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 and amenities.</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>
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</p>

	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	Oakdale;
Classification	For decision

## Background

1. 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.
2. The TCF programme comprises six sustainable transport corridors. Improvements for walking and cycling are planned between Poole town centre to Merley (C.5.2) to make north-south journeys across the south-east Dorset region easier, safer and more reliable. Darby's Lane forms part of this route. Cycle and pedestrian improvements are proposed to be carried out on Darby's Lane. The waiting restrictions which are required to complete this section of the scheme plan to:
  - Protect sight lines on junctions for motorists and cyclists
  - Improve safety for cyclists approaching crossing facilities
  - Compliment build outs to create safe crossing points for pedestrians, particularly the elderly and disabled.
  - And to provide clear access to the park for pedestrians, whilst also allowing for emergency access points to be kept clear.
3. The specifics are detailed in Appendix 1 of this report. The statutory consultation of the proposed Traffic Order has been undertaken. Objections have been received and they are detailed in Appendix 1. No material negative impacts have been identified in relation to the restrictions including to matters such as access to premises and amenities.

## Options Appraisal

4. 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**

5. The cost associated with the consultation of the Order is estimated to be £2,000 and will be funded from the TCF allocation.

#### **Summary of legal implications**

6. 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**

7. There are no known human resource implications.

#### **Summary of sustainability impact**

8. 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 walking and cycling become more attractive travel choices.

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

9. 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**

10. The traffic restrictions to be made by the proposed Traffic Orders have positive outcomes 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.

## **Summary of risk assessment**

11. A stage 2 road safety audit has been undertaken and there are no issues raised in relation to the TROs.

## **Appendices**

Appendix 1 - Consultation Outcome and Recommendations

Appendix 2 – EIA

Appendix 3 –Deposit Document (TRO Proposals)