

Report subject	Traffic Order Proposal, LTP Safer Routes to School, Sandecotes Road, P42 M102 2023
Meeting date	06 March 2024
Status	Public Report
Executive summary	<p>Subject to approval the proposal shall enable the implementation of new waiting restrictions and improved cycling measures along Sandecotes Road.</p> <p>The proposal is aligned with the BCP Local Cycling and Walking Infrastructure Plan (LCWIP).</p> <p>This scheme aims to create a safer environment and to encourage more travel, especially to and from Schools, by sustainable modes including such as walking and cycling, thereby reducing congestion and improving health and well-being overall.</p>
Recommendations	<p>It is RECOMMENDED that:</p> <p>Cabinet approve the Traffic Orders as advertised, to enable the order to be made, sealed and to implement the restrictions which are outlined in Appendix 2 of this report.</p>
Reason for recommendations	<p>No material negative impacts have been identified in relation to the restrictions to be implemented including 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 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>Andy Brown – Traffic Team Leader</p> <p>Robert Walter – Senior Traffic Technician</p>
Wards	Parkstone; Penn Hill
Classification	For decision

Background

1. This scheme was originally identified through the safer routes to school programme. The Council received a petition from Baden-Powell School for a formal crossing facility to aid the safe passage of children across Woodside Road whilst walking to and from the school. It was also identified that this area and Sandecotes Road in particular could also benefit from improved cycling facilities.
2. The main objective of the scheme is to improve the environment for students walking and cycling to and from Baden-Powell School via Woodside and Sandecotes Road. The new facilities would help create a safer route to the school for the students and should therefore encourage more students to choose sustainable and active travel modes to travel to and from the school and encourage more families to cycle to the beach.
3. In addition, the creation of these facilities should also help encourage sustainable travel more widely across the community in this area, not just for the school children. It is also noted that a formal crossing facility provides a much improved and safer crossing point for visually impaired and more vulnerable pedestrians such as the elderly and wheelchair users.
4. The waiting restrictions which are required to complete this section of the scheme plan to protect sight lines on junctions for motorists and cyclists approaching the junction and for pedestrians crossing the road. The upgrading of the existing “no entry” and “one-way” restrictions to allow for cycling will improve the Cycle Network, encouraging more safe sustainable and active travel, particularly for children cycling to School, which is one of the Council’s main priorities.
5. The specifics are detailed in Appendix 2 of this report. The statutory consultation of the proposed Traffic Order has been undertaken. Objections have been received and they are detailed in Appendix 2. No material negative impacts have been identified in relation to the restrictions including to matters such as access to premises and amenities.

Options Appraisal

6. 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 2).
 - 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

7. The cost associated with the consultation of the Order is estimated to be £2,000 and would be funded from the LTP Capital Programme.

Summary of legal implications

8. 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

9. There are no known human resource implications.

Summary of sustainability impact

10. The traffic restrictions would complete a highway improvement scheme that would complement the council's wider Transforming Travel programme and declared climate and ecological emergency. It would 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

11. The traffic restrictions would 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

12. 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

13. No significant risks have been identified. Following implementation a stage 3 road safety audit will be carried out in line with process.

Appendices

Appendix 1 - Scheme Drawings

Appendix 2 - TRO Consultation Outcome and Recommendations

Appendix 3 - Deposit Document (TRO Proposals)

Appendix 4 – EIA