

Report subject	<b>Safer Routes to School Traffic Regulation Order Review P43 2023 - Various Sites</b>
Meeting date	6 March 2024
Status	Public Report
Executive summary	<p>Subject to approval the proposal shall enable the implementation of various new Traffic Orders related to Safer Routes to School issues at various locations across the BCP area.</p> <p>These proposals aim 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><b>It is RECOMMENDED that:</b></p> <p><b>Cabinet approves the Traffic Order to enable it to be made and sealed and to implement the restrictions which are outlined in Appendix 1.</b></p>
Reason for recommendations	<p>To consider the representations 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 parking and waiting restrictions which have been designed to improve road safety, to ensure essential services can take place and to improve the flow of traffic and parking facilities available to the local community including schools.</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 use of the road by public service vehicles.</p> <p>It is considered that the Traffic Order will help secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians and cyclists) and the provision of suitable and adequate parking facilities on the highway.</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>Matthew Carruthers – Senior Traffic Technician</p>
Wards	<p>Alderney &amp; Bourne Valley; Bearwood &amp; Merley; Broadstone; Burton &amp; Grange; Canford Cliffs; Commons; Creekmoor; East Southbourne &amp; Tuckton; Highcliffe &amp; Walkford; Moordown; Muscliff &amp; Strouden Park; Newtown &amp; Heatherlands; Parkstone; Penn Hill; Talbot &amp; Branksome Woods; Wallisdown &amp; Winton West;</p>
Classification	For Decision

## Background

1. The restrictions listed in Appendix 1 have been requested by members of the public, councillors and council officers and subsequently assessed and prioritised against the BCP Minor Scheme Guidance scoring system. This has ranked the requests to enable resources to be allocated to the most important locations which in this case are related to Safer Routes to School issues.
2. A 21-day public consultation ran from Friday 29 September 2023 to Friday 20 October 2023 where:
  - 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 website.
3. Objections, support, and general comments from the notice period have been considered appropriately for all sites which in some cases has enabled amendments to the proposed Traffic Regulation Orders. Consultation Outcomes and Recommendations are outlined in Appendix 1 of this report.

## **Options Appraisal**

4. The options are to:

- amend and make the Order and implement only some of the advertised provisions/vary some of the advertised provisions to be less restrictive than advertised or removed (in consideration of the representations, as set out in Appendix 1) - Recommended Option
- make the Order and implement the provisions as advertised.
- Not to make the Order.

## **Summary of financial implications**

5. The costs associated with both the consultation and implementation of the Traffic Order would be covered by the Permanent Traffic Order budget. The whole review cost is estimated to be £20,000 and funded from the Local Transport Plan Capital Allocation for Minor Schemes.

## **Summary of legal implications**

6. The Road Traffic Regulation Act 1984, as amended (RTRA) provides local authorities the power to make Traffic Orders.
7. 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. All representations received have been formally considered as outlined in Appendix 1 and considered in making this decision.
8. 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, s32 and s122 of the RTRA 1984 and s16 of the Traffic Management Act 2004
9. This process included notifications to all relevant ward councillors and all statutory consultees (including emergency services, disability groups, local public transport providers, national transport associations and various council departments) and a 21-day public consultation noticed in the Bournemouth Daily Echo, on the council's website and by on-street notices in the relevant locations.

## **Summary of human resources implications**

10. There are no known human resource implications.

## **Summary of sustainability impact**

11. There are no identified sustainability implications.

## **Summary of public health implications**

12. There are no known public health implications benefits for the investment.

## **Summary of equality implications**

13. It is confirmed that a conversation screening document has been completed and attached as Appendix 4.
14. In summary, the restrictions as part of Safer Routes to School package will be a benefit to all road users especially young children walking to and from school, the elderly and those with mobility issues. The restrictions will clear junctions and

certain pinch points increasing visibility and ease for passing of vehicles, including buses, waste services and emergency services.

This proposal has many positives to make note of:

- Increases safety along routes near schools.
- Decreases chance of road collisions.
- Stops access to properties being blocked.
- Improves access for emergency vehicles.
- Better access for local transport.

### **Summary of risk assessment**

15. There are no known risk implications.

### **Background papers**

There are no Background Papers.

### **Appendices**

Appendix 1 – P43 2023 Consultation Outcome and Recommendations

Appendix 2 - P43 2023 Deposit Document Part 1

Appendix 3 - P43 2023 Deposit Document Part 2

Appendix 4 – P43 Equalities Impact Assessment Conversation Screening Tool