

Title of meeting: Cabinet Member for Traffic and Transportation Decision Meeting

Date of meeting: 24 November 2016

Subject: The Hard B2154 Experimental Traffic System

Report by: Alan Cufley, Director of Transport, Environment and Business Support

Wards affected: Charles Dickens

Key decision: No

Full Council decision: No

1. Purpose of report

To consider the experimental traffic scheme in place at The Hard (under ETROs 16/2015 and 17/2015), with a view to making the current traffic provisions permanent rather than return the area to its previous arrangements.

2. Recommendations

That the experimental traffic scheme, including the one-way system, is made permanent.

3. Background

3.1 In August 2015, the traffic arrangements at The Hard B2154 were reconfigured to facilitate the major redevelopment of The Hard Interchange; accommodating the displaced taxis, buses, coaches and short-term parking. The scheme was achieved in 2 phases via 2 experimental traffic regulation orders, whereby measures are implemented and a 6-month consultation takes place on those measures simultaneously.

3.2 The reconfigured network includes a one-way traffic system, both to manage the traffic whilst the interchange closed and to use the opportunity to alleviate localised congestion at the pinch point outside the Historic Dockyard entrance. The congestion occurred at that point due to the inability of two buses to pass simultaneously at the corner, which the alternative route has addressed.

3.3 The experimental orders in place enabled modifications to be made to the traffic scheme when required. These were made on 3 occasions as a result of feedback and experience of the new scheme, causing the 6-month consultation period to be reset each time to take account of the revisions:

- loading ban installed in Clock Street to prevent congestion caused by short-term parking on the double yellow lines and to enable the larger vehicles to

negotiate the junctions to reach The Hard (consultation period reset to 18 March 2016);

- taxi rank extended on The Hard opposite Victory Road (consultation period extended to 18 March 2016);
- coach drop-off designated at the southern end of Queen Street (consultation period reset to 12 May 2016)

4. Reasons for recommendation

- 4.1** The recommendation seeks to make the current traffic scheme permanent in its entirety. When first introduced for the purpose of facilitating redevelopment of the Hard Interchange, it was intended to be temporary. However, given its success and improvement to the realm it is recommended that this remains as it is.
- 4.2** No formal objections were submitted in response to the experimental traffic scheme. With the minor revisions in place as described above, feedback from stakeholders such as bus companies, Gunwharf Quays and the Historic Dockyard continued to be positive.
- 4.3** Once made permanent, the provisions in place can be amended at any point in the future via a permanent traffic regulation order and associated 21-day consultation.

5. Equality Impact Assessment

- 5.1** A preliminary EIA has been carried out and raised concerns regarding a potential negative impact on residents of Hooper Court using the rear entrance to the residence. As a result of this, modifications have been made to the scheme, including widening of the southern footway on Wickham Street providing improved access for all. Views were sought from residents of Hooper Court on this issue, and supportive feedback was received.

No objections were received during the consultation period of the ETRO. Measures identified to mitigate the potential negative impact on residents of Hooper Court, and no negative impact has been identified on any of the protected characteristics as described in the Equality Act 2010. These include Age, Disability, Race, Transgender, Gender, Sexual orientation, Religion or belief, relationships between groups, and other socially excluded groups.

6. Legal Implications

- 6.1** It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to its other obligations, policies and objectives, the following objectives:
- (a) securing the expeditious movement of traffic on the authority's road network; and
 - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority

- 6.2** Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.

- 6.3** The procedural provisions for giving permanent effect to an experimental order is set out in regulations 23 and schedule 5 of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (LATOPR 1996).

- 6.4** Regulation 23 provides that an experimental order can be made permanent providing the following requirements are adhered to:

6.4.1 The following statements were included in the notice of making the experimental order:

- that the order making authority will be considering in due course whether the provisions of the experimental order should be continued in force indefinitely
- A person may object to the experimental order continuing for an indefinite period within 6 months of the order beginning on the date the order came into force (or within 6 months beginning on date the order is varied or modified)
- That any objections must be in writing, state the grounds on which it is made and be sent to an address specified in the notice

6.4.2 The following documents were deposited and kept available for inspection beginning from the date on which the advertisement of the experimental order is first published and ending on the date the order ceases to have effect:

- a) a copy of the relevant notice of proposals and, if the order has been made, of the relevant notice of making;
- b) a copy of the order as proposed to be made or as made (as the case may be);
- c) a map which clearly shows the location and effect of the order as proposed to be made or as made (as the case may be) and, where appropriate, alternative routes for diverted traffic;
- d) a statement setting out the reasons why the authority proposed to make the order including, in the case of an experimental order, the reasons for proceeding by way of experiment and a statement as to whether the authority intends to consider making an order having the same effect which is not an experimental order;

- e) if the order varies, revokes, applies or suspends another order, a copy of that other order;
- f) if the order has been made after the holding of a public inquiry, a copy of the report and recommendations (if any) of the inspector; and
- g) where the experimental order has been modified in accordance with section 10(2) RTRA a statement of the effect of each such modification

6.5 Where the above has been satisfied regulations 6 (consultation), 7 (notice of proposals) and 8 (objections) do not apply.

7. Director of Finance's comments

7.1 The costs associated with making the experimental traffic scheme permanent are estimated to be approximately £147,000. These costs include the construction costs, road safety audits, internal design fees and the traffic regulation order, as well as the associated ongoing maintenance costs. It is anticipated that this sum would be funded from the existing Hard Interchange capital scheme, as approved by Council on 9 February 2016.

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Signed by:
Alan Cufley
Director of Transport, Environment & Business Support

Appendix A - Preliminary EIA
Appendix B - G.A Drawing

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

| Title of document | Location |
|--------------------------|-----------------|
| | |

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by on

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Signed by:
Councillor Jim Fleming
Cabinet Member for Traffic & Transportation