

RECORD OF DECISION MADE BY PORTFOLIO HOLDER FOR TRANSPORTATION, CLEANSING AND WASTE

Decision Ref. No:

Responsible Officer:
Roger Dyson Highway Design Team

**Subject: LOCAL SUSTAINABLE TRANSPORT FUND SCHEME
Boscombe West - Centenary Way to St Johns Road**

Decision taken: To Approve for Implementation agreed Proposals at the St Johns Road Junction and undertake, associated Traffic Regulation Orders

Reasons for the decision: To give authority to officers to proceed

Call-in and Urgency:

This decision is subject to the Council's Call-In Procedure.

Background: The Local Sustainable Transport Fund grant implementation programme 2013/14 proposes improvements at this junction to incorporate walking and cycle facilities and improve traffic flow. This improvement forms part of the project 'Backing Boscombe' and links directly to the 'shared space' regeneration scheme also proposed on the eastbound approach to Boscombe town centre; this will be the subject of a separate Decision Notice.

Significant traffic cross-movements at the Boscombe Spa Road junction often create congestion on Christchurch Road which can extend back to Palmerston Road, resulting in delays to traffic flow and bus services. The introduction of a controlled push button pedestrian crossing facility across St Johns Road into the existing signals would exacerbate this situation further. The proposal consulted upon was designed specifically to improve the efficiency at the St Johns junction sufficiently to allow traffic to be diverted away from the busy Boscombe Spa Road junction and incorporate a signal controlled pedestrian crossing across St Johns Road. This would be achieved by removing access to the western end of the Crescent. Concern was expressed during the consultation regarding this closure as it was felt this impacted upon a local link to Springbourne which was considered important to Boscombe's economy.

Members from both Boscombe West and East Cliff and Springbourne wards met to discuss the implications and recommended that the proposal consulted upon to remove access to the Crescent should be postponed until all other highway improvements in the area, including a future scheme at the eastern end of the precinct, have been implemented and the effect on traffic movements re-assessed. It was also felt that closure of the western end of the crescent at this stage could compromise the aspirations of Bournemouth 2026 and the Coastal Activity Park.

Instead appropriate traffic signal control will be incorporated to give Christchurch Road traffic the necessary priority under the Three Towns Travel initiative to minimise delays to both bus services and any impact upon the proposed 'shared space' section. It was recognised that this will at times cause increased queues to form in St Johns Road, Boscombe Spa Road and on Christchurch Road from the Manor Road approach. The existing bus lane on Christchurch Road should ensure delays for eastbound buses are kept to a minimum.

The ward councillors (joint) considered that traffic from St Johns Road wishing to cross Christchurch Road into the Crescent and on to Springbourne would have had to turn left into Christchurch Road and then turn to the immediate right. They considered this would cause delays to Christchurch Road traffic in both directions and was one of the reasons for selecting Option 2

(below).

On-street parking spaces on Christchurch Road are to be retained but inset into a widened footway, one space will be lost to facilitate the zebra crossing.

Essential maintenance of the carriageway in the vicinity of the junction will also be carried out.

Options considered:

1. The officer recommended proposal for the St Johns Road junction and consultation upon requiring closure of the western access to the Crescent.
2. To incorporate the necessary walking and cycling facilities within the existing junction layout but without closure of the western access to the crescent. This option significantly increases delays to traffic and public transport and therefore did not on its own fulfil the requirements of the Three Towns Travel Initiative.
3. To extend the shared space area to include the St Johns Road junction. The volume of traffic was considered too high for this to be appropriate.

Consultations undertaken:

A six week public consultation period was undertaken with 2200 leaflets delivered to local Boscombe residents with staffed exhibitions held in the Sovereign Centre and Library. A total of 56% of those who returned questionnaires either by post or online supported the proposals. Of the remaining replies 14.6% specifically stated that they did not support closure of the Crescent. All Statutory Consultees and local Ward Councillors were consulted, all have expressed their support for the proposals although were concerned about the further severance created by the proposal. Objections were received from a Councillor from an adjacent Ward and a Councillor from another Ward and a further objection was lodged by the Springbourne Forum, regarding loss of access to Walpole Road stating this to be an important 'back route' to Springbourne area. Ward Councillors at one stage agreed with the proposals but on hearing arguments both for and against Option 1 ultimately decided that Option2 was their preferred choice. Details of the proposals consulted upon are attached as **Appendix 1**

Finance/Resource Implications:

Approved by Gateway – Appropriate finance in budget

Estimated cost of Scheme £389,000

Name: L.Wilkinson

Signature: (of Chief Finance Officer)

Date: 19.12.13

Legal implications:

Consultation has taken place appropriately and the Council has the legal power to make this decision.

Name: Tanya Coulter

Signature: (of Monitoring Officer)

Date: 19.12.13

Risk assessment:

- An initial risk assessment indicates this to be a medium risk project.

Name: Roger Dyson
assessment)
Date: 12.12.13

Signature: *(of Officer completing*

Impact Assessments:

- An Equalities Impact Needs (EINA) Assessment Record has been completed
- Pollution monitoring equipment installed in St Johns Road

Information for/not for publication:

- For publication

Background papers:

- EINA Screening Record
- Initial Risk Assessment
- Consultation Leaflet
- Detailed report of the consultation

Any conflict of interest declared by a Cabinet Member who is consulted by the Member taking the decision	Name of Cabinet Member	Nature of interest	Details of any dispensation granted by the Monitoring Officer
No			

* Delete as appropriate

Decision taken by:

CouncillorMichael Filer..... (Print name)

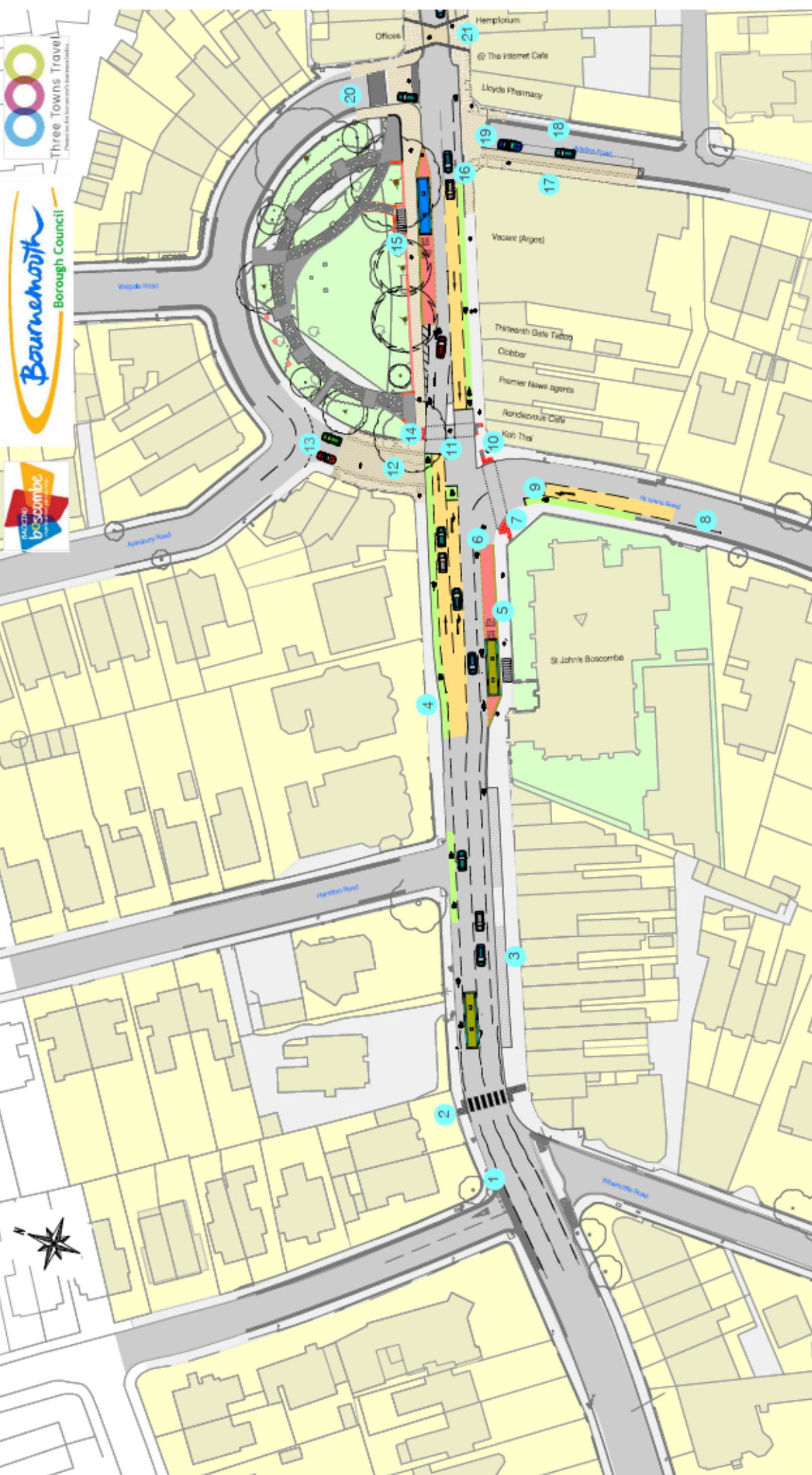
Cabinet PortfolioTransportation, Cleansing and Waste.....

Signed:

Date of decision: 12.12.13

Date of publication of record of decision: (to be inserted by Democratic Services)

Date decision effective – 31.12.13



- 19 Addline Rd shared space
- 20 The Crescent shared space
- 21 Pedestrian courtesy crossing area

- 1 Advisory cycle lane to be marked to continue to St John's Junction
- 2 Introduction of new Zebra Crossing
- 3 Footway to be reduced to provide inset parking bays
- 4 Road to be widened to allow continuation of cycle lane
- 5 Existing Bus layover extended by 10 metres Bus shelter repositioned to rear of the footway and new street furniture installed.
- 6 West bound advisory cycle lane to be installed
- 7 New pedestrian crossing point to be introduced
- 8 Advisory cycle lane to be marked with advanced cycle box
- 9 St John's left turn only permitted
- 10 Left turn into St John's Road not permitted
- 11 New traffic island
- 12 The Crescent to be closed to motorised traffic.
- 13 Two parking spaces to be created
- 14 Existing pedestrian controlled crossing to be upgraded
- 15 Bus Shelter to be repositioned east and located at rear of footway
- 16 Advisory cycle lane to be marked
- 17 Existing contraflow cycle lane to be raised to footway level and parking bays to be installed adjacent
- 18 Existing taxi parking bays to be removed

Boscombe Area Improvements ST John's Road / Christchurch Road Junction (Question 1 of Feedback Form)