

Northern Area Planning Committee

14 May 2020

Gillingham Road and Transport Improvements – Traffic Regulation Order Proposed One-Way Street Restriction on Station Road (Higher), Gillingham

For Decision

Portfolio Holder: Cllr R Bryan, Highways, Travel and Environment

Local Councillor(s): Cllr D Walsh, Cllr B Ridout, Cllr V Potheary

Executive Director: John Sellgren, Executive Director of Place

Report Author: Emma Baker
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Report Status: Public

Recommendation: That having considered the representations received in response to public advertisement and the officers report, that the Portfolio Holder be recommended to implement the Traffic Regulation Order as advertised.

Reason for Recommendation: The introduction of a One-Way Street restriction will allow the widening of the footway on part of the eastern side of Station Road (Higher) to increase pedestrian safety and hope to encourage a modal shift.

1 Executive Summary

- 1.1 Dorset LEP has allocated up to £3,450,000.00 to deliver the Gillingham Growth project
- 1.2 As part of the Sustainable Transport Scheme pedestrian improvements are proposed between Gillingham Train Station and the High Street using Station Road. These are aimed at improving the public realm and encouraging increased non-car trips along this corridor. This improvement is necessary to access the town from the train station.

- 1.3 Providing new opportunities for sustainable travel by improving pedestrian facilities encourages and enables more sustainable transport journeys within Gillingham.
- 1.4 The Gillingham Road and Transport Improvement proposals were presented to the public in July 2019.
- 1.5 The proposals on Station Road (Higher) reduce the carriageway to one-way to enable the improvement of the pedestrian environment by widening the footway on the eastern side.
- 1.6 From the public consultation it was agreed that the required Traffic Regulation Orders and legal advertising for the proposed One-Way Street restriction on Station Road (Higher), relocation of the raised table in Station Road, and amendments to parking would be progressed as presented at the public exhibition.
- 1.7 Following the advertising of the proposed One-Way Street restriction on Station Road (Higher) two objections, both from the same household, were received.
- 1.8 This report considers the representations received and whether the proposals in Gillingham should be implemented as advertised.

2 Financial Implications

- 2.1 The cost of making the order is estimated at £1,000 inclusive of advertising charges.
- 2.2 The cost estimate for the proposed One-Way Street restriction on Station Road (Higher) and widening of the footway to improve the pedestrian environment is £120,000.
- 2.3 The costs associated with the proposals will be met from the Dorset LEP funding.

3 Climate implications

- 3.1 The transport improvements aim to improve journey times and journey time reliability for vehicles passing through the current network. Provision of safer and more reliable journeys, in turn provides more efficient access, for vehicles, pedestrians and cyclists, helping to support continued economic growth across the area.

- 3.2 The journey length for vehicles, including cyclists, that would have travelled northbound on Station Road could increase by around 550metres, depending on their origin and destination. This slight increase in journey length for a small number of users is outweighed by the improvements to the pedestrian route which will hope to encourage a modal shift. Infrastructure improvements for cycles are also being made on the alternative route to the High Street from the railway station as part of the wider package of works.
- 3.3 Walking and cycling will be encouraged through improved routes, junctions and crossings linking residents with key destinations within the town.
- 3.4 These improvements will in turn link with further proposed walking and cycling schemes as laid out in the Gillingham Neighbourhood Plan (2018).

4 Other Implications

- 4.1 None.

5 Risk Assessment

Having considered the risks associated with this decision, the level of risk has been identified as:

Current Risk: MEDIUM
Residual Risk: MEDIUM/LOW

- 5.1 There are financial risks to Dorset Council if the project is not completed by the Dorset LEP funding deadline.

6 Equalities Impact Assessment

- 6.1 An equalities impact assessment is being carried out.
- 6.2 The proposed improvements would have no discriminatory or negative consequences upon persons with protected characteristics and the proposals would benefit the young, elderly, infirm and disabled.

7 Appendices

Appendix A: Plan showing the proposed works on Station Road (Higher)

Appendix B: One-Way Street restriction consultation plan

Appendix C: Plan showing possible alternative routes for cyclists

8 Background Papers

- 8.1 Responses from the Town Council, Dorset Police and the local Dorset Councillors are held on file in the Environment Infrastructure and Economy Directorate.
- 8.2 A copy of the Dorset LEP Grant Agreement is held on file in the Environment Infrastructure and Economy Directorate and sets out the full scheme.

Footnote:

Issues relating to financial, legal, environmental, economic and equalities implications have been considered and any information relevant to the decision is included within the report.

9 Background Information

The LEP Funding

- 9.1 Dorset LEP has allocated up to £3,450,000.00 to deliver the Gillingham Growth project which is comprised of the following elements:

A) Junction Improvements

- Shaftesbury Road/New Road junction improvement
- Newbury/Le Neubourg Way junction improvement
- Split Cycle Offset Optimisation Technique (SCOOT) installation on 5 junctions along the B3081/B3092 corridor

It is proposed to improve four existing junctions by improving facilities for walking, cycling and buses and by introducing a SCOOT. Two of the four junctions will undergo major changes and thereafter the signalised junctions will be joined / managed by the SCOOT system. The SCOOT system is a real time adaptive traffic control system for the coordination and control of traffic signals across an urban road network.

B) Sustainable Transport Links

Sustainable transport improvements – walking, cycling links between the development, station, and town centre.

C) Enmore Green Link Road (design only)

The link road will be designed, and the scheme will be made ready for submission to other government bidding opportunities

The Highway Improvement Works

- 9.2 The purpose of the proposed Gillingham Junction and Sustainable Transport Link Improvements project is to:
- Provide capacity on the B3081 corridor, required to unlock the key residential and employment land for the town.
 - Help support the proposed Gillingham southern extension housing developments.
 - Improved junction layouts to ensure safe highway operation in the B3081 corridor.
 - Provide new opportunities for sustainable travel by improving walking and cycling facilities enabling people to cycle and walk to and from the new developments and encourage sustainable transport journeys within Gillingham.

- 9.3 As part of the Sustainable Transport Scheme pedestrian improvements are proposed between Gillingham Train Station and the High Street using Station Road. These are aimed at improving the public realm and encouraging increased non-car trips along this corridor. This improvement is necessary to access the town from the train station.
- 9.4 Station Road is the main link between the town and Gillingham Station which provides mainline services into London Waterloo. The station is also accessible from the south through the Brickfields Industrial Estate and beyond that, the new development site. Station Road is the only public highway alternative to the main, busy, Shaftesbury Road for residents from the south of the town to access the town centre. To maximise non-car trips and reduce the amount of background traffic it is necessary to improve this route.
- 9.5 Station Road is currently very industrial in nature, has narrow or absent footways, is grey and uninviting to pedestrians. The opportunity has been made available from the Dorset LEP funding to improve access for pedestrians including footway widening, narrowing junctions and improving crossings.
- 9.6 A scheme plan showing the proposed improvements on Station Road (Higher) is included in this report as Appendix A.

Time Frames

- 9.7 The Dorset Local Enterprise Partnership funding requires all of the Gillingham Growth Junction and Sustainable Transport Improvement works to be completed and the funding spent by 31 March 2021.
- 9.8 Construction of the first phase of the Gillingham Road and Transport Improvements started on Monday 13 January 2020 with the cycleway on Le Neubourg Way and improvements to the Waitrose junction. This will be followed with the further junction improvement works, with the whole scheme taking just over one year to complete.
- 9.9 The current construction programme proposes that the works on Station Road (Higher) are due to start in July 2020 for approximately four weeks.

10 Law

- 10.1 Sections 1, 2 and 4 of the Road Traffic Regulation Act 1984 allow the Council to make an Order to introduce a One-Way Street on a length of Station Road in Gillingham. The circumstances where an Order may be made include:

- For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising
 - For facilitating the passage on the road of pedestrians
- 10.2 The introduction of a One-Way Street restriction will allow the widening of the footway on part of the eastern side of Station Road (Higher) to increase pedestrian safety.

11 Consultation

Scheme Public Consultation

- 11.1 Plans of the Gillingham Road and Transport Improvement proposals were displayed at two public exhibitions in Gillingham Town Hall during July 2019. Consultation on the scheme closed on 31 August 2019 and the feedback received from residents was reviewed by the scheme engineers and helped to decide how to proceed.
- 11.2 The public exhibitions were well attended with a lot of questions and discussion. Overall, 90 consultation responses were received. As part of the consultation the public were asked “To what extent do you agree or disagree with the proposed improvements for Higher Station Road One-way southbound”, the response is tabled below:

	% Strongly Agree & Agree	% Neither Agree / Disagree	% Strongly Disagree & Disagree
To what extent do you agree or disagree with the proposed improvements for: Higher Station Road One-Way southbound	50	14.5	35.6

- 11.3 There were three main comments/concerns to the proposals on Station Road (Higher) were highlighted from the consultation responses:
- Exiting the existing Asda Superstore as town centre bound traffic will be forced to turn right on to B3081 Le Neubourg Way / Station Road Junction. DC response – exiting Asda is an existing issue which unfortunately will not be resolved by any of the proposed options.
 - Vehicle speeds will increase. DC response – Station Road is narrow, the lane width will be 3.5m - wide enough for the buses or a fire

engine, but not wide enough to make it feel open. It is also a short section of road with a raised table crossing (road hump) at the end to deter speeding and in a 20mph zone.

- It should become one-way northbound. DC response – the traffic modelling showed that reversing the one-way in Station Road caused the traffic to back up from Station Road to the east and become very congested.

11.4 Following the public consultation, the project team agreed that the required Traffic Regulation Orders and legal advertising for the proposed One-Way Street restriction on Station Road (Higher), relocation of the raised table in Station Road, and amendments to parking would be progressed as presented at the public exhibition.

Traffic Regulation Order Consultation

11.5 Under Dorset Council's procedure, primary consultation was carried out on the proposed Traffic Regulation Order (TRO) and it was supported by the Local Members for Gillingham; Gillingham Town Council; Dorset Police; the Ambulance Service; the Fire and Rescue Service; and by Dorset Waste Partnership.

11.6 A package of highway proposals in Gillingham was advertised for public consultation which included the proposed One-Way Street restriction on Station Road (Higher), a copy of the consultation plan is included in this report as Appendix B. The public consultation started on 10 January 2020 and the objection period closed on 31 January 2020.

11.7 Within the objection period, there were 2 responses to the public consultation from the same household in Peacemarsh, around 4 miles from Station Road. Both object to the proposal applying to bicycles. Considers that pedal cyclists should be permitted to use Station Road (Higher) in both directions; a bicycle lane should be provided.

12 Officer Comments on Representations

12.1 Allowing bicycles to continue to use Station Road (Higher) in both directions was considered as part of the scheme design however the road is already very narrow.

12.2 In order to improve the pedestrian environment, the scheme proposes to widen the footway on the eastern side by reducing the carriageway to one-way. A contra-flow (i.e. two-way) cycle lane would necessitate making one of the footways narrower than they are currently, and they are both already sub-standard – pushchairs and mobility scooters already struggle.

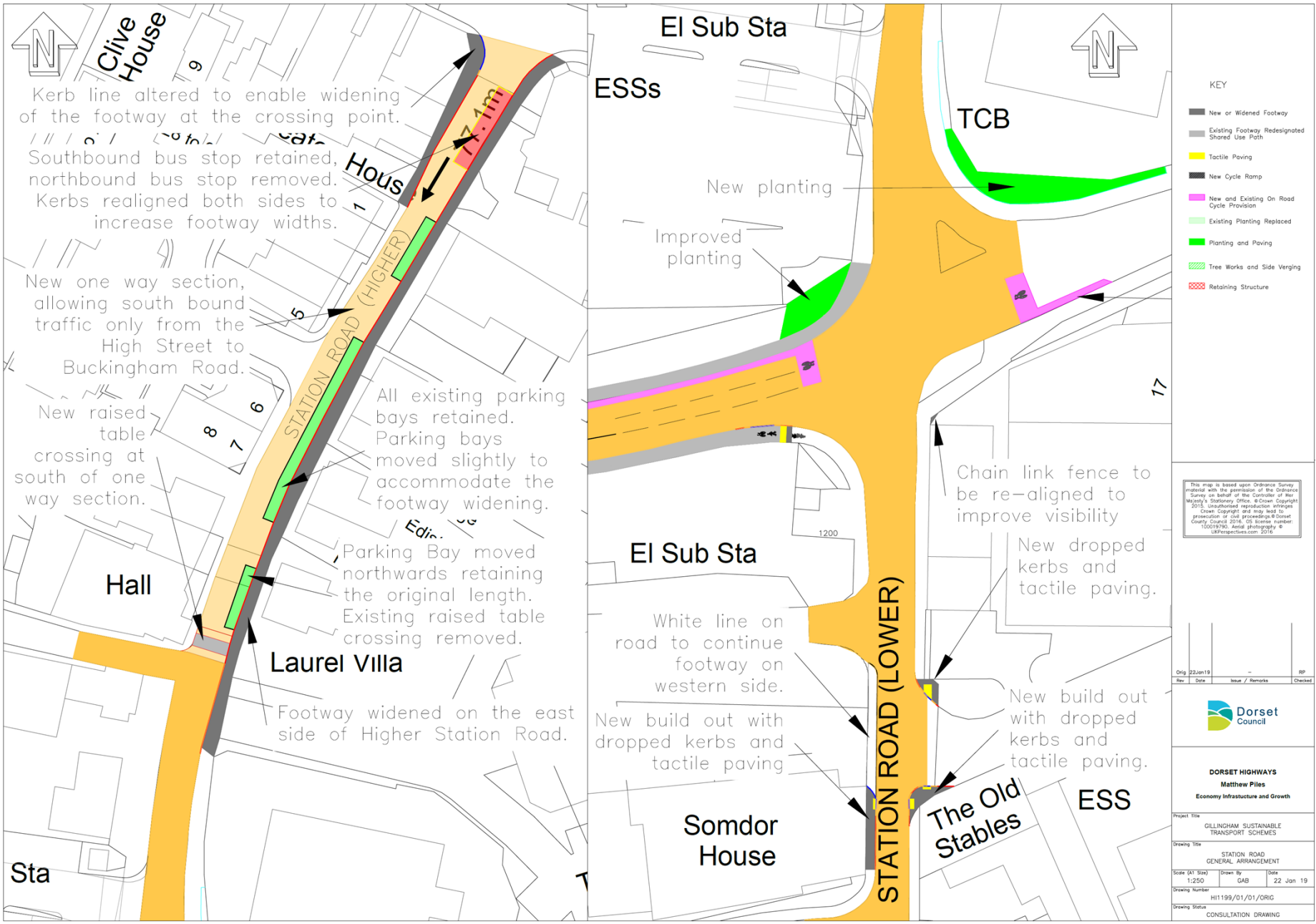
The running carriageway width would be 3.5m, which is wide enough for buses or a fire engine, but not wide enough to make it feel open. The scheme designer was extremely concerned about the safety of cyclists if they were permitted to use Station Road as a contra-flow – there is potential conflict with large vehicles, parked cars, side accesses and narrow footways.

- 12.3 The scheme does not propose to remove any parking along Station Road.
- 12.4 The wider scheme improves the cycle provision along Le Neubourg Way as part of the road and transport improvements. The proposal is to sign cyclists from the train station along Le Neubourg Way on a shared-use footway/cycleway to the Waitrose Junction, into Chantry Fields using the new toucan crossings and access the High Street from behind Waitrose. Some cyclists may also choose to go eastbound on Le Neubourg Way from Station Road (Lower) which we will be providing cycle symbols on-road to make drivers aware of cyclists' presence – cyclists can then access the Newbury/High Street from the mini-roundabout. A plan highlighting the possible alternative routes is included in this report as Appendix C.

13 Conclusion

- 13.1 Providing new opportunities for sustainable travel by improving pedestrian facilities encourages and enables more sustainable transport journeys within Gillingham.
- 13.2 The proposals on Station Road (Higher) reduce the carriageway to one-way to enable the improvement of the pedestrian environment by widening the footway on the eastern side.
- 13.3 Having considered the representations submitted, the concerns raised have been responded to.
- 13.4 The Highway Improvements team considers that the proposed measures are necessary to increase pedestrian safety and hope to encourage a modal shift away from private cars.
- 13.5 It is recommended that the Committee recommend to the Portfolio Holder that the order be implemented as advertised.

Appendix A



- KEY**
- New or Widened Footway
 - Existing Footway Redesignated Shared Use Path
 - Tactile Paving
 - New Cycle Ramp
 - New and Existing On Road Cycle Provision
 - Existing Planting Replaced
 - Planting and Paving
 - Tree Works and Side Verging
 - Retaining Structure

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Orig	Date	Issue / Remarks	Checked
22Jan19			RP



DORSET HIGHWAYS
Matthew Piles
Economy Infrastructure and Growth

Project Title
GILLINGHAM SUSTAINABLE TRANSPORT SCHEMES

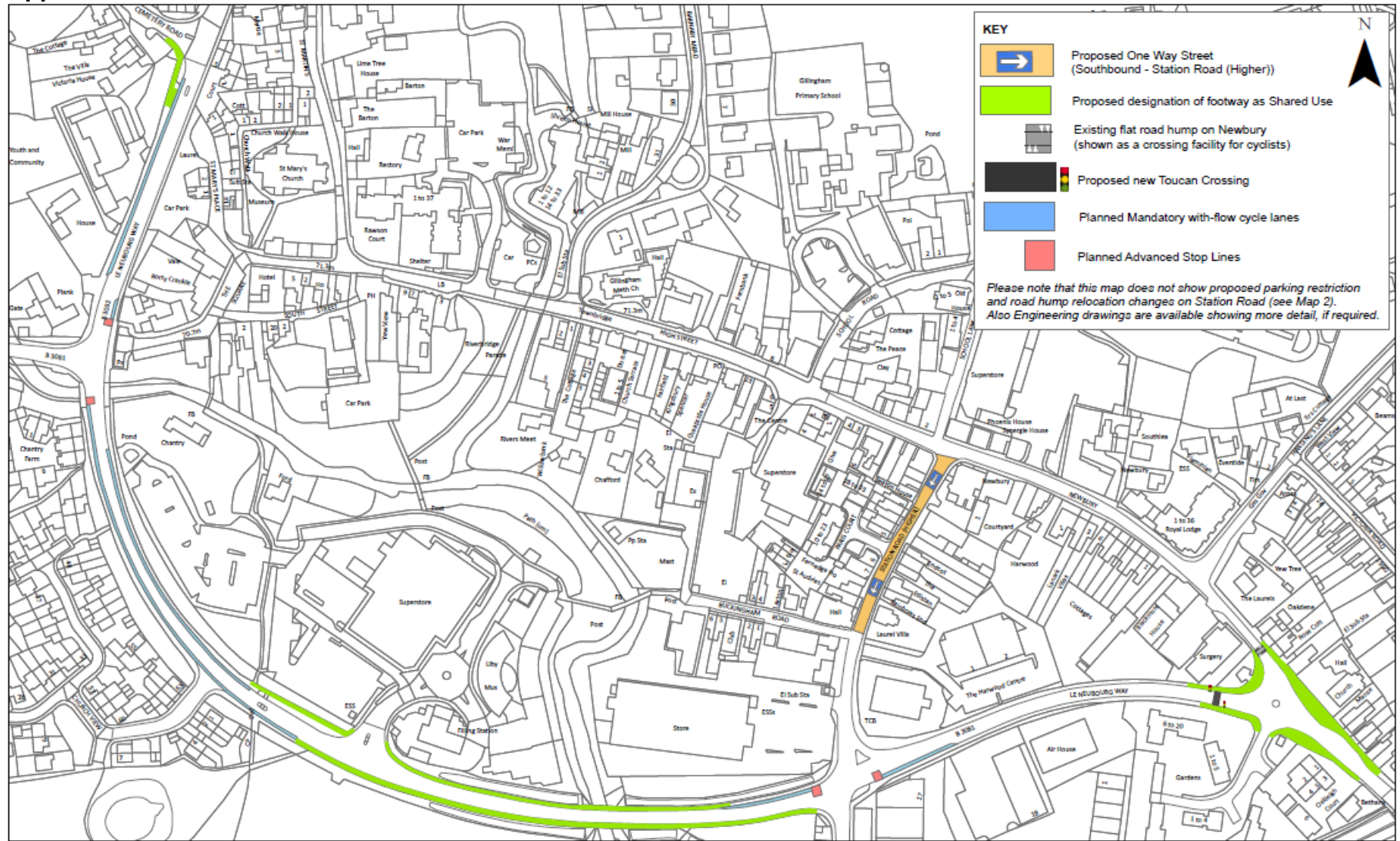
Drawing Title
STATION ROAD GENERAL ARRANGEMENT

Scale (A1 Size)	Drawn By	Date
1:250	GAB	22 Jun 19







Drawing Number
HI1199/01/01/ORG

Drawing Status
CONSULTATION DRAWING


Appendix B



KEY

-  Proposed One Way Street (Southbound - Station Road (Higher))
-  Proposed designation of footway as Shared Use
-  Existing flat road hump on Newbury (shown as a crossing facility for cyclists)
-  Proposed new Toucan Crossing
-  Planned Mandatory with-flow cycle lanes
-  Planned Advanced Stop Lines

Please note that this map does not show proposed parking restriction and road hump relocation changes on Station Road (see Map 2). Also Engineering drawings are available showing more detail, if required.

	<p>Dorset Council Gillingham - Road & Transport Improvements Proposed & Planned Movement Restrictions and Toucan Crossing Cemetery Road, Le Neubourg Way, Newbury and Station Road(Higher)</p>			<p>DORSET HIGHWAYS Matthew Piles Economy Infrastructure and Growth County Hall Dorchester DT1 1XJ</p>	
<p>Environment and the Economy Directorate</p>	<p>Scale Not to Scale</p>	<p>Date 16/12/19</p>	<p>Drawn by GM</p>	<p>Reproduced from the 2018 Ordnance Survey 1:12501:2500 scale Land line maps with the permission of The Controller of Her Majesty's Stationery Office, Crown Copyright Dorset Council, County Hall Dorchester, Licence No. LA076570</p>	<p>Drawing No. HI1199/ Map 1 of 2</p>

Appendix C

