



## CABINET MEMBER DECISION RECORD

This form should be used to record Executive decisions taken by Cabinet Members

Decision Ref. No:

**Responsible Officer:**

Jamie Griffiths, Team Leader – Traffic Management

**Subject:**

The implementation of a 40mph speed limit Traffic Regulation Order (TRO) for a section of Whitelegg Way.

**Decision taken:**

To approve the recommendations listed in the detailed record of decision attached

**Reasons for the decision:**

To allow the enforcement of a 40mph speed limit along a section of Whitelegg Way.

**Call-in and Urgency:**

This decision is subject to the councils call in procedure.

**Background:**

Following an audit, after a recent office reorganisation, the TRO for this speed limit could not be located. Therefore, the TRO implementation process has been undertaken to revoke all existing TROs relating to the current signed 40mph speed limit and create a new TRO. The completion of this process will ensure that the speed limit is fully compliant.

The locality is considered unsuitable for a national speed limit which in this case would be 30mph due to the presence of street lighting.

The road environment and characteristics are considered suitable for a 40 mph limit due to the road being a higher quality suburban road where there is little development and the movement of motor vehicles being its primary function.

**Options - and reasons for rejection:**

Not implementing the order would make the existing signed 40mph speed limit unenforceable requiring all the relevant signing to be removed. By default the national limit would apply. This would result in the locality having an unsuitable speed limit on this stretch of road.

**Consultations undertaken:**

The public consultation opened on Friday 20 March 2015 and closed on Friday 24 April 2015. Notices were placed in the Bournemouth Daily Echo and on the council's website.

Notifications 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.

No representations were received.

This fulfils the statutory consultation process required by the The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

**Finance/Resource Implications:**

The costs associated with both the consultation and implementation of these traffic orders will be met by the existing Traffic Management budget.

Name: [REDACTED]

Date: 9/9/15

IAN MILNER

Signature: (of Chief Finance Officer)

**Legal implications:**

A challenge could be made to the measures if proper consideration of the representations to the orders was not undertaken. However, in this case no representations were made.

Following this decision the TRO will be executed allowing enforcement to commence.

Name: TANYA COMBE

Date: 9/9/15

[REDACTED] Monitoring Officer)

**Risk assessment:**

An initial risk assessment has been completed and the proposals have been classed as low risk.

Name: BILIE GRIFFITHS

Date: 11/9/15

Signature: [REDACTED] (of Risk Assessment)

**Impact Assessments:**

An Equality and Diversity Impact has been undertaken and is enclosed in the background papers.

**Information for/not for publication:**

This decision is to be published.

**Background papers:**

Initial Risk assessment

EINA Screening Record

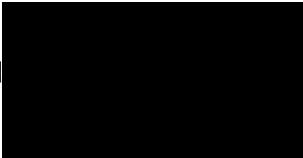
declared by a Cabinet Member who is consulted by the Member taking the decision	Member		dispensation granted by the Monitoring Officer
No/Yes*			

\* Delete as appropriate

**Decision taken by:**

Councillor MINE GREENE (Print name)

Cabinet Portfolio TRANSPORT, SUSTAINABILITY & CARBON MANAGEMENT

Signed  Date of decision: 1/10/15

Date of publication of record of decision:

Date decision effective:





**THE BOROUGH OF BOURNEMOUTH  
40MPH SPEED LIMIT (NO.1) ORDER 2015**

SCHEDULE				
Road name		Section of road	Response	Recommendation
1	WHITELEGG WAY	from a point 142 metres south-east of its junction with Northbourne Roundabout to a point 704 metres south-east of its junction with Northbourne Roundabout.	No response received	Implement as advertised

## EINA Screening Record

Title of Policy/Service/Project	Whitelegg Way 40 MPH Speed Limit
Date of screening	02/03/15
Service Unit	Planning, Transport & Regulation
Lead Responsible Officer	Chris Parkes
Job Title	Team Leader - Traffic Management
Members of the Assessment Team	Jamie Griffiths, Chris Parkes

If the answers to the following questions are Yes or Don't know, then a full EINA will need to be carried out.

Is there likely to be a positive or negative impact in terms of equalities?	No
Does it involve a significant commitment of resources?	No

It is not necessary at the screening stage to identify adverse or differential impact

It is important to remember that even when it is decided that a policy/service/project does not require an EINA, it remains subject to the general duties. Not carrying out a full EINA places our council at greater risk of legal challenge because it cannot use the EINA process to meet our [Public Duties](#) around equality. It also means, more importantly, that opportunities may have been missed to promote equality.

If you have answered no to the questions above and do not intend to carry out an EINA, please explain why?

# G2 Initial Risk Assessment



PROJECT NAME:

Whitelegg Way 40mph Speed Limit Order

PROJECT NUMBER: *To be obtained from PMO*

PROJECT RISK LEVEL:

LOW \*

Table 1 - Suggested criteria on which to score the type of project (please tick appropriate category)					
CRITERIA				Score	
1) Duration of Project	0-6 months <input checked="" type="radio"/>	7-12 months <input type="radio"/>	Above 1 year <input type="radio"/>	2	
2) Effort	1-4 people (FTE) <input checked="" type="radio"/>	5-10 people (FTE) <input type="radio"/>	11+ people (FTE) <input type="radio"/>	1	
3) Business Impact	Service Unit/Service <input type="radio"/>	More than 1 SU <input type="radio"/>	Council/External <input checked="" type="radio"/>	10	
4) Priority	Desirable <input checked="" type="radio"/>	Highly Desirable <input type="radio"/>	Essential <input type="radio"/>	1	
5) Costs &/or Savings	Up to £250k <input checked="" type="radio"/>	£251k-£500k <input type="radio"/>	Over £501k or if project is to be funded through prudential borrowing <input type="radio"/>	2	
6) Risk Impact	Low Impact - Minor service disruption/inconvenience, minor injury, small financial loss, isolated service user complaint. <input checked="" type="radio"/>	Medium Impact - Service disruption, More serious injury or financial loss, adverse media coverage, numerous service user complaints <input type="radio"/>	High Impact - Significant or total service disruption, major disabling injury or fatality, high or catastrophic financial loss, adverse national media coverage, ministerial intervention in service running. <input type="radio"/>	1	
				<b>Risk Score</b>	<b>17</b>

A numerical rating is applied to each cell (see Table 1) For example a 'Priority' of 'Highly Desirable' is worth 3 points and a 'Cost' of '£501-£1m' is worth 5 points. Totalling the points scored for each 'criteria' gives a project score. This score is then mapped against a project-risk status in Table 1 below:

Table 1 - Risk Status	
Project Risk Rating	Points Total
Low	Between 10-18
Medium	Between 19-35
High	36+