

## CABINET MEMBER DECISION RECORD

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

Decision Ref. No:

**Responsible Officer:**

Chris Parkes, Team Leader – Traffic Management

**Subject:**

Experimental Traffic Regulation Order (TRO) for Richmond Hill/Beale Place Highway Improvement Scheme.

**Decision taken:**

To make permanent the Experimental TRO for the Richmond Hill/Beale Place Highway Improvement scheme as detailed in the attached Detailed Record of Decision.

**Reasons for the decision:**

The Experimental Traffic Regulation Order has been operational in this location for over 12 months and has proved successful in the management of parking and traffic movement controls.

**Call-in and Urgency:**

This decision is subject to the councils call in procedure.

**Background:**

The aim of the scheme, in the long term, is to introduce a more pedestrian-friendly, contemporary street scene in and around Beale Place. This scheme is part of a wider objective of regenerating key areas across the town centre.

Marrying into the improvements on Richmond Hill, this scheme is focused on making the lower part of Richmond Hill, Albert Rd, Yelverton Rd, Post Office Rd, Old Christchurch Rd and Beale Place more of a public space, with an emphasis on pedestrians.

In order to achieve an enhanced public space, which focuses on improving safety and on the needs of people using this part of the town centre, changes to traffic movement and flow in and around Beale Place were required. This was achieved through a trial closure/restriction of certain roads with an experimental TRO. This trial also provided the option to make slight amendments to the restrictions if the need arose. However, no amendments were required so this option was not needed.

In making the experimental TRO permanent, these changes will provide a greater scope for the extent of the creation of a new public space.

**Options - and reasons for rejection:**

Not making the effects of the Experimental Order permanent would result in the restrictions that were in place prior to the scheme becoming operational again. These restrictions would be inconsistent with future permanent plans for the area preventing the proposed regeneration.

**Consultations undertaken:**

A public overall scheme consultation opened on Friday 27 May 2016 and closed on Sunday 26 June 2016.

The Experimental Order consultation opened on 7 October 2016 and ended 12 months later. A Notice was placed in the Bournemouth Daily Echo on 30 September 2016 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.

The consultation was advertised in the Bournemouth Daily Echo, on the council's website, on TraffWeb (the council's online TRO website), and on street notices in the relevant locations.

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

**Finance/Resource Implications:**

All initial implementation costs have been met by 2016 budgets allocated under the LTP programme.

Advertising costs associated with making the experimental traffic order permanent (estimated to be £600) will be met by the Permanent Traffic Regulation Order budget. The implementation of the restrictions will be undertaken as part of the scheme works.

Name: ADAM RICHENS

Signature: (of Chief Finance Officer)

Date: 15/2/18

**Legal implications:**

It is felt that the objections received to the making of the TRO have been properly considered and that there are therefore no grounds for challenge to the making of the TRO in this case.

Name: TANYA COULTER

Signature: (of Monitoring Officer)

Date: 2/2/18

**Risk assessment:**

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

Name: CHRIS PARKES

Signature: (of Officer completing assessment)

Date: 5/2/18

**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.

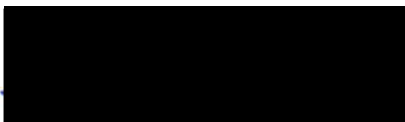
**Background papers:**Detailed Record of Decision  
Initial Risk assessment  
EINA Screening Record

| 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/Yes*  |                        |                    |   |

\* Delete as appropriate

**Decision taken by:**Councillor MILK GREENIE..... (Print name)Cabinet Portfolio TRANSPORT, CLEANSING AND WASTE

Signed:



Date of decision:

21/2/18

Date of publication of record of decision:

Date decision effective:



## THE BOROUGH OF BOURNEMOUTH (BEALE PLACE) EXPERIMENTAL ORDER (No. 1) 2016

| No. | Location / Restriction   | Response   | Decision  |  |
|-----|--|--|---|--|
| 1.  | No entry except cycles   | <ol style="list-style-type: none"> <li>1. Yelverton Road into Old Christchurch Road</li> <li>2. Hinton Road / St Peter's Road into Beale Place</li> <li>3. Albert Road adjacent to No. 14 (no entry south-eastbound)</li> <li>4. Post Office Road at the start of the pedestrianised area (no entry south-eastbound)</li> <li>5. Old Christchurch Road at the start of the pedestrianised area at Horseshoe Common (no entry south-westbound)</li> </ol> | <p><b>1. Objection:</b></p> <ol style="list-style-type: none"> <li>a) Yelverton Rd and Verulam Place are a 'turning point' - needs to be rethought. Turning vehicles are conflicting with pedestrians and cyclists.</li> <li>b) Parking on restrictions also causes problems. The remaining disabled spaces and delivery vehicles legitimately doing job impede two-way traffic and turning vehicles.</li> </ol> <p><b>2. Objection</b><br/>No provision for disabled people to park within easy reach of shops in the area.</p> <p><b>3. Objection</b><br/>Objects to the removal of the disabled space outside bank opposite Beales which is useful for shopping and banking.</p> <p><b>4. Objection</b><br/>Loss of disabled parking a disaster. No longer possible to bank at RBS, access Beales or any of other shops in the area.</p> | <p>To give permanent effect to the current restrictions<br/>Reason:</p> <ol style="list-style-type: none"> <li>1.a) Vehicles are discouraged from using Yelverton Rd, by restricting the available parking spaces to Blue Badge Holders and loading only, which reduces the need for vehicles to turn. This will be further enhanced by the next phase for Yelverton Rd, which will change the surfacing and make the entry point less prominent. Additionally, as motorists got used to the new layout the number of vehicles using the road reduced.<br/>On the subject of turning areas within the scheme, the turning location in Albert Rd was being constructed for the early months of the Experimental Order. This is now fully operational.<br/>Both turning locations are in a very low speed environment due to the layout of the highway and the presence of a 20mph speed limit. There are no reported incidents at either location.</li> <li>1.b) Vehicles parked contrary to the marked parking restrictions will be liable to enforcement.</li> <li>2. Future schemes in the area will increase the number of spaces dedicated for Blue Badge holders. Blue Badge holders can also park for free in payment parking spaces and for unlimited time in Limited Waiting spaces. Richmond Gardens multi-storey car park offers step free access to the shops in the pedestrian area. For information, the recent Town Centre West highway scheme has recently increased the number of available dedicated spaces for Blue Badge Holders</li> <li>3. See response No. 2 above.</li> <li>4. See response No. 2 above.</li> </ol> |
| 2.  | Pedestrian zone, prohibition of motor vehicles with No Waiting At Any Time, except loading 10pm-10am | All existing pedestrianised areas on Old Christchurch Road, Post Office Road, as well as Beale Place (whole length), Albert Road (Old Christchurch Road to No. 14), Old Christchurch Road (Albert Road to Yelverton Road), Adeline Lane (whole length)   | To give permanent effect to the restrictions<br>Reason: no objections received  |  |

|    |   |   |  |  |
|----|---|---|--|--|
| 3. | No Waiting At Any Time & loading ban  | Yelverton Road in part of both existing disabled bays                         |  | To give permanent effect to the restrictions<br>Reason: no objections received       |
| 4. | 24 hr Disable Persons Parking Place with waiting limited to 3hrs between 8am-6pm, no return within 1 hr | Yelverton Road, extend the northern bay north-westwards by 1 space            |  | To give permanent effect to the current restrictions<br>Reason: See objections above |
| 5. | Loading bay   | i. Yelverton Road adjacent to HSBC<br>ii. Hinton Road adjacent to Beale Place |  | To give permanent effect to the restrictions<br>Reason: no objections received       |
| 6. | Prohibition of Motor Vehicles midnight to 5am   | Hinton Road between Gervis Place and St Peter's Road                          |  | To give permanent effect to the restrictions<br>Reason: no objections received       |
|    |   |   |  |  |

## EINA Screening Record

|                                 |  |
|---------------------------------|--|
| Title of Policy/Service/Project | Experimental Traffic Regulation Order for Richmond Hill / Beale Place Highway Improvement Scheme |
| Date of screening               | 05/02/2018   |
| Service Unit                    | Environment  |
| Lead Responsible Officer        | Chris Parkes   |
| Job Title                       | Team Leader - Traffic Management   |
| Members of the Assessment Team  | Chris Parkes, Jamie Griffiths  |

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?

The Richmond Hill / Beale Place Highway Improvement Scheme has been subject to an overall review of its impact on equality.





# G2 Initial Risk Assessment



PROJECT NAME: Experimental Traffic Regulation Order (TRO) for Richmond Hill/Beale Place Highway Improvement Scheme

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+           |