

## 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:**

Spring/Summer 2017 Traffic Regulation Order Review (Part 2) (Ref P9 & M3 2017)

**Decision taken:**

To implement the Traffic Regulation Order detailed in the attached Detailed Record of Decision.

**Reasons for the decision:**

To progress the implementation of the advertised restrictions to improve road safety and to ensure essential services can take place.

**Call-in and Urgency:**

This decision is subject to the councils call in procedure.

**Background:**

The restrictions listed in the Detailed Record of Decision were consulted upon as part of the Spring/Summer 2017 Traffic Regulation Order Review. These restrictions received comments and/or objections which raised points that needed additional careful consideration. For this full consideration to be given, without delaying the other advertised proposals, the Order was separated into two parts. This Cabinet Member Decision Record deals with the second part of the Order.

All these restrictions have been requested by members of the public, councillors and council officers and have been the subject of a public consultation process.

**Options - and reasons for rejection:**

Options are to either implement the Traffic Regulation Order (TRO) as advertised, amend to make the changes less restrictive, or not to implement the TRO at all and keep the restrictions as they currently are. Individual decisions and the reason for them are detailed in the attached Record of Decision (Part 2)

**Consultations undertaken:**

The public consultation opened on Friday 18 August 2017 and closed on Friday 8 September 2017. 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.

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:**

The costs associated with both the consultation and implementation of these traffic orders (estimated to be £5,000) will be met by the Permanent Traffic Regulation Order budget - KE0400 4680 K0402

Name: ADAM RICHENS

Signature: (of Chief Finance Officer)

Date: 21/3/18

**Legal implications:**

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

Name: T. Connor

Signature: (of Monitoring Officer)

Date: 19.03.18

**Risk assessment:**

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

Name: CHRIS PARRIES

Signature: (of Officer completing assessment)

Date: 14.3.2018

**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*			

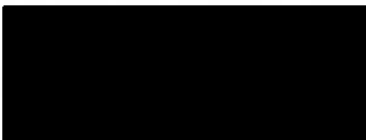
\* Delete as appropriate

**Decision taken by:**

Councillor MILK GREENE (Print name)

Cabinet Portfolio TRANSPORT, CLEANSING & WASTE

Signed:



Date of decision: 27/3/18

Date of publication of record of decision:

Date decision effective:

**DETAILED RECORD OF DECISION (PART 2)**

**SPRING / SUMMER 2017 TRAFFIC REGULATION ORDER REVIEW (P9 & M3 2017)**

Legend: AAT – At Any Time, NWAAT – No Waiting At Any Time (double yellow lines), SPP – Street Parking Place, DPP – Disabled Parking Place

No.	Road Name(s)	Restriction	Location	Ward	Response	Decision
2.	Belle Vue Road	Extend existing bus stop by 8m. Revoke 8m of existing Limited Waiting bay.	Adjacent to Southbourne Cross roads (St Catherine's Road) south side.	East Southbourne & Tuckton	<p>1 Supporting submission An extension to the stop will allow the busses to get closer to the kerb (improve access), arrive in good time to load. There would also be less time waiting at other unsuitable nearby places until the bus stop is free of an earlier service.</p> <p>4 objection submissions.</p> <p>The submissions raised the following points</p> <ul style="list-style-type: none"> <li>• Lack of spaces makes it very difficult for parents to drop off children at the Learning Centre.</li> <li>• Taking away parking spaces would have a very detrimental effect on businesses, as the small parade of shops relies on customer parking and deliveries. More flats being built in area makes parking a premium. Need more not less.</li> <li>• Two bus companies are using the location as turning point and breaks. If they used another location, they wouldn't have a problem.</li> </ul>	<p>The proposal's aim is to improve the bus service thus promote sustainable travel in line with Corporate Plan Policy IE3, (Promoting sustainable travel). A reliable service encourages more people to use the service. Increased patronage benefits the service and reduces car use.</p> <p>Local business users use a variety of modes of transport (including buses, walking and cycling) and the development of all modes of travel should be fostered.</p> <p>In the immediate vicinity, there are a number of parking spaces with waiting limited to one hour which provides a regular turnover of parking spaces during the day. The bays are then unrestricted in the evening to allow residents overnight parking.</p> <p>Recent changes to the bus time tables have addressed the problem of buses using the location as a break point. However, the frequency of buses using the stop still requires its extension to improve access to the buses.</p> <p>Recommendation Implement the restriction as advertised.</p>

18.	College Road	School Keep Clear Mon-Fri 8am-5pm. No Waiting and No Loading Mon-Fri 8am-5pm.	Outside the two vehicle exits and the pedestrian exit of the Bournemouth Collegiate School.	Boscombe East	1 objection submission.  Alarmed at loss of parking proposed by the restrictions at the school entrances. Suggests the need for residents' permit scheme with 2 hr limited waiting for casual parking.	The proposal will only operate Mon-Fri 8am-5pm leaving the space available for parking in the evenings and weekends. The proposals are for the safety of the children entering and exiting the school. Residents' parking schemes are expensive to implement and operate and many residents are put off the idea due to the cost of the permit. A scheme would need wide support from the community and can never guarantee a space in the road.  Recommendation Implement the restriction as advertised.
32.	Hahnemann Road	NWAAT	Eastern end, southern side at junction with St Michael's Rd.	Central	2 objection submissions.  The submissions raised the following points <ul style="list-style-type: none"> <li>• Parking in Bournemouth is absolutely dire. Removing free parking areas will force people out of jobs, as they cannot afford the parking fees.</li> <li>• Travel to work and daily parking fees are extortionate.</li> </ul>	The proposal will prevent vehicles blocking the dropped kerbs provided for pedestrians. It will not remove any legitimate parking in St Michael's Rd or Hahnemann Rd.  Recommendation Implement the restriction as advertised.
40	Jewell Road	NWAAT	Northern side between Watton Close and Tyrell Gardens.	Strouden Park	4 objection submissions  The submissions raised the following points <ul style="list-style-type: none"> <li>• Proposals will allow traffic speed to increase. This is particularly bad as it is near a school.</li> <li>• The self-policing traffic calming effect of the parked cars is not dangerous to other vehicles including large ones.</li> <li>• Displace parking to other unsuitable areas including outside Jewell Academy. This could increase tension between residents and parents.</li> <li>• The proposals do not meet BBC Policies <ul style="list-style-type: none"> <li>○ AC1 Helping children and young people to achieve their potential</li> <li>○ AC2 Helping older people's quality of life</li> </ul> </li> </ul>	Recommendation Not to implement the restriction.  Monitor the location to see how the previous restrictions affect the parking, movement of traffic and the impact on the residents and workers in the area.

					<ul style="list-style-type: none"> <li>○ IE3 Promoting sustainable travel (increase in speed will discourage parents from allowing children to cycle/scoot or walk</li> <li>○ Nor contribute towards the financial viability of the Borough's local centres or improve service delivery, minimize congestion, improve the environment/quality of life or correct a TRO anomaly.</li> <li>• Recently introduced restrictions have displaced parking from the car park to the road including users of the Children's Centre. Vulnerable people including pre-school children are having to walk further and negotiate more dangerous locations.</li> <li>• Lots of new restrictions in the area. It would be wise to see how this works before implementing more.</li> </ul>	
42.	Kingsbere Ave / Priestley Road	NWAAT	Junction of Kingsbere Ave / Priestley Road. Extend the existing NWAAT in Kingsbere Ave into Priestley Rd for a distance of 5m.	Wallisdown & Winton West	<p>1 objection submission.</p> <p>The submission raises the following points.</p> <ul style="list-style-type: none"> <li>• Resident drives a large van filled with tools which needs to be parked on my drive for security reasons and partner drives medium sized car, so unable to park both on drive. With two young children, the restriction would make it difficult to get the children in and out of the house.</li> <li>• Restrictions would lead to other vehicles being parked outside our house especially when members of the Talbot Rise club park in Priestley Road.</li> </ul>	<p>The proposal will improve the visibility at the junction (especially for vehicles entering Priestley Rd) by preventing vehicles parking right up to the junction. The restriction will only remove one vehicle space on each side of the road. It is considered that this will not greatly impact the resident.</p> <p>Recommendation Implement the restriction as advertised.</p>
48.	Meon Road	SYL Mon-Fri 11am-12pm & 2pm-3pm	Both sides between Holdenhurst Avenue and Warnford Road.	Littledown & Iford	<p>7 supporting submissions 5 objecting submissions.</p> <p>The submissions raised the following points.</p> <ul style="list-style-type: none"> <li>• Due to commuter parking (Bmth Hospital, JP Morgan, RIAS) and term time drop offs at St Peters and St Saviours' schools, it would be advisable to look at parking restrictions for Holdenhurst Avenue.</li> </ul>	<p>The aim of the restriction is to improve visibility and prevent inconsiderate and dangerous parking in the road. However, upon further consideration it has been decided to reduce the restriction to one side of the road.</p> <p>The points raised regarding commuter parking and parking permits will be</p>

					<ul style="list-style-type: none"> <li>• Suggests issuing parking permits, 2 per household. This was requested previously but rejected due to cost implications. However, Christchurch &amp; Poole have permit schemes.</li> <li>• Resident just brought property in Meon Road because of the available on-street parking.</li> </ul>	<p>given consideration in future parking reviews.</p> <p><b>Recommendation</b> Implement the restriction. On the northern side (even numbers) from the existing double yellow lines at the junction with Warnford Rd to the existing double yellow lines at Holdenhurst Rd.</p>
--	--	--	--	--	---	---

## EINA Screening Record

Title of Policy/Service/Project	Spring/Summer 2017 Traffic Regulation Order Review (Part 1) and (part 2)
Date of screening	14/09/2017
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 restrictions confirmed in this process are widely used elsewhere in the borough and do not have an equalities impact.



# Equality Impact Needs Assessment

The Diversity Promise – *Better for all*



1. Title of Policy/Service/Project	Spring / Summer 2017 Traffic Regulation Order Review (Part 1) and (Part 2)
2. Service Unit	Environment
3. Lead Responsible Officer and Job Title	Chris Parkes – Team Leader, Traffic Management
4. Members of the Assessment Team:	Jamie Griffiths Chris Parkes
5. Date assessment started:	14 September 2017
6. Date assessment completed:	14 September 2017

## About the Policy/Service/Project:

7. What type of policy/service/project is this? (delete as appropriate)  New/Proposed Traffic Regulation Order
8. What are the aims/objectives of the policy/service/project? (please include here all expected outcomes)  To implement Traffic Regulation Orders at a number sites across Bournemouth as requested by members of the public, and council officers, in order to improve safety and to improve parking facilities for the local community.

9. Are there any associated services, policies or procedures?	Yes
If 'Yes', please list below: Parking Enforcement, Road Safety, Development Control, and all legal regulations applicable to implementing Traffic Regulation Orders.	
10. List the main people, or groups of people, that this policy/service/project is designed to benefit and any other stakeholders involved?	Disabled Blue Badge Holders
11. Will this policy/service/impact on any other organisation, statutory, voluntary or community and their clients/service users?	No.

## Consultation, Monitoring and Research

Where there is still insufficient information to properly assess the policy, appropriate and proportionate measures will be needed to fill the data gaps. Examples include one-off studies or surveys, or holding informal consultation exercises to supplement the available statistical and qualitative data.

If there is insufficient time before the implementation of the policy to inform the EINA, specific action points will be need to be clearly set out in the action plan. Steps must include monitoring arrangements which measure the actual impact and a date for a policy review.

### Consultation:

12. What involvement/consultation has been done in relation to this (or a similar) policy/service/project and what are the results?
A public consultation was undertaken from 18 August 2017 to 8 September 2017. As well as advertising the consultation on-street via public notices, information was also published 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.

The results of the consultation can be found in the attached Detail Record of Decision.

13. If you have not carried out any consultation, or if you need to carry out further consultation, who will you be consulting with and by what methods?

N/A

### Monitoring and Research:

14. What data, research and other evidence or information is available which is relevant to this EINA?

Residential disabled bays are advertised and consulted on a number of times a year resulting in approximately 30-40 bays being installed annually. This service has proven to be very popular with disabled residents and as such this project is the latest batch of residential disabled bays to be installed.

15. Is there any service user/employee monitoring data available and relevant to this policy/service/project? What does it show in relation to equality groups?

N/A

16. If there is a lack of information, what further information do you need to carry out the assessment and how are you going to gather this?

N/A

### Assessing the Impact

	<b>Actual or potential positive benefit</b>	<b>Actual or potential negative outcome</b>
<b>17. Age</b>	No impact	No impact
<b>18. Disability</b>	Provides disabled parking adjacent to residents properties who are registered disabled and meet the requirements	Non disabled residents do not receive parking spaces adjacent to their properties
<b>19. Gender</b>	No impact	No impact
<b>20. Gender reassignment</b>	No impact	No impact
<b>21. Pregnancy and Maternity</b>	No impact	No impact
<b>22. Marriage and Civil Partnership</b>	No impact	No impact
<b>23. Race</b>	No impact	No impact
<b>24. Religion or Belief</b>	No impact	No impact
<b>25. Sexual Orientation</b>	No impact	No impact

	Actual or potential positive benefit	Actual or potential negative outcome
26. Any other factor/ groups e.g. socio-economic status/carers etc	No impact	No impact
27. Human Rights	No impact	No impact

**Stop - Any policy which shows actual or potential unlawful discrimination must be stopped, removed or changed.**

28. If impacts have been identified include in the action plan what will be done to reduce these impacts, this could include a range of options from making adjustments to the policy to stopping and removing the policy altogether. If no change is to be made, explain your decision:

### Action Plan

Include:

- What has/will be done to reduce the negative impacts on groups as identified above.
- Detail of positive impacts and outcomes
- The arrangements for monitoring the actual impact of the policy/service/project

29. Issue identified	Action required to reduce impact	Timescale	Responsible officer	Which Business Plan does this action link to e.g. Service

				<b>Equality Action Plan/Team Plan</b>
Non-disabled residents do not receive parking spaces adjacent to their properties	No action is proposed as able bodied residents can use an alternative parking space when the space adjacent to their home is unavailable.	N/A	N/A	N/A

# G2 Initial Risk Assessment



PROJECT NAME:

Spring/Summer 2017 Traffic Regulation Order Review (Part 1) and (Part 2)

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+