

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 introduction of a Traffic Regulation Order (TRO) to prohibit / limit waiting and a TRO to introduce a 20mph limit in the Richmond Hill area of Bournemouth.

Decision taken:

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

Reasons for the decision:

To progress the implementation of the advertised restrictions to improve safety and sustainable travel. The scheme is part of the 3 Towns Travel programme and these orders are an integral part of this scheme.

Call-in and Urgency:

This decision is subject to the councils call in procedure

Background:

As part of the 3 Towns Travel (3TT) programme Richmond Hill has been identified as an area which meets the criteria for improving sustainable travel and collision reduction especially at the junction of Richmond Hill and St Stephens Rd.

The layout is designed to reduce vehicle speeds and enhance the environment for all users with particular emphasis on improving journeys made on foot and via bicycle by widening footways and providing additional pedestrian crossing facilities and an uphill segregated cycle lane. Tree planting and additional street furniture is also to be included.

The traffic orders form a key part of regulating the use of the highway in order to achieve the best outcome from the scheme's design.

Options - and reasons for rejection:

Not implementing the orders. This would prevent the requested restrictions progressing which would impact on the benefits of this part of the 3TT scheme.

Consultations undertaken:

The public consultation opened on Friday 18 Jul 2014 and closed on Friday 8 August 2014. Notices were placed in the Bournemouth Daily Echo, on the council's website as well as site notices being erected on-street at the appropriate locations.

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 to either TRO.

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 ~~2014~~ budget.

Name: [Redacted] **Signature: (of Chief Finance Officer)**

Date: 1.5.15

Legal implications:

A challenge could be made to the measures if proper consideration of the representations to the orders was not undertaken. However, in these 2 cases no representations were made.

Following this Decision, works will be required to implement the TRO's where appropriate, and the TRO's will be executed allowing enforcement to commence.

Name: TANYA Connor **Signature: (of Monitoring Officer)**

Date: 30/4/15

Risk assessment:

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

Name: [Redacted] **Signature: (of Officer completing assessment)**

Date: 29/4/15

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
Full EINA

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			

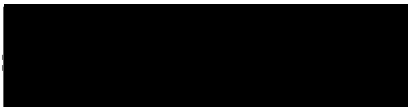
* Delete as appropriate

Decision taken by:

Councillor MUE GREENE (Print name)

Cabinet Portfolio TRANSPORT, SUSTAINABILITY AND CARBON MGMT

Signed



Date of decision: 28/6/15

Date of publication of record of decision:

29 May 2015

Date decision effective:

5 June 2015



THE BOROUGH OF BOURNEMOUTH
(TRAFFIC REGULATION & ON STREET PARKING PLACES) CONSOLIDATION ORDER 2013 (VARIATION) (NO.6)
ORDER 2014
and
THE BOROUGH OF BOURNEMOUTH
20MPH SPEED LIMIT ZONE (NO.2) ORDER 2014

SCHEDULE For THE BOROUGH OF BOURNEMOUTH (TRAFFIC REGULATION & ON STREET PARKING PLACES) CONSOLIDATION ORDER 2013 (VARIATION) (NO.6) ORDER 2014		
Location	Response	Recommendation
1. Richmond Hill <u>To create a Restricted Parking Zone. To prohibit waiting and loading/unloading at any time except in signed bays:</u> i) From a point 7 metres north-east of its junction with Richmond Hill Drive to its junction with Albert Road <u>To relocate the Pay and Display Parking Place with waiting and charging Mon-Sat 8am-8pm Maximum Stay 2 hours No Return 2 Hours to:</u> ii) The south-eastern side, from a point 19 metres south-west of its junction with Richmond Hill Drive for a distance of 12 metres in a south-westerly direction <u>To create a Pay and Display Parking Place with waiting and charging Mon-Sat 8am-8pm Maximum Stay 2 hours No Return 2 Hours on:</u> iii) The north-western side, from the extended centre line of Albert Road for a distance of 17 metres in a north-easterly direction <u>To create a dual use bay - Loading only 9.30am-4.30pm and waiting limited to 10 mins 8am-9.30am and 4.30pm-8pm, return prohibited within 1 hour on:</u> iv) The south-eastern side, from a point 21 metres north-east of its junction with Yelverton Road for a distance of 24 metres in a north-easterly direction	No response received	Implement as advertised
2. Richmond Hill Drive <u>To create a Restricted Parking Zone. To prohibit waiting and loading/unloading at any time except in signed bays:</u> i) For its entirety	No response received	Implement as advertised
3. St Stephen's Road <u>To create a Restricted Parking Zone. To prohibit waiting and loading/unloading at any time except in signed bays:</u> i) From its junction with Richmond Hill to a point 13 metres north-west of its junction with Richmond Hill <u>To create a dual use bay - Loading only 7am-4.30pm and waiting limited to 10 mins 4.30pm-8pm, return prohibited within 1 hour on:</u>	No response received	Implement as advertised

ii)	The south-western side, from a point 52 metres north-west of its junction with Richmond Hill for a distance of 17 metres in a north-westerly direction		
4.	Yelverton Road <u>To create a Restricted Parking Zone. To prohibit waiting and loading/unloading at any time except in signed bays:</u>		
i)	From its junction with Richmond Hill to a point 8 metres south-east of its junction with Richmond Hill	No response received	Implement as advertised

SCHEDULE
For
THE BOROUGH OF BOURNEMOUTH 20MPH SPEED LIMIT ZONE (NO.2) ORDER 2014

20mph Speed Limit Zone			
Richmond Hill Drive	Entire length	No response received	Implement as advertised
Richmond Hill	From its junction with Richmond Hill Drive to its southern extremity.	No response received	Implement as advertised
St Stephen's Road	From its junction with Richmond Hill to a point 28 metres west of its junction with Richmond Hill	No response received	Implement as advertised

EINA Screening Record

Title of Policy/Service/Project	Richmond Hill Traffic Regulation Order and 20mph Speed Limit Traffic Order
Date of screening	28.04.2015
Service Unit	Planning, Transport & Regulation
Lead Responsible Officer	Jamie Griffiths
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?

Equality Impact Needs Assessment



The Diversity Promise - *Making it Happen!*

Title of Policy/Service/Project	LSTF - Richmond Hill Public Realm and Road Safety Scheme
Service Unit	Transport
Lead Responsible Officer and Job Title	Marie Barnsley - Project Manager - Richmond Hill Public Realm and Road Safety Scheme
Members of the Assessment Team:	Marie Barnsley Steve Hoyle
Date assessment completed:	10 th June 2014

About the Policy/Service/Project:

<p>What type of project is this? (delete as appropriate)</p> <p>Existing New/proposed Changing</p>
<p>What are the aims/objectives of the project? (please include here all expected outcomes)</p> <p>To design, procure, construct and monitor new highways infrastructure in line with the aims of the Local Sustainable Transport Fund and Road Safety Action Plan.</p> <p>The key aims are to:</p> <ul style="list-style-type: none"> ▪ Make street scenes more attractive, safe and welcoming ▪ Reduce accidents at known cluster sites ▪ Deliver a change in the quality, attractiveness and perception of low carbon travel choices

- Delivery of projects to improve safety such as traffic calming, junction improvements
- Reduce car dependency
- Deliver a modal shift to low carbon alternatives to the car
- Heighten public awareness and acceptability of sustainable travel
- Reduce congestion
- Increase levels of active travel

Are there any associated services, policies or procedures? Yes/No

If 'Yes', please list below:

Bournemouth, Poole and Dorset Local Transport Plan LTP3 (2011-2026)
 Local Development Framework - Core Strategy
 LTP3 supporting strategies
 Sustainable modes of transport to School (SMOTS)
 Bournemouth Borough Council - Corporate plan
 Bournemouth 2026 Sustainable community strategy
 NHS strategies - joint obesity strategy & Action Plan 2010 - 2015; Building a healthier Bournemouth & Poole: Revised Strategy Plan 2010-2015; joint strategic needs assessment for Bournemouth & Poole 2010 - 2015; Bournemouth & Poole Health & Wellbeing strategy 2012

List the main people, or groups of people, that this project is designed to benefit and any other stakeholders involved?

Visitors, businesses, disabled, Cyclists, pedestrians, motorists, residents, schools and colleges

Will this project impact on any other organisation, statutory, voluntary or community and their clients/service users?

Yes -Dorset Disability DOTS, Bournemouth Society for the Visually Impaired (BVISI), cycle forum, Bournemouth Accommodation & Hotel Association (BAHA), Emergency Services, Taxi companies, Chamber of Commerce and all remaining Statutory Consultees.

Consultation, Monitoring and Research

What involvement/consultation has been done in relation to this (or a similar) project and what are the results?

Democratic Process

Initial consultation with Ward Members: Councillor Smith, Councillor Chapman, Councillor Greene and Councillor Filer were undertaken on Wednesday 26th March 2014 where full support for the scheme was granted.

Public Engagement

Before preceding the scheme to statutory consultation it was felt that initial engagement with key stakeholders (i.e. those businesses that will be directly affected by the construction works and by the permanent changes to the general arrangement) was most appropriate.

To date we have held discussions with the following organisations:

- Portman House – Nationwide
- Ceuta Healthcare
- Heliting House – Nettleship Sawyer
- Steeler Raymond LLP Solicitors
- PRU Health
- The Print Room
- Norfolk Royal Hotel
- Granville Chambers – Beales
- Richmond House – discussed with imagine publishing and Ameriscot
- Echo

None of the organisations have expressed any major concerns with regards to the proposed layout in fact all of them once we have explained the reasons for the scheme layout have been praising the proposals and are looking forward to an uplifted Richmond Hill. Minor issues raised to date include daily refuse collection at Nationwide but we are in the process of resolving this so that it will be acceptable to both them and us (i.e. they will still be able to collect refuse from a vehicle on street).

Further to this, the Norfolk Hotel have concerns over the timing of the work and advised that the best time of year for work outside of the hotel would be January to March when they are effectively in their low season. We intend to accommodate these concerns to the best of our ability – i.e. if possible, undertake work on the section of Richmond Hill uphill of St. Stephens Road before Christmas and then do work outside hotel (i.e. below St. Stephens Road) after Christmas.

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?

Forward engagement plan as follows:

- Finalise general arrangement plan for stakeholder/public consumption including proposed 3D street view
- Contact Chamber of Commerce and offer presentation of scheme at next meeting
- Consultation: police, fire, NHS, ward councillors, council officers, cycling groups, haulage groups, chamber of trade, open space society, Visually impaired groups, DOTS disability group, taxi companies, bus operators, ramblers association.
- Advise BAHA
- Upload plans on BBC website with all information, letter drop, formal Traffic regulation order
- Liaise with organisations throughout work, including advise of actual start date

Monitoring and Research:

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

Parking survey on Richmond Hill

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?

No

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?

- Traffic regulation Orders (TRO's)
- Consultation with DOTS Disability group (specifically visually impaired and learning difficulties) and production of Disability User Audit

Assessing the Impact

	Actual or potential benefit	Actual or potential negative outcome
Age	The proposals should be a benefit to all age groups; by widening footways all pedestrians will have more space. Footway level crossing area and reduced carriageway widths should make it easier to cross the carriageway.	Elderly and less able people who are less mobile may find the removal of the splitter island outside the royal Norfolk Hotel impedes on them crossing.
Disability	Removal of uneven surfaces and widening of footways will make access easier to wheelchair users and those with walking difficulties.	No Impact
Gender	No Impact	No Impact
Gender reassignment	No Impact	No Impact
Pregnancy and Maternity	As per age and disability benefits.	No Impact
Marriage and Civil Partnership	No Impact	No Impact
Race	No Impact	No Impact
Religion or Belief	No Impact	No Impact

	Actual or potential benefit	Actual or potential negative outcome
Sexual Orientation	No Impact	No Impact
Any other factor/ groups e.g. socio-economic status/carers etc	Office workers - improved walking and cycling facilities	Reduction in parking to make space for cycling and walking may lead to less space available to park for dropping and picking up.
Human Rights	No Impact	No Impact

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

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.
- The arrangements for monitoring the actual impact of the policy/service/project

Issue identified	Action required to reduce impact	Timescale	Responsible officer	Which Business Plan does this action link to e.g. Service Equality Action Plan/Team Plan
Potential crossing difficulties created for elderly and less able persons	Traffic speeds should be reduced to/below 20mph. The carriageway height is to be raised to footway level and the carriageway width is to be reduced.	Within scheme	Marie Barnsley	
Drop and pick up of office workers, particularly for employees of Nationwide	Dedicated area for allowing dropping off and picking up (10 minute wait max). Liaise with businesses within the area to ensure their employees are aware of the designated areas.	Within scheme	Marie Barnsley	

G2 Initial Risk Assessment



PROJECT NAME:

Richmond Hill Traffic Regulation Order and 20mph Speed Limit Traffic 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	
				Risk Score	17

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+