

## 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 Traffic Regulation Orders (TRO's) in relation to the removal of the Holdenhurst Road Bus Lane.

**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 remove the bus lane and reduce congestion and vehicle emissions on Holdenhurst Road.

**Call-in and Urgency:**

This decision is subject to the councils call in procedure.

**Background:**

The restrictions listed in the Detailed Record of Decision have been requested by ward councillors and council highways officers and have been the subject of a public consultation.

**Options - and reasons for rejection:**

Not implementing the TRO. This would prevent the requested restrictions progressing and the highway improvements would not be possible the details of which are shown attached.

**Consultations undertaken:**

The public consultation opened on Friday 17<sup>th</sup> October 2014 and closed on Friday 7<sup>th</sup> November 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.

Representations were received due to this consultation and they are shown in the Detailed Record of Decision together with the decision based upon the consideration given to those submissions and the reasoning for that decision.

This complies with 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 will be met by existing revenue budgets or for some items specific capital budgets have been identified.

Name: Signature: *(of Chief Finance Officer)*Date: 

26-11-14

**Legal implications:**

It is felt that the representations to the making of these TRO's have been properly considered and that there are no grounds for challenge to making them in this case.

Following this Decision Record, works will be implemented where appropriate, and the TRO's will be sealed allowing enforcement to commence.

Name: Signature: *(of Monitoring Officer)*Date: 

25/11/14

**Risk assessment:**

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

Name: Signature: *(of Officer completing assessment)*Date: **Impact Assessments:**

An Equality and Diversity Impact screening 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

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 MICHAEL FILER (Print name)

Cabinet Portfolio TRANSPORTATION, CLEANING & WASTE

Signed:  Date of decision: 4/12/14

**Date of publication of record of decision:** 5.12.14

**Date decision effective:** 12.12.14



**BOURNEMOUTH BOROUGH COUNCIL**  
**(TRAFFIC REGULATION & ON STREET PARKING PLACES) CONSOLIDATION ORDER 2013**  
**(VARIATION) (NO.8) (PART 1) ORDER 2014**  
**(TRAFFIC MOVEMENT REGULATIONS) (CONSOLIDATION) ORDER 2007 (VARIATION) (NO.4) (PART 1) ORDER 2014**

**CABINET MEMBER DECISION RECORD: APPENDIX 1**

Location	Response	Recommendation
<p>32. <b>Holdenhurst Road</b>  <u>To revoke 24 hour Bus lane except cyclists/taxis on:</u>            i) the south-western side, from its junction with Harrison Avenue to its junction with Curzon Road in a south-westerly direction  <u>To revoke Waiting limited to 30 minutes 10am-7pm return prohibited within 30 minutes</u>            ii) the southeastern side, from a point 6 metres northeast of the boundary of Nos. 434/436 for a distance of 23 metres in a southwesterly direction</p>	<p>2 in support            1 observation regarding the detailed design of the scheme</p>	<p>Implement as advertised             Reason: no objections received and detailed design has not been finalised so comments can be accommodated</p>
<p>36. <b>Jefferson Avenue</b>  <u>To limit waiting to 1 hour Mon-Fri 8am-6pm return prohibited within 2 hours on:</u>            i) the north-eastern side, from a point 5 metres south-east of its junction with Holdenhurst Road for a distance of 12 metres in a south-easterly direction            ii) the south-western side, from a point 5 metres south-east of its junction with Holdenhurst Road for a distance of 10 metres in a south-easterly direction (existing unrestricted).</p>	<p>1 objection - concern over availability of parking for residents</p>	<p>Implement as advertised             Reason:</p> <ul style="list-style-type: none"> <li>• overnight parking is unaffected (residents will be able to park from 5pm to 9am)</li> <li>• to manage and control facilities for customers of the convenience store supporting local economy</li> <li>• To limit the impact of convenience store customers on residents by providing a turnover of spaces in a location not fronting residential properties</li> <li>• To aid highway improvements on Holdenhurst Avenue aimed at reducing congestion and vehicle emissions</li> </ul>

## EINA Screening Record

Title of Policy/Service/Project	Traffic Regulation Order - Holdenhurst Road Bus Lane Removal
Date of screening	17/11/2014
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.

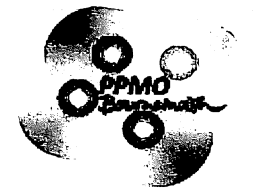
Is there likely to be a positive or negative impact in terms of equalities?	No
Does it involve a significant commitment of resources?	No

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?

# G2 Initial Risk Assessment



PROJECT NAME:

Traffic Regulation Order - Holdenhurst Road Bus Lane Removal

PROJECT NUMBER: *To be obtained from PMO*

PROJECT RISK LEVEL:

MEDIUM \*

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 type="radio"/>	Highly Desirable <input checked="" type="radio"/>	Essential <input type="radio"/>	3	
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>19</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+