

## 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:**

Braidley Road Phase 2 - (P2, T1 & S1 2018)

**Decision taken:**

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

**Reasons for the decision:**

To progress the implementation of the advertised restrictions to facilitate the advancement of the Town Centre Highway Improvement Scheme.

**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 members of the public, councillors and council officers and have been the subject of a public consultation process. The restrictions in Braidley Rd are part of the larger Avenue Road, Bourne Ave and Braidley Road Improvement works.

**Options - and reasons for rejection:**

Options are to either implement the TRO as advertised, amend it 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.

**Consultations undertaken:**

The public consultation opened on Friday 26 January 2018 and closed on Friday 16 February 2018. 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 the traffic order will be covered the Permanent Traffic Regulation Order budget.

The cost of the TRO process is confined to the advertisement costs which is approximately £2000. The implementation of the restrictions for Braidley Rd and Avenue Rd will be undertaken as part of the individual Avenue Road, Bourne Ave and Braidley Road Improvement scheme works. The works in West Overcliff Drive (approximately £4,000) will be paid from the Permanent Traffic Regulation Order budget.

Name: ADAM RICHENS

Signature: (of Chief Finance Officer)

Date: 21/3/18

**Legal implications:**

It is felt that the objections and the supporting comments 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 COULTE

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 PARKES

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*	<del>MILK GREENE</del>		

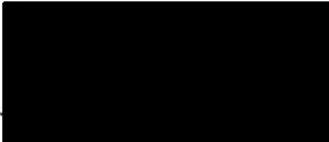
\* Delete as appropriate

**Decision taken by:**

Councillor MILK GREENE ..... (Print name)

Cabinet Portfolio TRANSPORT, CLEANING & WASTE

Signed:



Date of decision: 27/3/18

Date of publication of record of decision:

Date decision effective:

## DETAILED RECORD OF DECISION

The Borough of Bournemouth (Parking Regulation & On-Street Parking Places) Consolidation Order 2015 (Variation No. 2) Order 2018  
 The Borough of Bournemouth (Traffic Movement And Speed Limit Regulations) Consolidation Order 2017 (Variation No. 1) Order 2018  
 Notice of Intention To Install Traffic Calming

No.	Road Name(s)	Restriction	Location	Ward	Response	Decision
1.	Bourne Ave	Revocation of Car Club Bay	Southern side from a point 19 metres west of Bourne Ave/Braidley Rd roundabout for 6 metres in a westerly direction.	Central	No responses received	Implement as advertised Reason: no objections received
2.		Car Club Bay	Southern side from a point 37 metres west of Bourne Ave/Braidley Rd roundabout for 6 metres in a westerly direction.			
3.		Revocation of Payment Parking Place (Tariff 4) Mon-Sat 9am-8pm and Sun 10am-8pm Maximum Stay 2 hours No Return 3 hours	Southern side from a point 25 metres west of Bourne Ave/Braidley Rd roundabout for 18 metres in a westerly direction.			
4.		No waiting and no loading at any time	Southern side from a point 19 metres west of Bourne Ave/Braidley Rd roundabout for 18 metres in a westerly direction.			
5.	Braidley Rd	Revocation of 24 hour Street Parking Place for the disabled 8am-6pm maximum stay 3 hours no return within 1 hour	Eastern side in layby adjacent to the Town Hall Extension Car Park entrance.	Central	<b>1 Objection</b> Where are vehicles to park if you restrict all roads?	Not to Implement Reason: The overall aim of the scheme, which includes proposed informal crossing points, is to provide a safe environment to encourage people to walk more. The proposal was to switch the location of the disabled parking on the eastern side with the payment parking on the western side. This was to improve access to the Town Hall. However, upon further consideration the proposal is not being progressed as other improvements benefit access to both the Town and Town Hall.
6.		24 hour Street Parking Place for the disabled 8am-6pm maximum stay 3 hours no return within 1 hour	Western side in layby adjacent to the Town Hall Extension Car Park entrance.			
7.		Revocation of Payment Parking Place (Tariff 4) Mon-Sat 9am-8pm and Sun 10am-8pm Maximum Stay 2 hours No Return 3 hours	Western side in layby adjacent to the Town Hall Extension Car Park entrance.			
8.		Payment Parking Place (Tariff 4) Mon-Sat 9am-8pm and Sun 10am-8pm Maximum Stay 2 hours No Return 3 hours	Eastern side in layby adjacent to the Town Hall Extension Car Park entrance.			
9.		Revocation of Motorcycle Parking Place	Western side in layby adjacent to the Town Hall Extension Car Park entrance.			

10.	West Overcliff Drive	Street Parking Place for Cars & Motorcycles only	Adjacent to St Ambrose Church.	Westbourne & West Cliff	<p>3 Objections</p> <p>i. Visits Bournemouth 3/4 times per year and drives a van which is too high for all the car parks. Proposals will make visiting virtually impossible.</p> <p>ii. Money should be spent on fixing potholes. Parked caravans do not affect anyone.</p> <p>iii. Proposed restrictions will just move the problem to other areas. The available areas are reducing which concentrates the problem. Uses/needs a van for work. The widespread use of this restriction will make it impossible to park in Bournemouth and carry on with their business.</p> <p>17 Supporting Comments</p>	<p>Implement as advertised Reason:</p> <p>i. Other on-road parking locations are available for visitors to Bournemouth. Although it is agreed that these locations are less convenient. However, after full consideration of the point raised, it is deemed that the concern raised in the objection did not significantly outweigh the benefits raised in support.</p> <p>ii. The money spent on these works is allocated from a different budget and will not affect the Maintenance Budget.</p> <p>iii. The displacement of vehicles caused by these restrictions will be monitored. Concerns regarding the widespread introduction of this type of parking will be considered in future schemes. Currently there are no plans to introduce more of this type of restriction in Bournemouth.</p> <p>Supporting comments noted.</p> <p>Upon full consideration of the reasons raised by the objections, it is felt they do not significantly outweigh the reason for implementation. The motive for the restrictions include reducing anti-social behavior, noise, obstruction of pavements, and imprudent long term parking of motorhomes.</p>
11.			Both sides from its junction with West Cliff Rd/Clarendon Rd to its junction with McKinley Rd.			
12.			North-eastern side adjacent to Nos. 20A-22 and Nos. 16-18.			
13.			Western side adjacent to No. 14 to its junction with West Cliff Rd/Durley Chine car park entrance.			
<b>20mph Speed Limit Restriction</b>						

14.	Avenue Road	20mph Speed Limit Zone	From the start/finish of the existing 20mph Zone outside Pure Gym to its junction with The Triangle.	Central	No responses received	Implement as advertised Reason: no objections received
15.	The Triangle	20mph Speed Limit Zone	Its entire length.			
16.	Commercial Rd	20mph Speed Limit Zone	From the extended boundary of Nos. 96/98-100 to its junction Terrace Rd.			
<b>Notice to Install Traffic Calming Feature</b> - Installation of a 75mm high flat top road hump at;						
17.	Wick Lane	At its junction with Tuckton Roundabout.		East Southbourne & Tuckton		No responses received

## EINA Screening Record

Title of Policy/Service/Project	Braidley Road Phase II (P2, T1 & S1 2018)
Date of screening	14/02/2018
Service Unit	Planning, Transport & Regulation
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?

A full EINA and full consultation with focus groups and key organisations has been undertaken as part of the scheme feasibility and design process.

# G2 Initial Risk Assessment



PROJECT NAME:

Braidley Road Phase II (P2, T1 &amp; S1 2018)

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+