

CABINET MEMBER DECISION RECORD

Decision Ref. No:

Responsible Officer:
Jamie Griffiths

Subject:

Experimental Traffic Regulation Orders for Horseshoe Common and Christchurch Road

Decision taken:

To make permanent Traffic Regulation Orders for Horseshoe Common and Christchurch Road as detailed in the attached Detailed Record of Decision, following the successful implementation of experimental orders.

Reasons for the decision:

Experimental Traffic Regulation Orders have been operational in both locations for a minimum of 12 months and have 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:

Both experimental schemes were implemented as part of the Local Sustainable Transport Fund aimed at improving sustainable transport provision and a reduction in casualty accidents. The Horseshoe Common Experimental Traffic Regulation Order has been modified a number of times prior to this most recent order to take previous comments into account. The current experimental order has remained unchanged for 12 months attracting only two comment requesting slight amendments.

Options - and reasons for rejection:

Not making the effects of the Experimental Orders permanent would result in the restrictions that were in place prior to both schemes being implemented, becoming operational again. These restrictions would be inconsistent with the engineering works that have now been completed at all locations and they would therefore be unenforceable.

Consultations undertaken:

Public consultations were advertised in the local press, on site notices and on the council's website as well as all statutory consultees and stakeholders being written to. The dates of the consultation were as follows;

Horseshoe Common - 26th June 2015 to 26th July 2016- two comments

- request to remove the taxi bay from Lansdowne Road)
- request to change the road closure time from midnight to 10pm

Christchurch Road – 1st May 2015 to 1st August 2016 - no comments received

Finance/Resource Implications:

All implementation costs have been met by previous budgets, and advertising costs associated with making the permanent traffic orders (estimated to be £500) will be met by the Permanent Traffic Regulation Order budget – KE0400 4541 K0402

Name: ADAM RICHENS
Date: 21/9/16

Signature: (of Chief Finance Officer)

[Redacted signature box]

Legal implications:

It is felt that any objections to the making of permanent Traffic Regulation Orders for these areas have been properly considered and that there are no grounds for challenge to the making of the Traffic Regulation Orders in this case.

Name: TANYA COULTE
Date: 20/9/16

Signature: (of Monitoring Officer)

[Redacted signature box]

Risk assessment:

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

Name: JAMIE GRIFFITHS
Date: 27/9/16

Signature: (of Officer completing assessment)

[Redacted signature box]

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
Yes/No*			

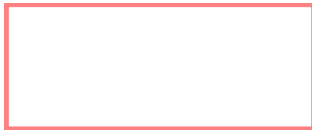
* Delete as appropriate

Decision taken by:

Councillor MIKE GREEN (Print name)

Cabinet Portfolio TRANSPORT, SUSTAINABILITY AND CARBON MANAGEMENT

Signed:



Date of decision: 27/9/16

Date of publication of record of decision: 30 September 2016

Date decision effective – that is 5 working days after the date of publication of the record of decision unless the decision is called-in for consideration by the relevant Overview and Scrutiny Panel: 7 October 2016

**THE BOROUGH OF BOURNEMOUTH
(HORSESHOE COMMON AND ELECTRIC VEHICLE CHARGING) EXPERIMENTAL (No.6) (VARIOUS LOCATIONS) ORDER 2015**

No.	Location / Restriction	Response	Decision
1.	<p>Christchurch Road (Northern Service Road) <u>To create an Electric Vehicle Charging Only At Any Time bay maximum stay 1 hour no return within 2 hours on:</u> i) the northern side, from a point 28.4 metres east of the extended western building line of number 8a Christchurch Road for a distance of 6.6 metres in a north-easterly direction (existing Waiting limited to 30 minutes 8am-7pm return prohibited within 30 minutes)</p>	No response received	To give permanent effect to the restrictions Reason: no objections received
2.	<p>Dean Park Crescent <u>To create a Restricted Parking Zone - Waiting and loading/unloading prohibited except in signed bays</u> i) from a point 30 metres south-west of the eastern boundary on Nos.12/14 Dean Park Crescent to its junction with Old Christchurch Road (existing Waiting and loading/unloading prohibited at any time except frontages) <u>To create a parking bay with waiting limited to 10 minutes return prohibited within 1 hour</u> ii) southern side, from a point 30 metres south-west of its extended eastern building line of number 12/14 Dean Park Crescent to a point 10 metres south-west of its extended eastern building line of number 12/14 Dean Park Crescent (existing Waiting and loading/unloading prohibited at any time except frontages)</p>	No response received	To give permanent effect to the restrictions Reason: no objections received
3.	<p>Fir Vale Road <u>To create a Restricted Parking Zone - Waiting and loading/unloading prohibited except in signed bays</u> i) from its junction with Old Christchurch Road for a distance of 15 metres in a south-westerly direction (existing No waiting at any time)</p>	No response received	To give permanent effect to the restrictions Reason: no objections received
4.	<p>Holdenhurst Road <u>To create a Taxi bay with No Stopping except Taxis 8pm-5am</u> i) the north-western side, from a point 15 metres north-east of the boundary of Nos. 19/23 Holdenhurst Road to a point 40 metres north-east of the boundary of Nos. 19/23 Holdenhurst Road (existing experimental No Stopping except Taxis 10pm-5am) ii) the north-western side, from a point 3 metres north-east of the extended centreline of Cotlands Road in a south-westerly direction to a point 44 metres north-east of the boundary of Nos. 19/23 Holdenhurst Road (existing experimental No Stopping except Taxis 10pm-5am)</p>	No response received	To give permanent effect to the restrictions Reason: no objections received
5.	<p>Lansdowne Road <u>To create a Taxi bay with No Stopping except Taxis 8pm-5am</u> i) the western side, from a point 12 metres north of the boundary of Nos. 8/10-12 Lansdowne Road for a distance of 39 metres in a southerly direction (existing experimental No Stopping except Taxis 10pm-5am)</p>	One objection to the underutilised taxi rank preventing parking in the evenings	Delete proposal and revert to original restrictions Reason: Taxi provisions have been enhanced in Old Christchurch Road meaning this rank is no longer justified. There is a demand for public parking in this location during the evenings. Taxi trade Association have confirmed their agreement to the removal of this taxi bay
6.	<p>Lorne Park Road <u>To create a Restricted Parking Zone - Waiting and loading/unloading prohibited except in signed bays:</u> i) from its junction with Old Christchurch Road for a distance of 20 metres in a northerly direction (existing No waiting at any time)</p>	No response received	To give permanent effect to the restrictions Reason: no objections received

7.	<p>Madeira Road <u>To create a Restricted Parking Zone - Waiting and loading/unloading prohibited except in signed bays:</u> i) from its junction with Old Christchurch Road for a distance of 124 metres in a northerly direction (existing No waiting at any time) <u>To create a Loading Only Bay on:</u> ii) the western side, from a point 17 metres north of its junction with Old Christchurch Road for a distance of 15 metres in a northerly direction (existing No waiting at any time)</p>	No response received	To give permanent effect to the restrictions Reason: no objections received
8.	<p>Old Christchurch Lane <u>To create a Restricted Parking Zone - Waiting and loading/unloading prohibited except in signed bays:</u> i) for its entire length (existing No waiting at any time)</p>	No response received	To give permanent effect to the restrictions Reason: no objections received
9.	<p>Old Christchurch Road <u>To create a Restricted Parking Zone - Waiting and loading/unloading prohibited except in signed bays:</u> i) both sides, from a point 1 metre west of its junction with Glen Fern Road to the extended boundary of Nos. 98/100 Old Christchurch Road (Existing various waiting restrictions including No waiting at any time, loading/unloading prohibitions and part-time taxi bays) <u>To create Waiting prohibited at any time on:</u> ii) the northern side, from a point 9 metres east of the boundary of Nos. 227/227a Old Christchurch Road to a point 1 metre east of the western boundary of No.231 Old Christchurch Road iii) the southern side, from a point 1 metre east of its junction with Wootton Gardens to a point 1 metre west of its junction with Wootton Gardens <u>To create Waiting prohibited 5am-8pm and loading/unloading prohibited 7am-10am and 4pm-8pm</u> iv) the southern side, from a point 1 metre east of its junction with Wootton Gardens to a point 1 metre west of its junction with Wootton Mount <u>To create Waiting prohibited at any time and loading/unloading prohibited 7am-10am and 4pm-midnight and midnight-3am</u> v) the southern side, from a point 1 metre west of its junction with Glen Fern Road to the boundary of Nos. 192/194-200 Old Christchurch Road <u>To create a Pay and Display Parking Place with waiting and charging 8am-8pm Maximum Stay 2 hours No Return 2 Hours on:</u> vi) the south-eastern side, from the boundary of Nos. 106/108 for a distance of 40 metres in a north-easterly direction (existing experimental Pay and Display Parking Place) vii) the north-western side, from the boundary of Nos. 105/107 Old Christchurch Road for a distance of 38 metres in a north-easterly direction (existing experimental Pay and Display Parking Place) <u>To create a Loading Only Bay on:</u> viii) the south-eastern side, from a point 3 metres north-east of the boundary of Nos. 122/124 Old Christchurch Road for a distance of 15 metres in a south-westerly direction (existing experimental loading bay) ix) the south-western side, from a point 4 metres east of the boundary of Nos. 170/172 Old Christchurch Road for a distance of 34 metres in a north-westerly direction (existing experimental loading bay) x) the northern side, from a point 2 metres west of the boundary of Nos. 227/227a Old Christchurch Road for a distance of 11 metres in an easterly direction (existing No waiting at any time) <u>To create a Taxi bay with No Stopping Except Taxis At Any Time</u> xi) the southern side, from the boundary of Nos. 192/194-200 Old Christchurch Road to a point 1 metre west of its junction with Wootton Gardens xii)</p>	No response received	To give permanent effect to the restrictions Reason: no objections received

	<p>the northern side, from a point 1 metre east of the western boundary of No.231 Old Christchurch Road for a distance 16 metres in a south-easterly direction</p> <p>xiii) <u>To create a Taxi bay with No Stopping Except Taxis 8pm-midnight and midnight-5am</u> the southern side, from a point 1 metre west of its junction with Wootton Mount to a point 1 metre east of its junction with Wootton Gardens (previously Taxis midnight-5.30am and 10pm-midnight)</p> <p>xiv) <u>To create a Disabled badge holders bay 8am-6pm maximum stay 3 hours no return within 1 hour on:</u> the north-western side, from a point 2.5 metres north-east of the extended property boundary of Nos. 122/124 Old Christchurch Road for a distance of 19 metres in a south-westerly direction (existing experimental disabled badge holders bay) <u>To revoke Pay and Display Parking with waiting and charging Mon-Sat 8am-8pm Maximum Stay 2 hours No Return 2 Hours</u></p> <p>xv) <u>Hours</u> The northern side, from a point 15 metres east of the extended centre line of Lorne Park Road to a point 26 metres east of the extended centre line of Lorne Park Road</p> <p>xvi) <u>To revoke waiting and loading/unloading prohibited 5.30am-midnight on:</u> the southern side, from 3 metres east of the boundary between Nos. 168/170 to a point 54 metres west of the centre line of Glen Fern Road</p> <p>xvii) <u>To revoke waiting prohibited at any time except for Hackney Carriages Midnight-5.30am on:</u> the southern side, from 3 metres east of the boundary between Nos. 168/170 to a point 54 metres west of the centre line of Glen Fern Road</p> <p>xviii) <u>To revoke waiting prohibited at any time except for Hackney Carriages Midnight-5.30am and 11.30pm-midnight on:</u> the northern side, from a point 5 metres west of the extended centre line of Wootton Mount for a distance of 15 metres in a westerly direction</p> <p>xix) <u>To revoke No stopping except Taxis on:</u> the southern side, from a point 3 metres south-east of the boundary of Nos. 134-136/140 for a distance of 57 metres in a south-easterly direction</p> <p>xx) <u>To revoke No stopping except Taxis midnight-5.30am on:</u> the southern side, from 3 metres east of the boundary between Nos. 168/170 to a point 54 metres west of the centre line of Glen Fern Road</p> <p>xxi) <u>To revoke No stopping except Taxis 10pm-midnight and midnight-5.30am on:</u> the northern side, from the boundary of Nos. 105/107 to 38 metres north-east of the boundary of Nos. 107/109 the southern side, from the boundary of Nos. 106/108 to 62 metres north-east of the centre line of Old Christchurch Lane</p>		
<p>To prohibit access to all motor vehicles Monday to Sunday (including Monday and Sunday), midnight - 5am</p>			
1.	<p>Dean Park Crescent i) from a point 30 metres south-west of the eastern boundary of Nos. 12/14 to its junction with Old Christchurch Road</p>	<p>1 comment received. Businesses would like the night time road closure to commence at 10pm instead of midnight</p>	<p>To give permanent effect to the current restrictions Reason: The current scheme has been operating successfully for 15 months with only 1 comment received and no objections. Changes to the closure times will have an impact on a number of stakeholders and</p>
2.	<p>Fir Vale Road i) for its entire length</p>		
3.	<p>Lorne Park Road i) from its junction with Old Christchurch Road for a distance of 20 metres in a northerly direction</p>		
4.	<p>Madeira Road i) from its junction with Old Christchurch Road for a distance of 95 metres in a northerly direction</p>		
5.	<p>Old Christchurch Lane i) for its entire length</p>		

6.	Old Christchurch Road i) from its junction with Glen Fern Road to the boundary of Nos. 99/101 Old Christchurch Road		further clarification on this would be required before any changes could be considered.
7.	St Peter's Road i) from its junction with Beale Place to its junction with Glen Fern Road		

<p>Modifications to the Articles of the BOROUGH OF BOURNEMOUTH (TRAFFIC REGULATION & ON STREET PARKING PLACES) CONSOLIDATION ORDER 2013</p> <p>PART F – DESIGNATION & USE OF PARKING PLACES & STREET PARKING PLACES</p> <p><u>Amendment of Article 8</u> In Article 8 after “20” insert “, 21”</p> <p><u>New Article 21</u> electric vehicle charging places</p> <p>21(1) Each length of road described in schedule 17 is authorised as a parking place for the purpose of charging electric vehicles as specified in the various parts to schedule 17.</p> <p>21(2) A vehicle is not permitted to wait or park in a parking place specified in the various parts to schedule 17 except when the vehicle is connected to the charging device.</p> <p>21(3) Except as provided in part J a vehicle is not permitted to wait or park in a parking place in schedule 17 contrary to the restrictions specified in the various parts to that schedule.</p> <p><u>Amendment of Article 99</u> In Article 99 after “20” insert “, 21”</p>	No response received	To give permanent effect to the provisions Reason: no objections received
---	----------------------	--

**THE BOROUGH OF BOURNEMOUTH
(FOOTWAY PARKING) EXPERIMENTAL (No.5) (CHRISTCHURCH ROAD) ORDER 2015**

No.	Location / Restriction	Response	Decision
1.	<p>Christchurch Road</p> <p><u>To prohibit waiting at any time</u></p> <p>i) north-western side, from a point 36 metres south-west of its junction with Warnford Road to its junction with Castle Lane East (existing unrestricted)</p> <p>ii) south-eastern side, from a point 23 metres south-west of its junction with Warnford Road to the boundary of Nos. 1363/1365 Christchurch Road (existing unrestricted)</p> <p><u>Footway parking</u> – (A vehicle must be parked wholly on the footway. No part of the vehicle shall be more than 2.75 metres away from the edge of the carriageway)</p> <p>iii) north-western side, from the extended boundary of Nos.1246/1248 Christchurch Road to the extended northern boundary of No.1292 Christchurch Road</p> <p>iv) north-western side, from a point 4 metres north-east of its junction with Colemore Road to a point 3 metres north-east of the extended boundary of Nos.1344/1346 Christchurch Road</p> <p>v) south-eastern side, from the extended boundary of Nos.1243/1245 Christchurch Road to the boundary of Nos.1283/1285 Christchurch Road</p> <p>vi) south-eastern side, from a point 4 metres north-east of its junction with Exton Road to a point 4 metres south-west of the boundary of Nos.1355/1357 Christchurch Road</p>	No response received	To give permanent effect to the restrictions Reason: no objections received

Equality Impact Needs Assessment

The Diversity Promise - *Better for all*



1. Title of Policy/Service/Project	Experimental Traffic Orders - giving permanent effect
2. Service Unit	Environment
3. Lead Responsible Officer and Job Title	Jamie Griffiths - Team Leader, Traffic Management
4. Members of the Assessment Team:	Jamie Griffiths Chris Parkes
5. Date assessment started:	06.09.13
6. Date assessment completed:	05.09.16

About the Policy/Service/Project:

7. What type of policy/service/project is this? (delete as appropriate)	Existing
8. What are the aims/objectives of the policy/service/project? (please include here all expected outcomes)	To give permanent effect to experimental traffic orders that have been in place for over 12 months

9. Are there any associated services, policies or procedures?	Yes/No
If 'Yes', please list below:	
10. List the main people, or groups of people, that this policy/service/project is designed to benefit and any other stakeholders involved?	
Bournemouth Residents, visitors, all locals stakeholders and businesses.	
11. Will this policy/service/impact on any other organisation, statutory, voluntary or community and their clients/service users?	
Yes - local businesses, residents & visitors	

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?
The current traffic orders have been under consultation for 12 months. This involved notifying statutory consultees (including DOTs disability) and member of the public / local businesses. This resulted in two comments regarding the operation of the

restrictions (to change the road closure time from midnight to 10pm, and to remove the taxi bay from Lansdowne Road), and none on the impact/effect on individuals or businesses. Prior to the scheme being implemented by the introduction of experimental orders, extensive consultation with all those who may be affected was undertaken to help shape the final outcome of the scheme. This included the traffic orders that this EINA specifically refers to (which have been in place for over 12 months).

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?

Results of the public consultation

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

	Actual or potential positive benefit	Actual or potential negative outcome
17. Age		
18. Disability		Vehicle access is prohibited at certain times
19. Gender		
20. Gender reassignment		
21. Pregnancy and Maternity		
22. Marriage and Civil Partnership		
23. Race		
24. Religion or Belief		

	Actual or potential positive benefit	Actual or potential negative outcome
25. Sexual Orientation		
26. Any other factor/ groups e.g. socio- economic status/carers etc	Part of the order closes road around Horseshoe Common from midnight to 5am for road safety and public order improvement purposes.	
27. Human Rights		

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 Equality Action Plan/Team Plan
Vehicle access is prohibited at certain times	Businesses and disability groups have been consulted and the closures have been in place for over 12 months with minimal disruption caused. The impact has been reduced as much as possible whilst maintaining the original brief for the area, therefore at this stage no further actions are planned.	N/A	N/A	N/A

--	--	--	--	--

G2 Initial Risk Assessment



PROJECT NAME:

Making Permanent Experimental Orders - Horseshoe Common and Christchurch Road

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 type="radio"/>	Essential <input checked="" type="radio"/>	6
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				22

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+