



CABINET MEMBER DECISION RECORD

This form should be used to record Executive decisions taken by Cabinet Members

Decision Ref. No:

Responsible Officer:

BTI to Town Centre Route Project - Steve Hoyle

Subject:

The introduction of a Traffic Regulation Order (TRO) to limit the speed of motor vehicles to 20mph within the Horseshoe Common area as part of the Bournemouth Travel Interchange (BTI) to Town Centre Route Project

Decision taken:

To approve the implementation a TRO to limit the speed of motor vehicles to 20mph within the Horseshoe Common area.

Reasons for the decision:

A TRO is required to enforce the new 20mph speed limit which is an integral part of the Horseshoe Common improvement scheme.

Call-in and Urgency:

This decision is subject to the councils call in procedure.

Background:

BTI to Town Centre Route Project - Horseshoe Common

As part of the Council's Three Towns Travel programme we are improving Horseshoe Common and the surrounding area to make it easier, safer and more attractive for those who live, work and travel in this part of town.

Since the 10 February 2014 we have been working in and around Horseshoe Common to make major improvements, including:

- High quality walking and cycling routes
- A new street layout incorporating 'shared space' for Old Christchurch Road
- Removing the existing roundabout and replacing it with a non signalised junction
- Redesigning Horseshoe Common to create a new public space
- Removing physical and visual barriers such as railings and unused signs
- New street furniture and planting new trees and shrubs
- Relocating taxi parking and bus stops
- Introducing a 20mph zone on Old Christchurch Road, Dean Park Crescent and Madeira Road
- Implementing night time road closures on sections of Old Christchurch Road, Glen Fern Road, Madeira Road, Dean Park Crescent and Lorne Park Road

These street improvements will complement the ongoing regeneration being carried out in this part of town. Once complete the area will benefit from increased vitality, making it a more pleasant place for people for people to visit, and stimulate economic activity and employment.

Options - and reasons for rejection:

Not implementing this TRO. However, this would prevent the progression of this scheme as proposed.

Consultations undertaken:

A separate public consultation for the proposed 20mph speed limit opened on Friday 31 October 2014 and closed on Friday 21 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 locations within the 20mph speed limit zone.

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 from this consultation.

This complies with the statutory consultation process required by the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Additionally, during the design phase of the BTI to Town Centre Route Project extensive consultation has been carried out with the following groups on the design:

- Various Council officers
- Local Ward Councillors
- Residents and businesses in the vicinity of the proposed scheme
- Bus companies
- Taxi trade association
- DOTS disability group
- Statutory consultees (which includes the emergency services, cycle groups etc)

The feedback from this overall design consultation has been incorporated into the design wherever possible.

Finance/Resource Implications:

The costs associated with both the consultation and implementation of this traffic order will be met by an existing capital budget.

BTI to Town Centre Route Project - Horseshoe Common

2014 (Intention advertising costs) - LSTF CAP 225

2015 (Made advertising costs) - KZ005 C003 Z1158 04115

Name: *IAN MILNE*

Signature: (of Chief Finance Officer)

Date: *27.5.15*

Legal implications:

A challenge could be made to the measures if proper consideration of the representations to the order was not undertaken. However, in this case no representations were made.

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

Name: *SIAM BALLINGALL*

Signature: (of ^{Deputy} Monitoring Officer)

Date: *28.05.15.*

Risk assessment:

- Please see attached

Name: 
Date: 2/6/2015.

Signature: (of Officer completing assessment)

Impact Assessments:

- EINA attached

Information for/not for publication:

- Information is not for publication

Background papers:

- Traffic Order Advert Schedule

Any conflict of interest declared by a Cabinet Member who is consulted by the Member taking the decision Yes/No*	Name of Cabinet Member	Nature of interest	Details of any dispensation granted by the Monitoring Officer

* Delete as appropriate

Decision taken by:

Councillor MIKE GREENE (Print name)

Cabinet Portfolio TRANSPORT, SUSTAINABILITY AND CARBON MANAGEMENT

Signed: 

Date of decision: 4/6/15

Date of publication of record of decision: (to be inserted by Democratic Services)

05/06/2015

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:

12/06/2015

-insert date-



Building a Better Bournemouth

**BOURNEMOUTH BOROUGH COUNCIL 20MPH SPEED LIMIT ZONE (NO.3) ORDER 2014
DETAILED RECORD OF DECISION APPENDIX**

No.	Location	Response	Recommendation
1	Dean Park Crescent from its junction with Old Christchurch Road to a point 12 metres south of the boundary of Nos. 2/4 Dean Park Crescent	No response received	Implement as advertised
2	Fir Vale Road from a point 10 metres south of its junction with Old Christchurch Road to its junction with Old Christchurch Road	No response received	Implement as advertised
3	Madeira Road from its junction with Old Christchurch Road for a distance of 48 metres in a northerly direction	No response received	Implement as advertised
4	Old Christchurch Lane for its entire length	No response received	Implement as advertised
5	Old Christchurch Road from the boundary of Nos. 176/178 to its junction with Yelverton Road	No response received	Implement as advertised

EINA Screening Record

Title of Policy/Service/Project	BTI to Town Centre Route Project - Horseshoe Common. Traffic order for a 20mph zone
Date of screening	9 October 2014
Service Unit	Planning, Transport and Regulation
Lead Responsible Officer	Steve Hoyle
Job Title	Road Safety Engineering Team Leader
Members of the Assessment Team	Chris Parkes, Carly Earnshaw

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?	Yes
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	BTI to Town Centre Route Project - Horseshoe Common. Traffic orders for the restricted parking zone, 20mph zone, traffic calming features, on street parking bays, disabled parking bays and loading bays.
Service Unit	Planning, Transport and Regulation
Senior Responsible Officer & Job Title	Mike Holmes
Lead Responsible Officer and Job Title	Steve Hoyle - Road Safety Engineering Team Leader
Members of the Assessment Team: Please indicate for each person if they are an employee, partner or customer.	Chris Parkes - BBC Traffic Engineer, Carly Earnshaw - LSTF Marketing and Communications Manager
Start Date of assessment:	8 October 2014 - 10 October 2014
End Date of Assessment (this should be before the date of decision):	Document updated 18 May 2015

About the Policy/Service/Project:

Which of the Council's Equality Objectives does this policy/service/project support?

Equality for All: <http://www.bournemouth.gov.uk/CouncilDemocracy/EqualityDiversity/Equality-for-All.pdf>

1. We will improve people's feeling of safety and reduce the fear of anti-social behaviour.
2. We will reduce the isolation felt by older and disabled people.
3. We will improve the life chances of young people in Bournemouth.
4. We will use our community leadership role to influence the advancement of equality including among our partners.

<p>List the main people, or groups of people, that this policy/service/project will benefit?</p> <p>Bournemouth Residents, visitors, all local stakeholders and businesses (including the Night Time Economy Board, DOTS disability group, Transdev Yellow Buses, Morebus, Bournemouth Development Company, the Emergency Services).</p>
<p>Please detail below how this policy/service/impact on any other organisation and their customers.</p> <p>The purpose of this project is to:</p> <ul style="list-style-type: none"> • improve road safety and reduce accidents and casualties, • improve security and accessibility along the route, • implement public realm improvements to make the area more attractive, • improve facilities for walking and cycling and buses, • improve the subway system at station roundabout, • improve the economy by increasing footfall along the route.

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:

<p>Please list those who have been consulted with in development / design of this policy/service/project provide a summary of the results below?</p> <p>Initial consultation was been carried out with various stakeholders. In November 2012 a walkabout and workshop was held to determine the existing issues and problems along the route and how the stakeholders would like to see them addressed.</p>
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Following this stakeholder consultation, the schemes were discussed by the design team and initial feasibility designs were produced. These were worked on by the group until February 2013.

From this initial consultation the designs were amended and taken to a full consultation which took place from 15 July to 2 August 2013 where all residents, businesses and stakeholders were asked to respond. The following methods of consulting with the public were used:

- Questionnaire leaflets were sent to all residents and businesses within the area.
- Questionnaire leaflets were sent to all stakeholders previously involved.
- Questionnaire leaflets were placed in Bournemouth Library, the Customer Care Centre and at the main reception in the Town Hall.
- Information was put onto the Council's web site.
- The consultation information for this project was put onto the Council's consultation tracker.
- We attended a meeting with DOTS Disability Group to discuss the proposals. We felt that due to the nature of the scheme it was very important to discuss this with members of the public that have mobility or visual impairments.
- An exhibition was held in Horseshoe Common on 24 July where officers were on hand to answer any questions that members of the public may have.
- Various meetings have been held with the local ward Councillors, Taxi Trade Association and Portfolio Holder about the restricted parking zone, 20mph zone, traffic calming features, on street parking bays, disabled parking bays and loading bays.
- The Project has been promoted through social media and via press releases.

Please provide a summary of the findings from these consultations below.

Full Consultation on designs:

Generally the feedback about the designs was very positive. Each question asked if people agreed with a particular part of the project and had to tick yes, no or not sure. The highest percentage yes answer received was 95%, the lowest was 65%. This shows that the vast majority of the public were in favour of each aspect of the project.

Discussions about the Council's night time dispersal strategy, restricted parking zone, 20mph zone, traffic calming features, on street parking bays, disabled parking bays and loading bays:

<p>The taxi trade association had reservations about the removal of taxi parking within Horseshoe Common and Old Christchurch Road but an agreement was achieved. This was to mitigate the loss of taxi parking in this area by installing other part time taxi parking bays around the town centre.</p>
<p>How do the findings in the above consultation & research been used to inform or used to design the new service or influence Policy or project?</p> <p>All consultees feedback has been taken into account when producing the final design proposals and for what we will be consulting on in the experimental order for the restricted parking zone, on street parking bays, disabled parking bays and loading bays.</p>
<p>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?</p> <p>We will be consulting with the following groups about the experimental order for the restricted parking zone, on street parking bays, disabled parking bays and loading bays. Additionally, a permanent order (for the 20mph zone) and a notice for the traffic calming features will be required and these will have an element of consultation in the implementation process.</p> <p>Ward Councillors, Local businesses and residents, taxi trade association, emergency services, bus companies, and all other statutory consultees.</p>
<p>Monitoring and Research:</p>
<p>What data, research and other evidence or information have you used to inform your decision making? Detail all sources below</p> <ul style="list-style-type: none"> • Previous research such as the Feria Report (Bournemouth By Night Report) • Feedback from stakeholder consultation • The knowledge, technical advice, expertise of the people assisting in completing the project • Information from formal audits • Consultation feedback • Report from DOTS Disability Group

<ul style="list-style-type: none"> Road traffic accident casualty records. There have been 48 casualty accidents in the last 7 years. It is likely that the proposals will reduce accidents by around 50% as many of the previously recorded accidents involve vehicle collisions with pedestrians during times the new vehicle prohibition will be in force.
<p>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?</p> <p>N/A</p>
<p>Do you have enough information to make a decision? Yes / No If No then how are you going to remedy the gap in knowledge?</p> <p>Yes</p>

Assessing the Impact

Which of the following protected characteristics would actually or potentially benefit or be disadvantaged as the result of this policy as evidenced above?

	Actual or potential benefit	Actual or potential negative outcome
Age	Senior residents and visitors will benefit from the improved public realm, facilities, location and configuration of bus stops and enhanced provision of shelters. Especially as they are likely to have a bus pass as part of the English National Concessionary Travel Scheme	

	Actual or potential benefit	Actual or potential negative outcome
Disability	Improved facilities for mobility impaired - bus stops, road crossings etc Improved access to public transport for mobility impaired Improved parking provision for disabled drivers	
Gender	No perceived impact	
Gender reassignment	No perceived impact	
Pregnancy and Maternity	No perceived impact	
Marriage and Civil Partnership	No perceived impact	
Race	No perceived impact	
Religion or Belief	No perceived impact	
Sexual Orientation	No perceived impact	
Any other factor/ groups e.g. socio-economic status/carers etc	Improved safety and security by the reduction of crime and anti-social behaviour. Improved road safety.	

	Actual or potential benefit	Actual or potential negative outcome
	Improved access to services for those without car/van.	
Human Rights	No perceived impact	

STOP - Any policy which shows actual or potential discrimination.

Reason for Decision?
 No actual or potential discrimination identified.
Action Plan

Review date:
Monitored by:

Reporting to:

Date Actions transferred to Service Equality 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

Brief Summary of Issue(s) identified	Specific action required to mitigate, lesson or remove issues identified	Measurable Outcomes	Responsible officer	Due Date

No specific issues identified at this stage					

Date this EINA sent to the Equality and Diversity Team:

Equalitiesanddiversity@bournemouth.gov.uk

G2 Initial Risk Assessment



PROJECT NAME: Horseshoe Common - Traffic Order for a 20mph Zone

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	7-12 months	Above 1 year	6
2) Effort	1-4 people (FTE)	5-10 people (FTE)	11+ people (FTE)	1
3) Business Impact	Business Unit/Service	More than 1 BU	Council/External	3
4) Priority	Desirable	Highly Desirable	Essential	6
5) Cost	Up to £250k	£251k-£500k	Over £501k or if project is to be funded through prudential borrowing	2
6) Risk Impact	Low Impact - Minor service disruption/inconvenience, minor injury, small financial loss, isolated service user complaint.	Medium Impact - Service disruption, More serious injury or financial loss, adverse media coverage, numerous service user complaints	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.	5
				Risk Score
				23

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	Points Total
Low	Between 10-18
Medium	Between 19-35
High	36+

