

# PORTFOLIO HOLDER DECISION RECORD



Report subject	<b>Traffic Regulatory Order 1 - Lansdowne Programme</b>
Decision maker	<b>Councillor Philip Broadhead Portfolio Holder – Regeneration, Economy and Strategic Planning</b> as Councillor Mike Greene, Portfolio Holder – Transport and Sustainability has declared a conflict of interest.
Decision date	Not before 29 July 2021
Decision taken	<b>To approve the making and sealing of new and amended Traffic Regulation Orders to facilitate the delivery of the Lansdowne Programme as set out in the recommendations paragraph in Appendix 1 and paragraph 25 of Appendix 1 [Cabinet Paper – 11 Nov. 2020].</b>
Reasons for the decision	The Traffic Regulation Orders are necessary for the delivery of the Lansdowne Programme. The reason for the decision being taken by the Portfolio Holder is that there have been objections received and therefore it cannot be implemented without further formal decision.
Call-in and urgency:	Subject to call-in - this decision will not come into force, and may not be implemented, until the expiry of 5 clear working days after the decision was made, recorded and published.
Corporate Director	Director of Finance
Responsible officer	Iona Tovey
Wards	Bournemouth Central; East Cliff & Springbourne;

Status	Open
Background	<p>At its meeting on 29 July 2020 Cabinet approved that changes required to Traffic Regulation Orders (TRO) necessary for the delivery of the Lansdowne Programme are to be advertised and implemented if no objections are received.</p> <p>This statutory TRO advertisement period was undertaken between 30 October and 20 November 2020 during which a number of responses and objections were lodged. In light of this and in accordance with the decision on the 29 July 2020, a formal decision is required to proceed with implementation. This is the decision to proceed and implement.</p> <p>At its meeting on 11 November 2020, Cabinet also:</p> <ol style="list-style-type: none"> <li>a) approved the preliminary design of the revised Lansdowne scheme, enabling the Programme Team to progress the detailed design and begin early contractor engagement;</li> <li>b) noted that significant public and stakeholder consultation has taken place over the last 5 years, resulting in the preliminary design;</li> <li>c) noted the timeline for delivery; and</li> <li>d) delegated authority to the Director of Development, as Senior Responsible Officer for the Lansdowne Programme, in consultation with the relevant Portfolio Holder(s), to: <ul style="list-style-type: none"> <li>• progress the detailed design</li> <li>• approve the final design</li> <li>• start early contractor engagement</li> </ul> </li> </ol>
Options appraisal	<p>Numerous options have been considered, designed and modelled over the past two years. The governance structure for the programme along with BBC/BCP governance has ensured decision making based on stakeholder interests including delivering committed outputs to DLEP and the local community. The TROs advertised represent the most appropriate option for the present time.</p> <p>Since advertising the TRO the phasing of the Lansdowne scheme has changed, with some elements of the scheme, mainly those at Lansdowne Roundabout and Lansdowne Crescent being deferred. Therefore only those required elements relating to the southern end of Holdenhurst Road are required to be approved &amp; sealed at this stage.</p> <p>The Ordnance Survey extracts included at Appendix B set out the elements of the advertised TRO proposals that are required (shown using highlighted red text). It is these proposals that the Portfolio Holder is recommended to approve.</p>

<p>Consultation undertaken</p>	<p>The statutory consultation process set out in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 has been carried out as detailed below.</p> <p>The 21-day public consultation opened on Friday 30 October 2020 where:</p> <ul style="list-style-type: none"> <li>• A Notice was placed in the Bournemouth Echo.</li> <li>• Notification emails were sent to all councillors and all statutory consultees (including emergency services, disability groups, local public transport provided, national transport associations various council departments).</li> <li>• Street Notices with consultation details were displayed in relevant locations.</li> <li>• The Deposit Documents (consultation documents) were published on the council's website.</li> </ul> <p>In regard to the overall programme, the following has also taken place which is in addition to the minimum required above:</p> <p>Consultation both internal and external has been ongoing for this programme for over 5 years.</p> <p>WSP have been consulting on this programme from the outset.</p> <p>Internally, the programme began under BBC as a Development Programme and involved a virtual team of commentators/advisors from across the various areas of the Highways team. An internal consultation inviting all areas of BBC took place at concept stage with comments/concerns considered for critical decision making. The Project Manager/Delivery Lead for the programme co-ordinated the BBC Highways involvement throughout design development.</p> <p>The programme continued as a Development Programme when BCP came into existence, with key early meetings taking place with the new administration and PFHs. New internal Highways colleagues unfamiliar with the programme were appointed following the Highways Directorate reorganisation late 2019 and have subsequently been consulted.</p> <p>Externally residents, businesses, educational institutions, TC BID, community groups, DOTS disability, cycling forum, Ward members and students have all been consulted with over the last 2/3 years.</p> <p>Perception survey, aspirational design forum, impact consultation, cultural consultation along with regular face to face stakeholder engagement have all informed the designs evolution and overall decision making. The TRO consultation represents the next stage in the consultation process.</p>
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Financial/Resource implications	The costs associated with both the consultation and implementation of the TRO will be met by the Lansdowne Programme budget. The cost is estimated to be £5,000.
Summary of legal implications	<p>1. The Road Traffic Regulation Act 1984, as amended provides Highway Authorities the power to make Traffic Regulation Orders.</p> <p>2. The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 sets out the statutory process Highway Authorities must follow to make a TRO. The statutory consultation required by these regulations has been carried out as detailed above.</p> <p>All representations received have been formally considered with the detailed responses set out in Appendix 3 and taken into account in making this decision.</p>
Summary of sustainability impact	<p>The proposed changes provide for renewed bus infrastructure to support continued bus access as well as providing wider pavements and a segregated cycleway to encourage modal shift to more sustainable modes of transport.</p> <p>The appointed contractor Balfour Beatty also has their own sustainability criteria they are committed to meeting during the delivery of the improvement works.</p>
Summary of public health implications	<p>Creating an area that seeks to prioritise pedestrians and cyclists will help to encourage greater modal shift as well as reclaim the highway for the dominant user in the local area being largely non car owners.</p> <p>More walking and cycling aids people's overall wellbeing and day to day health which may potentially reduce the strain on local health services over the longer term.</p> <p>The addition of a greener environment with public realm space encouraging people to linger in the area will also add to the improvement of people's mental &amp; physical health.</p>
Summary of equality implications	<p>An Equalities Impact Assessment has been undertaken and updated at regular intervals with a variety of independent reviewers commenting.</p> <p>Key areas of note are the improved environment from an accessibility and transitioning perspective, as more crossing points are created, with fewer level changes and a material palette chosen specifically to assist the protected groups covered by the Equalities Act.</p>

	<p>The highway has been reduced in width in order to create more space of pedestrians and cyclists to enjoy. A reduction in street clutter has been a key aim for the designers, as well as creating seating spaces that cater for all groups including those requiring more assistance to sit or stand or simply wider spaces to navigate around in a wheelchair or mobility scooter.</p> <p>The latest EIA has been attached as Appendix E.</p>
Summary of risk assessment	<p>Failure to approve this request will prevent the Lansdowne Programme from progressing with the improvement works.</p> <p>This in turn will result in £4.8m DLEP funding failing to be invested in Lansdowne.</p> <p>The additional risk then being the DLEPs right to insist BCP repays all previously committed funds which currently represent c. £3m.</p> <p>If approved the risks are minimal and rest largely with the actual construction of the programme.</p>
Conflicts of interest declared by Cabinet member consulted on this decision	<p>Councillor Mike Greene, Portfolio Holder – Transport and Sustainability has declared a conflict of interest.</p> <p>Cllrs. Greene own property along Holdenhurst Road</p>
Background papers	<ul style="list-style-type: none"> <li>• Cabinet 29/07/2020 <a href="https://democracy.bcpccouncil.gov.uk/documents/s18576/200616%20Cabinet%20report%20Approval%20to%20advertise%20TRO_SSRP%20003%20FINAL.pdf">https://democracy.bcpccouncil.gov.uk/documents/s18576/200616%20Cabinet%20report%20Approval%20to%20advertise%20TRO_SSRP%20003%20FINAL.pdf</a></li> <li>• Cabinet 11/11/2020 <a href="https://democracy.bcpccouncil.gov.uk/documents/s20362/Lansdowne%20Programme%20Consultation%20outcomes%20and%20final%20design.pdf">https://democracy.bcpccouncil.gov.uk/documents/s20362/Lansdowne%20Programme%20Consultation%20outcomes%20and%20final%20design.pdf</a></li> </ul>
Appendices	<p><b>Appendices</b></p> <p>Appendix A – Advertised Traffic Regulation Order proposals</p> <p>Appendix B – Traffic Regulation Order proposals to be made/sealed</p> <p>Appendix C – Summary of representations received to the advertised TRO proposals and responses to the points raised</p>

	Appendix D – Detailed representations received to the advertised TRO proposals Appendix E – Equalities Impact Assessment – Mar. 2021
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