

PROJECT IMPACT ASSESSMENT

Douglas Promenade

please colour code each update – this is a 'live' document that will be added to by the MyProm team

Project Details		
Location	Douglas Promenade	Version 1 – March 2018 – pre-work commencement
Commencement Date	September 2018	Version 2 – updated February 2019
Duration	100 weeks	Version 3 – updated March 2019
Type of Project	Reconstruction	Version 4 - updated May 2019
Traffic Management Proposal	Two way traffic maintained	Version 5 – updated July 2019
Pedestrian Management	Access maintained	Version 6 – updated August 2019
School	No	
Bus Route	Yes	
Traffic Volume	High	
HGV Route	Yes	
Key Events	TT/MGP Diversion, Various events	

Issue	Impact Rating (L,M,H)	Who is Impacted	How are they Impacted	Type of Impact (Environmental, Social, Economic)	Mitigation Measures
Traffic Management	Medium/ updated to high	Businesses	<ul style="list-style-type: none"> Loss of parking will prevent direct vehicular access to businesses. Loss of trade. Drop off and pick up of visitors to businesses restricted. Difficulties for deliveries may mean delays in deliveries or longer distances for operators to deliver by hand. 	Economic	<ul style="list-style-type: none"> Signage to advertise businesses open as usual, media release. Good PR to support local businesses. Early communication with businesses to agree mitigation plans. Longer working hours. Loading bays where possible. Tell businesses about rate rebate. Additional coach parking on King Edward Road Sandcastles Nursery drop off and pick up – bespoke car spaces at Palace View Terrace (permits issued). Coach drop off and pick up spaces (lined up) for all hotels at Palace Hotel (on footway in front of hotel) plus taxi/businesses in same location (leaflets issued) (includes hotels off Douglas Promenade e.g. Ascot/Welbeck. Coach drop off and pick up space for the Empress Hotel (lined up) Work with DfE and Treasury on package of financial support for badly affected businesses. MyProm Shuttle bus Additional parking – Strathallan Walkway (24)/Summerland (51)/half the tram stables car park (7) (permits if required) Additional parking at Castle Mona Arcade (7) and Castle Mona Hotel (7). Additional bespoke signage for all businesses with directional arrows.
	High	Emergency Services	<ul style="list-style-type: none"> Longer response times 	Social	<ul style="list-style-type: none"> Emergency services/ESJCR informed of changes to TM. Red routes established for TT on walkway Ease of access for emergency services to hotels/residents/businesses. Red route for FOM established on walkway

					<ul style="list-style-type: none"> • Access within Loch Promenade site for emergency vehicles and their staff to access hotels/apartments and businesses established.
	Medium	Bus Services	<ul style="list-style-type: none"> • Longer journey times/delays may lead to increased fuel usage. • Potential disruption to connecting services. • Loss of bus stop locations as work proceeds. 	Social, Economic	<ul style="list-style-type: none"> • Publicise and agree diversion routes with Public Transport. • Temporary stop locations agreed with Public Transport.
	Low/ updated to high	Property Owners	<ul style="list-style-type: none"> • Access restrictions to property, service deliveries, waste collections. • Loss of available on street parking during construction. 	Social	<ul style="list-style-type: none"> • Agree with property owners access arrangements through daily communication. • Agree delivery schedules with fuel delivery companies. • Agree waste collections with DBC. • Communication with residents re their pedestrian access to properties and vehicular access (with timescales) to underground car parks. Glass reinforced plastic (GRP) bridges will be used to maintain entrances – same width as exits.
Diversion Routes	Low	Property Owners	<ul style="list-style-type: none"> • Increased traffic on diversion routes. • Speed of traffic. 	Environmental, Social	<ul style="list-style-type: none"> • Well defined diversion routes. • Pre-assessment of diversion route condition and carry out repairs. • "Red Route" ban on road works on approved diversion routes.
Project Duration	Medium	Public	<ul style="list-style-type: none"> • Disruption to normal arrangements. • Access restrictions. 	Social	<ul style="list-style-type: none"> • Longer working hours permitted • Weekend working • Contract award to shortest programme. • Shorter phases and more pedestrian crossings (uncontrolled and controlled)
Longer Working Hours	Low	Property Owners	<ul style="list-style-type: none"> • Noise earlier or later in the day. • Noise at weekends. • Noise nuisance and disturbance. 	Social, Environmental	<ul style="list-style-type: none"> • Restrict noisy operations between 8am and 8pm. • No working after 10pm
Access	High	Disabled Residents	<ul style="list-style-type: none"> • Usually only single access route 	Social	<ul style="list-style-type: none"> • Access maintained at all times. • Additional disabled parking spaces established on the walkway.
Property Damage	Medium	Property Owners, Businesses	<ul style="list-style-type: none"> • Construction activities and heavy plant increase vibration. • Increased volumes of HGV traffic. • Dust from construction activities covering windows, entering properties. 	Environmental, Social, Economic	<ul style="list-style-type: none"> • Pre-condition survey of properties carried out. • Good site management. • Dust suppression.