



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:

Parking Proposals – The Saints Area Parking Restrictions (Ref P7 2018)

Roads covered by the proposals are St Anthony's Road, St Augustin's Road, St. Winifred's Road and St. Valerie Road.

The restrictions have been requested by members of the public, councillors and council officers and have been the subject of a public consultation process.

The proposal includes double yellow lines (No Waiting At Any Time) across entrances and at junctions to improve visibility and a Car & Motorcycle Only restriction to reduce the number of vans parking on the roads within the proposal.

Decision taken:

To implement an amended, less restrictive, Traffic Regulations Order (TRO) than the advertised proposal.

The amended TRO will not (for the reasons given in the Background) implement;

- the Car & Motorcycle Only restriction within the area covered by the proposal. The bays will be marked and signed as parking bays for all vehicles,
- the parking spaces advertised to replace the existing No Waiting Mon-Fri 10am-11am and 2pm-3pm (single yellow line) in St Anthony's Rd. This restriction will remain as it currently is.

Reasons for the decision:

To progress the implementation of the advertised restrictions to improve the parking facilities available to the local community, improve road safety and to ensure essential services can take place.

Call-in and Urgency:

This decision is subject to the councils call in procedure.

Background:

As shown in the table below, the comments were broadly in favour of the proposal's main intention, which is to prevent the blocking of accesses.

Total number of submissions received in support of the proposal	75
Total number of submissions received objecting to the proposal	29

However, there were slightly more objections/concerns relating to the prohibition of vans than comments received in support of the ban.

Total number of submissions received in support of the proposal to prohibit vans from the parking bays	16
Total number of submissions received objecting to the proposal to prohibit vans from the parking bays	19

It became clear from the feedback that a more complex scheme would be required to enable vans that are essential to residents to park while limiting the excessive number of vans in the area. Some of these vans are displaced from the Dean Park Rd area which has an existing 'Car & Motorcycle Only' parking restriction.

So, a future scheme will be considered to include more complex measures (for example permits) to control the number of vans in the area and the adjoining Dean Park Road area without being undesirably restrictive for the residents.

Any future proposals will be consulted upon and the submissions from this will be considered prior to any new restrictions being implemented.

In view of the responses it has been decided that, the double yellow lines (No Waiting At Any Time) will be marked across the entrances and at junctions to improve visibility. Additionally, the white parking bays will be painted to formalise the parking places.

There were concerns that, as the area is a conservation area, the conventional yellow lines, which are 100mm wide vivid yellow, will spoil the character of the area. With this in mind, we will paint the yellow lines in 50mm wide pale yellow. This will reduce the impact of the lines on this sensitive area. This type of line has been used in other areas of Bournemouth and is fully compliant with the legal requirements.

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.

Implementing the proposal as advertised will disregard the concerns (which we believe are valid) raised during the consultation. Amending it will take into account those concerns but still implement the largely supported proposals and not implementing the TRO will not enable any improvement to the parking facilities available to the local community, or improve road safety and ensure essential services can take place

Consultations undertaken:

The public consultation opened on Friday 20 July 2018 and closed on Friday 10 August 2018.

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 (Intention Notice) 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 TRO will be covered by the Permanent Traffic Regulation Order budget. The whole scheme cost is estimated to be £6,000.

Name: ADAM RICHENS

Signature: (of Chief Finance Officer)

Date: 24/1/19

Legal implications:

It is felt that the communications of objection, support and 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: TANIA COULTER

Signature: (of Monitoring Officer)

Date: 25/01/19

Risk assessment:

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

Name: CHRIS PARCES

Signature: (of Officer completing assessment)

Date: 23/1/2019

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:

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*			

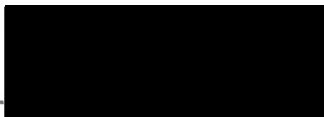
* Delete as appropriate

Decision taken by:

Councillor MIKE GREENE (Print name)

Cabinet Portfolio TRANSPORT, CLEANING + WASTE

Signed:



Date of decision: 1/2/19

Date of publication of record of decision:

Date decision effective:

EINA Screening Record

Title of Policy/Service/Project	The Saints Area Parking Restrictions (Ref P7 2018)
Date of screening	18/12/2018
Service Unit	Environment
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?

The restrictions confirmed in this process are widely used elsewhere in the borough and do not have an equalities impact.

G2 Initial Risk Assessment



PROJECT NAME:

The Saints Area Parking Restrictions (Ref P7 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	
				Risk Score	17

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+