



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:

Spring/Summer 2018 Traffic Regulation Order Review
(2018 Annual Parking and Traffic Proposals (P5 & M2 2018))

Decision taken:

To implement the Traffic Regulations Order (TRO) detailed in the attached Detailed Record of Decision.

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:

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

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. Individual decisions for each proposal and the reason for them are shown in the attached Detailed Record of Decision

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 review cost is estimated to be £11,000.

Name: ADAM RICHENS
Date: 7/11/18

Signature: (of Chief Finance Officer)

Legal implications:

It is felt that the objections and the 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: TANVA COULTER
Date: 07/11/18

Signature: (of Monitoring Officer)

Risk assessment:

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

Name: JAMIE GRIFFITHS
Date: 9/11/18

Signature: (of Officer completing assessment)

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 |
|--|------------------------|--------------------|---|
| No/Yes* | | | |

* Delete as appropriate

Decision taken by:

Councillor MIKE GREENE (Print name)

Cabinet Portfolio TRANSPORT, CLEANING+WASTE

Signed 

Date of decision: 8/11/18.

Date of publication of record of decision:

Date decision effective:

DETAILED RECORD OF DECISION (PART 1)

SPRING / SUMMER 2018 TRAFFIC REGULATION ORDER REVIEW (P5 & M2 2018)

Legend: AAT – At Any Time, NWAAT – No Waiting At Any Time (double yellow lines), NLAAT – No Loading/unloading At Any Time (double kerb blip), SPP – Street Parking Place, DPP – Disabled Parking Place, SYL – Single Yellow Line.

| No. | Road Name(s) | Restriction | Location | Ward | Response | Decision |
|-----|--|--|---|----------------------------|---|---|
| 1 | Appletree Close and Alexandra Rd | NWAAT | 5m around the corners of the junction and western side to the turning area. | Boscombe East | 4 comments in support | Implement as advertised Reason: no objections received. |
| 2 | Bascott Rd | NWAAT | 10m from the junction with Canford Avenue | Wallisdown & Winton West | No response received | Implement as advertised Reason: no objections received. |
| 3 | Benellen Gardens | NWAAT | Southern side between existing NWAAT at the junctions. | Talbot & Branksome Woods | 8 in support 12 objections See Appendix A for more details. | See Appendix A for more details. Implement as advertised All objections were given full consideration and balanced against those comments in support. Restrictions have been kept to the absolute minimum to reduce the impact on residents as much as possible. |
| 4 | Bourne Avenue | Payment Parking Place Maximum stay 3 hrs No return within 4 hrs | Existing Payment Parking Place on the southern side from near its junction with Braidley Rd to the A338 Wessex Way Flyover. Increase the max stay from 2 hr to 3 hr and the no return period to 4 hr. | Central | No response received | Implement as advertised Reason: no objections received. |
| 5 | Braidley Rd | Cars & Motorcycles Only. | Near junction with Wimborne Rd | Central | No response received | Implement as advertised Reason: no objections received. |
| 6 | Broadway Adjacent to Service Rd (Hengistbury Head) | Revoke - Street Parking place with waiting limited to 2 hours 8am-6pm 01 May - 30 Sep No Return 1 hour | Adjacent to the service road near its junction with Kingsley Ave. The location will become unrestricted. | East Southbourne & Tuckton | No response received | Implement as advertised Reason: no objections received. |
| 7 | Broadway Service Rd (Hengistbury Head) | Waiting limited to 2 hours 8am-6pm return prohibited within 1 hour all year. | Opposite businesses adj. to Kingsley Ave Currently Street Parking place with waiting limited to 2 hours 8am- | East Southbourne & Tuckton | No response received | Implement as advertised Reason: no objections received. |

| | | | | | | |
|----|------------------------------------|---|--|--------------------------|--|---|
| | | | 6pm 01 May - 30 Sep No Return 1 hour | | | |
| 8 | Byron Rd | NWAAT | Outside No.23 at its junction with Percy Rd. | Boscombe East | No response received | Implement as advertised Reason: no objections received. |
| 9 | Byron Rd | NWAAT | Around the whole of the island at the junction with Boscombe Overcliff Drive | Boscombe East | 2 General observations They have no problem with proposal, but unless it is policed and enforced (which other areas are not) then it is a waste of time and money | Implement as advertised Reason: no objections received. Enforcement will be carried out as resources allow. |
| 10 | Cambridge Rd | Street Parking Place | Cul-de-sac end. | Central | No response received | Implement as advertised Reason: no objections received |
| 11 | Canford Avenue | NWAAT | southern side from Downey Close to 20m NE of Bascott Road, northern side from 10m W of Templar Close to 30m NE of Bascott Road. | Wallisdown & Winton West | No response received | Implement as advertised Reason: no objections received |
| 12 | Castlemain Avenue and Herberton Rd | NWAAT | 5m around the corners of the junction. | West Southbourne | No response received | Implement as advertised Reason: no objections received |
| 13 | Charminster Rd | NLAAT | North-western side, from its junction with Alma Rd for a distance of 50m in a northerly direction. Existing NWAAT. | Winton East | No response received | Implement as advertised Reason: no objections received |
| 14 | Chilcombe Rd and Stourvale Rd | NWAAT | 5m on the south-eastern side of Stourvale Rd and 10m on the northern side of Chilcombe Rd. | West Southbourne | No response received | Implement as advertised Reason: no objections received |
| 15 | Christchurch Rd | NWAAT | Outside Dorset House | Central | No response received | Implement as advertised Reason: no objections received |
| 16 | Christchurch Rd | NWAAT, Relocate Bus stop, revoke taxi bay | Outside Hurn House & Heron House. double yellow lines outside Royal London House. | Central | No response received | Implement as advertised Reason: no objections received |
| 17 | Comley Rd and Elmes Rd | NWAAT | 5m around all corners of the junction. | Moordown | No response received | Implement as advertised Reason: no objections received |
| 18 | Commercial Rd | Prohibition of Motor Vehicles | From its junction with Avenue Rd to its junction with The Triangle (pedestrianised section). | Central | No response received | Implement as advertised Reason: no objections received |
| 19 | Coppice View | NWAAT | Near its junction with Redhill Drive on the northern side (opposite the disabled bay) from the existing NWAAT to the Garage entrances beside No.5. | Redhill & Northbourne | 2 in support | Implement as advertised Reason: no objections received |

| | | | | | | |
|----|-----------------------|---|---|--------------------------|--|--|
| 20 | Cranleigh Rd | Loading Only 6-8am Mon-Fri | Outside 98-100 Cranleigh Road | West Southbourne | 1 in support | Implement as advertised Reason: no objections received |
| 21 | Duck Lane | NWAAT & NLAAT | Outside vehicle exit and pedestrian exit of the Oak Academy. | Kinson South | No response received | Implement as advertised Reason: no objections received |
| 22 | Durdells Avenue | No Waiting & No Loading Mon-Fri 8am-5pm | Outside Christ the King School | Kinson North | No response received | Implement as advertised Reason: no objections received |
| 23 | Durley Chine Rd South | NWAAT. Revoke seasonal waiting restriction. | Western side from its junction with West Cliff Rd to its junction with Chine Crescent Rd. Eastern side near its junction with West Cliff Rd opposite Nos.23 & 27 | Westbourne & West Cliff | 17 in support | Implement as advertised Reason: no objections received |
| 24 | Durley Rd | School Keep Clear Mon-Fri 8am-5pm | At junction with West Hill Road | Westbourne & West Cliff | No response received | Implement as advertised Reason: no objections received |
| 25 | East Howe Lane | NWAAT | At junction with Wimborne Rd. Extend the existing NWAAT by 20m | Kinson North | No response received | Implement as advertised Reason: no objections received |
| 26 | East Way | NWAAT | Both sides of the central reservation along the whole length of East Way | Strouden Park | 1 in support with comments Traffic from events at David English causes inconsiderate parking, particularly across driveways – Access Protection Markings needed across each driveway and more speed signage required. | Implement as advertised Reason: no objections received Residents can apply for Access Protection Markings across their driveways. Due to the presence of street lighting we are unable to add additional 30mph speed limit signs. |
| 27 | Ensbury Avenue | NWAAT | 5m western side only of Slade Farm car park access. | Wallisdown & Winton West | No response received | Implement as advertised Reason: no objections received |
| 28 | Exeter Rd | NWAAT & NLAAT | South of Exeter Crescent (outside 60 Million Postcards). From its junction with Exeter Cres for a distance of 30m to the Ship Wreck. | Central | No response received | Implement as advertised Reason: no objections received |
| 29 | Fitzharris Avenue | NWAAT | Western end - junctions Truscott Rd / Bingham Rd. Three roads join at one point. Approx. 5m around all the junction. | Winton East | No response received | Implement as advertised Reason: no objections received |
| 30 | Frederica Rd | NWAAT | Outside No.28 | Wallisdown & Winton West | No response received | Implement as advertised Reason: no objections received |
| 31 | Fulwood Ave | Limited waiting 8am-6pm 1 hour NRT 2 hour. NWAAT | Outside the Parade of shops near the junction with Greystoke Ave. NWAAT along northern side of island in service road, across vehicle entrance and at junctions. | Kinson South | No response received | Implement as advertised Reason: no objections received |

| | | | | | | |
|----|---|---|---|-------------------------|--|--|
| 32 | Garth Rd and Brasseley Rd | NWAAT | 10m around junction both sides | Winton East | 2 in support | Implement as advertised Reason: no objections received |
| 33 | Gervis Place | Taxis only 10pm-5am and Loading Only 5am-10pm | Outside 7 Bone burger restaurant. | Central | No response received | Implement as advertised Reason: no objections received |
| 34 | Gladstone Rd West | NLAAT | for 10m at the junction of Palmerston Rd | Boscombe West | No response received | Implement as advertised Reason: no objections received |
| 35 | Glen Fern Rd | Car Club Bay | 6m bay on the northern side in the western end of the Payment Parking Place (adj. to Mercury House) | Central | No response received | Implement as advertised Reason: no objections received |
| 36 | Grosvenor Rd | NWAAT | Outside Grosvenor Pines, No.23 Grosvenor Rd and outside Grosvenor Hall, No.19 Grosvenor Rd | Westbourne & West Cliff | 1 response with comments Unclear as to what benefit new restrictions will make? Current restrictions are not monitored regularly. Why is it not possible to have permit parking on the road? | Implement as advertised Reason: no objections received, although there was one response with comments. The NWAAT restriction across the entrance will prevent vehicles blocking the entrances to Grosvenor Pines and Grosvenor Hall. A residents parking scheme is outside the remit of this consultation. |
| 37 | Hankinson Rd and Abbott Rd | NWAAT | 5m around the corners of the junction. | Winton East | 1 objection Will reduce parking spaces further. The problem of turning into Hankinson road from Abbott Road would be lessened if Hankinson Road was one way. | Implement as advertised Reason: The proposal aims to improve the visibility at the junction. The new restriction (5m of double yellow lines) will only be placed in Hankinson Rd adjacent to the Stop Line next to No.61 and No.70 Hankinson Rd. The one-way suggestion is outside the scope of this review but will be considered separately. |
| 38 | Harewood Crescent at its junctions with: Walsingham Dene, Summerfields, Regent Drive, Springbank Rd, Elmgate Drive, | NWAAT | 5m around the corners of each junction. | Littledown & Iford | 2 comments 1. would support the proposed parking restrictions if they are in addition to the existing restrictions. Would be beneficial to review the road safety issues outside Littledown Surgery as visitor's park on the road | Implement as advertised Reason: no objections received. The comments regarding restrictions in other areas have been noted and will be given consideration separately. |

| | | | | | | |
|----|--------------------|---|---|----------------------------|---|--|
| | Harewood Gardens | | | | <p>instead of using site facilities causing viability issues.</p> <p>2. I have never seen a problem of vehicle parking in these locations. The location which is an accident waiting to happen and is an obstruction is Harewood Crescent at its junction with Harewood Avenue where parents park to pick up children</p> | |
| 39 | Hengistbury Rd | Revoke Waiting prohibited 10am-7pm 01 May - 30 Sep'. Leave as unrestricted. | Existing SYL, both sides from Junction with Harbour Rd to Cellars Farm Rd. And both sides for the whole length from Cellar Farm Rd. | East Southbourne & Tuckton | No response received | Implement as advertised Reason: no objections received |
| 40 | Holdenhurst Rd | Loading Only | Outside or near 'The Inferno', 28 Holdenhurst Road, Lansdowne. | Central | No response received | Implement as advertised Reason: no objections received |
| 41 | Jewell Road | No Waiting 8am-5pm | Northern side from its junction with Watton Close to its junction with Tyrell Gardens | Strouden Park | 1 in support | Implement as advertised Reason: no objections received |
| 42 | Kinson Park Rd | No Waiting 10am-10pm extension | Near driveway No.9 Kinson Park Rd towards Keeble Crescent. | Kinson North | No response received | Implement as advertised Reason: no objections received |
| 43 | Kinson Park Rd | 7.5T Lorry Ban (Environmental) | Between junction of Keeble Rd and New Rd. | Kinson North | No response received | Implement as advertised Reason: no objections received |
| 44 | Knyveton Rd | NWAAT | Across the entrance to Kings Walk, No.19a Knyveton Rd. | East Cliff & Springbourne | <p>20 in support</p> <p>1 objection</p> <p>Pretty pointless just doing a little stretch of road - would be better at the Francis Rd end of Spencer Rd around the corners, to stop cars parking.</p> | Implement as advertised Reason: The aim of the proposal is to only protect the entrance to King's Walk. The new restrictions suggested at Francis Rd and Spencer Rd will be considered separately. |
| 45 | Lake Rd (north) | NWAAT | In turning area north of Kinson Hub | Kinson North | No response received | Implement as advertised Reason: no objections received |
| 46 | Lansdowne Crescent | NWAAT & NLAAT | Gardens side of the crescent on both sections (outside the convenience store and O'Neill's) | Central | No response received | Implement as advertised Reason: no objections received |
| 47 | Lansdowne Rd | Revoke No Stopping Except Taxis 10pm-midnight and midnight-5am | Outside Nos.2-12 Lansdowne Rd opposite Church. | Central | No response received | Implement as advertised Reason: no objections received |

| | | | | | | |
|----|--|--|---|--------------------|---|---|
| 48 | Littledown Ave at its junctions with Leeson Rd William Rd Thistlebarrow Rd Bishops Close Gainsborough Rd Glencoe Rd | NWAAT & NLAAT | 10m around the corners of the junctions or the point the existing NWAAT ends. | Littledown & Iford | No response received | Implement as advertised Reason: no objections received |
| 49 | Littlemoor Avenue | NWAAT | From its junction with Ringwood Rd for 15m | Kinson South | No response received | Implement as advertised Reason: no objections received |
| 50 | Lorne Park Rd | Pay and Display Parking Place with waiting and charging Mon-Sat 8am-8pm Maximum Stay 2 hours No Return 2 Hours | Outside Nos.2-10 | Central | No response received | Implement as advertised Reason: no objections received |
| 51 | Maple Rd | Revoke - Waiting limited to 1 hour Mon-Sat 8am-6pm return prohibited within 1 hour/Permit holders only (A1) Mon-Sat 8am-6pm | Outside No.11 | Winton East | No response received | Implement as advertised Reason: no objections received |
| 52 | Meon Rd | NWAAT | Northern side (even numbers) to replace No Waiting 10-11am and 3-4pm. | Littledown & Iford | 2 in support 10 objections | Not to be implemented. The recent new single yellow line has proven to be sufficient. |
| 53 | Milton Rd and Portchester Rd | NWAAT | 10m around the corners of the junction. | Winton East | 1 objection There is only an issue with the south west of Milton Road. As residents of 8 Milton Road we sometimes have issues with more cars than allotted spaces, requiring us to use on street parking. Removing street parking would create an issue for the residents in order to solve an issue which doesn't actually exist. Would propose restrictions should be limited to the south-east corners of Milton Rd which should prevent issues around traffic being obstructed | Implement a reduced scheme. There have been several incidents at the junction. The most recent incident in March 2018. The proposal aims to improve visibility at the junction and refuge island. The NWAAT will be implemented for 5m on the Porchester Rd arms of the junction and north east arm of Milton Rd. This will provide visibility at the junction and keep the informal crossing points clear. The south west arm of Milton Rd has a pedestrian island set further back which will require the lines to |

| | | | | | | |
|----|----------------------------|--|--|-------------------------|---|---|
| | | | | | when exiting the crossroads. Alternatively, the proposed restriction area could be reduced. | extend further (10m) to provide full protection. |
| 54 | Nortoft Rd | NLAAT | Outside No.113 Summerwood School. | Queen's Park | No response received | Implement as advertised Reason: no objections received. |
| 55 | Nortoft Rd | Loading bays and NWAAT | Outside 129 Nortoft Rd and International Food Centre | Queen's Park | 1 comment The current restrictions are not enforced and adding more would be a waste of money | Implement as advertised Reason: no objections received. The aim of this proposal is to make the current restrictions enforceable. |
| 56 | Norton Rd and Mansfield Rd | NWAAT | 5m around the corners of the junction. | Winton East | 1 in support 1 objection Agree that double yellow lines are needed for corners of junction but feel that extended line is excessive and restricts potential parking to surrounding properties 1 suggestion Would like to see this area become a controlled zone like the Boundary Road end of Norton Road and for parking to be restricted between 10 and 11 and 2.30 to 3.30. Concerned the double yellow lines will just move the parked vans further down the road | Implement as advertised Reason: the proposed restriction will improve the visibility at the junction and any of the property accesses the lines cross. The suggestion for other restrictions has been noted and will be given some consideration. |
| 57 | Palmerston Rd | Car & Motorcycle Parking Only. Revoke - Loading Only. | Outside Nos.95-97 Palmerston Rd | Boscombe West | No response received | Implement as advertised Reason: no objections received. |
| 58 | Poole Lane | NWAAT | From its junction with Holloway Rd northeast along Poole Lane to cover driveway of No.149 (25m). | Kinson South | No response received | Implement as advertised Reason: no objections received. |
| 59 | Poole Rd | Loading Only. | Outside Woodleys | Westbourne & West Cliff | No response received | Implement as advertised Reason: no objections received. |
| 60 | Poole Rd | Waiting limited to 1 hour 8am-6pm return prohibited within 1 hour. Revoke - NWAAT | Outside No.55 to No.61 Southern side of Poole Rd, Westbourne | Westbourne & West Cliff | No response received | Implement as advertised Reason: no objections received. |

| | | | | | | |
|----|------------------------------|--|---|----------------------------|--|--|
| 61 | Queens Park South Drive | School Keep Clear Mon-Fri 8am-5pm and No Waiting & No Loading Mon-Fri 8am-5pm | Outside new entrance to Park School. | Queen's Park | No response received | Implement as advertised Reason: no objections received. |
| 62 | Redhill Drive | NWAAT | 2m extension to existing NWAAT outside No.195 and for 10m opposite No.195. | Redhill & Northbourne | 2 objections 1. Would force the problem further down the road. Suggest that double yellow lines continue from existing lines on the residential side as far as Parkside Gardens, which would stop double parking and congestion and improve visibility. 2. more flats are being built without enough parking - more double yellow lines would mean there would be no where to park | Implement as advertised Reason: The aim of the proposal is to improve the visibility at the adjacent crossing point. Displacement of vehicles will be monitored and the request for further restrictions will be considered. Bournemouth has a <u>policy</u> regarding the number of spaces to be provided in new developments. The final implementation of this policy is determined by the planning process. |
| 63 | Richmond Hill | Car Club Only Bay | At the end of the Pay & Display bay near the junction of Albert Rd. | Central | No response received | Implement as advertised Reason: no objections received. |
| 64 | Rockford Close | NWAAT | Western side (outside No.2) from the existing double yellow lines to the turning circle | East Southbourne & Tuckton | 1 petition in support | Implement as advertised Reason: no objections received. |
| 65 | Sea Rd (Boscombe) | NWAAT & NLAAT | existing length of NWAAT across access to 49/51 Sea Rd | Boscombe West | No response received | Implement as advertised Reason: no objections received. |
| 66 | Seabourne Rd | No waiting Mon-Fri 8am-9.30am and Limited waiting 9.30am-6pm max stay 30mins no return within 30mins | Near junction with Parkwood Rd. Outside Nos.177-191 Seabourne Rd | Boscombe East | No response received | Implement as advertised Reason: no objections received. |
| 67 | Seabourne Rd and Parkwood Rd | NWAAT | 5m around the corners of the junction. | Boscombe East | No response received | Implement as advertised Reason: no objections received. |
| 68 | St Albans Crescent | Limited Waiting 1 hr No return within 2 hr 9am-6pm | Outside Nos.31-39 | Queen's Park | No response received | Implement as advertised Reason: no objections received. |
| 69 | St Clement's Gardens | NWAAT & NLAAT for 5m at junction & No Loading 8am-5pm on the remaining | Near junction with St Clement's Rd | Boscombe West | No response received | Implement as advertised Reason: no objections received. |

| | | | | | | |
|----|----------------------------------|---|--|--------------------------|--|---|
| | | existing restriction to match No waiting times. | | | | |
| 70 | St Michael's Rd | Limited Waiting Bay | Outside No.7 | Westbourne & West Cliff | No response received | Implement as advertised Reason: no objections received. |
| 71 | Stanfield Rd and Firs Glen Rd | NWAAT | 5m around the corners of the junction | Wallisdown & Winton West | No response received | Implement as advertised Reason: no objections received. |
| 72 | Sunnyhill Rd and Herberton Rd | NWAAT | 5m around the corners of the junction. | Boscombe East | No response received | Implement as advertised Reason: no objections received. |
| 73 | Sunnymoor Rd and Canford Avenue | NWAAT | 10 metres around the corners of the junction. | Wallisdown & Winton West | No response received | Implement as advertised Reason: no objections received. |
| 74 | Surrey Rd | NWAAT | 5m either side of the existing NWAAT across the entrance to Crusader Court (72 Surrey Road). | Talbot & Branksome Woods | 8 in support 1 comment and suggestion Although it is extremely difficult to see clearly to exit the driveway because of dangerous parking, there have been so many blocks of flats built without enough off road parking that just putting double yellow lines around Crusader Court will just exacerbate the problem. Would it be a good idea to make parking on one side of Surrey Rd with double yellow lines or Residents Parking? | Implement as advertised Reason: no objections received. Bournemouth has a <u>policy</u> for the number of spaces to be provided in new developments. The final implementation of this policy is determined by the planning process. Parking places are provided on Surrey Rd where it is safe to do so. There are property accesses on both sides of the road and all these must be considered if any new restrictions are to be proposed. |
| 75 | Timothy Close and East Howe Lane | NWAAT | 10m around the corners of the junction. | Kinson North | No response received | Implement as advertised Reason: no objections received. |
| 76 | Verulam Place | NWAAT & NLAAT Residents Parking Only. | Near junction with Yelverton Rd. Revoke one Residents Parking bay and install one new bay near the turning area. | Central | No response received | Implement as advertised Reason: no objections received. |
| 77 | Victoria Park Rd | Limited Waiting 1 hr Mon-Sat 10am-6pm No return within 1 hr. | Between the existing NWAAT restrictions near its junction with Victoria Park Rd/Wimborne Rd. Alongside the church. (Approximately 35m) | Wallisdown & Winton West | Current unrestricted parking allows for longer visiting periods to businesses in the area. A reduction in this would cause problems as there is little long term parking and no public car parks in the area. | Implement a reduced length of limited waiting bay. For a distance of 15m from the end of the existing NWAAT at its junction with Wimborne Rd (instead of the original 35m). Reason: the proposal does not remove the total amount of parking |

| | | | | | | |
|----|------------------------------|--------------|--|----------------------------|---|---|
| | | | | | | space but aims to balance the need for short term and long term parking provision. |
| 78 | Warren Edge Rd and Church Rd | NWAAT | 5m around the junction | East Southbourne & Tuckton | No response received | Implement as advertised Reason: no objections received. |
| 79 | West Hill Rd | Loading Only | Adjacent to the Goat & Tricycle. | Westbourne & West Cliff | No response received | Implement as advertised Reason: no objections received. |
| 80 | West Overcliff Drive | NWAAT | Replace SYL adjacent to No.14 (The Cottage) and No.16 West Overcliff Drive | Westbourne & West Cliff | 1 objection It will congest the parking on the remainder of West Overcliff Drive. Stop altering the parking which impacts on us locals - we should have free parking available | Implement as advertised Reason: The new restriction will directly replace the existing seasonal restriction. The restriction improves visibility on a bend which is needed all year round. There is no legal right to park on the highway and is only permitted where it is safe to do so. |
| 81 | Wimborne Rd | NWAAT | South-western side opposite 1-6 Riverside and 1173-1175 Wimborne Rd (Wimborne Rd Service Rd) | Throop & Muscliff | No response received | Implement as advertised Reason: no objections received. |
| 82 | Woodfield Rd and Elmhurst Rd | NWAAT | 5m around the corners of the junction. | Kinson North | No response received | Implement as advertised Reason: no objections received. |
| 83 | Wycliffe Rd and Ridley Rd | NWAAT | Both sides of Ridley Rd for 5m North side of Wycliffe Rd from Ridley Rd for 5m easterly | Winton East | No response received | Implement as advertised Reason: no objections received. |

Amendment to the On-street Parking Charges Tariff 4

Proposal to increase the maximum stay of 2hrs to a maximum stay of 3hrs in Bourne Ave. No comments or objections were received. So, the proposal will be Implemented as advertised.

| TARIFF 4 Road Name | Times Charges are applicable | Maximum stay | Up to 20 mins | Up to 40 mins | Up to 1 hour | Up to 1 hour 20 mins | Up to 1 hour 40 mins | Up to 2 hours | Up to 3 hours |
|--|---|---|---------------|---------------|--------------|----------------------|----------------------|---------------|---------------|
| Bourne Avenue (adjacent to The Square), | Mon - Sat 09:00 – 20:00 & Sun 10:00 – 20:00 | 2 hours no return within 3 hours | £0.70 | £1.40 | £2.10 | £2.80 | £3.50 | £4.20 | N/A |
| Bourne Avenue (adjacent to the tennis courts), | Mon - Sat 09:00 – 20:00 & Sun 10:00 – 20:00 | 3 hours no return within 4 hours | £0.70 | £1.40 | £2.10 | £2.80 | £3.50 | £4.20 | £5.60 |

Appendix A

Benellen Gardens – Proposed NWAAT on the southern side between existing NWAAT at the junctions. There were 8 comments supporting the proposal and 12 submissions objecting. These submissions and our responses are contained in the table below.

| Comment | Response |
|--|--|
| SUPPORT - narrow road, emergency vehicles would find it difficult with the parked cars | Agreed. |
| SUPPORT - many of the trees along the verge have Tree Preservation Orders. Also, a problem with litter and noise from the parked vehicles | Agreed. |
| SUPPORT - petition for double yellow lines to stop parking on grass verge | Agreed. |
| SUPPORT - prevent parking on the verge | Agreed. |
| SUPPORT - will stop commuter parking on grass verge, help with visibility and allow larger vehicles access | Agreed. |
| SUPPORT - will stop commuter parking on grass verge, help with visibility and allow larger vehicles access | Agreed. |
| SUPPORT - will stop vehicles destroying the grass verges and allow council parks vehicles to maintained the verge properly. Verge currently used to by drivers to dump rubbish and SORN cars. | Agreed. |
| OBJECT - due to limited parking within the grounds of Benellen Towers this would make it very difficult for residents and visitors to park their cars - my suggestion would be for residents permit parking. | Residents parking schemes are often objected to due to the cost of the permits (required to cover the cost of extra enforcement) and because the schemes are often limited to one permit per property. |
| OBJECT - problem started after parking was taken way from Branksome Wood Road and the vast amount of people parking here are workers not wanting to pay parking fees | Google Streetview shows vehicles parked on the verge in June 2011. |
| OBJECT - restrictions will increase parking in other local roads (Benellen Ave, Benellen Rd and Walsford Rd) which are already becoming increasingly congested | The Council actively encourages, for all travel needs, the use of other forms of transport rather than using the car. |
| OBJECT - restrictions will increase parking in other local roads (Benellen Ave, Benellen Rd and Walsford Rd) which are already becoming increasingly congested | The primary use of the highway is for traffic to pass and re-pass. Parking is only permitted where it is safe to do so and where it does not significantly restrict the passage of traffic. |
| OBJECT - restrictions will increase parking in other local roads. Residents do not use their driveways | Vehicles should not be parking on the grass verge on the southern side of Benellen Gardens. The verge and the supporting bank was not designed for vehicles to be parked on it. |
| OBJECT - (same as above) restrictions will increase parking in other local roads. Residents do not use their driveways | |
| OBJECT - since double yellow lines were installed on Branksome Wood Road there has already been a huge increase in day time parking in Benellen Road and this proposal will add to it | The proposal has kept restrictions to the absolute minimum to reduce the impact on residents as much as possible. |
| OBJECT - too many vehicles and the lack of affordable car parking spaces - would increase the parking in surrounding roads | |

| | |
|---|---|
| OBJECT - will transfer parked cars from one road to another | |
| OBJECT - would cause increased parking on the surrounding roads particularly since the introduction of double yellow lines along Branksome Wood Rd. Many of the vehicles that park on this road belong to residents with ample off road parking | |
| OBJECT - would put extra pressure on Benellen Ave and Rd. Since double yellow lines along Branksome Wood Rd there has been an increase in vehicles parking in Benellen Ave, Gardens and Rd. Must bear in mind that Benellen Avenue is used as a through road | There are already double yellow lines along one side of Benellen Ave which helps to maintain two-way traffic. On-street parking has been proven to have a traffic calming effect. |
| OBJECT - wrong measure to deter what is essentially office workers - council need to go to Liverpool Victoria and demand they cater for more parking for their workers. Will move the problem onto surrounding roads | LV have green travel measures in place and the Council encourage all businesses, schools etc. to actively reduce commuting by car. |
| OBSERVATION - "a response to the arguments of neighbouring roads" - the application of double yellow lines along Branksome Wood Rd resulted in parking on the verge in Benellen Gardens. Notices asking for people not to park here has had a marked effect and there would be no further impact to neighbouring roads from double yellow lines along this stretch. Must be noted that Benellen Ave and Rd are valid parking areas - a grass verge is not | Noted |
| OBSERVATION - double yellow lines along Branksome Wood Road has pushed parking problems further along the road, and Benellen Garden residents park on the road to deter all day parkers - suggest Civil Enforcement Officers regularly ticket dangerous parking and perhaps extend double yellow lines to Benellen Ave and Rd and also revise parking restrictions to deter all day parkers. | Noted |

EINA Screening Record

| | |
|---------------------------------|---|
| Title of Policy/Service/Project | Spring/Summer 2018 Traffic Regulation Order Review (2018 Annual Parking and Traffic Proposals (P5 & M2 2018)) |
| Date of screening | 21/09/2018 |
| 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:

Spring/Summer 2018 Traffic Regulation Order Review (2018 Annual Parking and Traffic Proposals (P5 & M2 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+ |