

Appendix 1 – Details of Objections and Officer Recommendations

Kingswood Chase – Plan 1

The junction protection at this location is currently 60m in length on both sides of the road, the restrictions were previously required to deter parking by customers using a bank however the bank is closed and the extensive length of restriction merely inconveniences residents. The proposal is to reduce the existing length of restriction to 39m and 20m.

1 objection has been received, the objector is concerned that the removal of the restriction will create a traffic hazard and encourage inappropriate parking, a further concern is that permitting parking opposite the driveway causes inconvenience when accessing the property, a caravan is also stored on the property and parking opposite the driveway will result in manoeuvring this vehicle “virtually impossible”.

Officers do not accept that a traffic hazard will be created, the issue of access for the caravan is more troublesome to fully address and it is acknowledged that manoeuvring a large vehicle on and off the property will be challenging however this proposal benefits all residents with the provision of additional parking.

2 letters of support have been received, both welcome the reduction in the length of the restriction

Officer Recommendation

To agree to the proposal as advertised in view of the wider parking benefit to all residents.

Manchester Drive – Plan 2

This location is opposite a sheltered housing property, there is an informal crossing point provided to the west of the proposal including a built out area to increase a pedestrians visibility of traffic however parked vehicles between the existing waiting restrictions can reduce this visibility. As the majority of pedestrians using this crossing point are likely to be elderly, greater visibility will be an advantage allowing them sufficient time to safely cross.

In addition there are difficulties experienced by buses not being able to manoeuvre through parked vehicles. Residents have also reported that on the 17th January it was necessary for the Police to attend the location in order to request the removal of parked vehicles obstructing the movement of buses.

The proposal is to provide an additional 37m of At Any Time waiting restrictions between the existing At Any Time waiting restrictions.

1 objection has been received regarding the loss of parking.

2 letters of support have been received stating that restrictions will create the additional benefit of increasing visibility when exiting from driveways.

Officer Recommendation

The proposal does result in the loss of 2 parking spaces between the various driveways however in view of the safety benefit to vulnerable road users and traffic flow for public transport, Members are requested to agree to the proposal as advertised.

Finchley Road/Cranley Drive – Plan 3

This junction currently has no junction protection. While no accidents have been recorded, some residents have expressed concern as to access for emergency services therefore junction protection of an At Any Time waiting restriction of 15m in Finchley Road east and west of the junction of Cranley Road, 35m in Finchley Road opposite the junction and 10m in Cranley Road has been proposed.

3 letters of objection including 1 objection with 12 additional signatures have been received all relating to the loss of parking provision.

Officer Recommendation

While the objections are noted and it is understood that the proposal will restrict parking in an area already subject to high parking demands, it is recommended that Members agree to the proposal to provide minimal junction protection of At Any Time waiting restriction, at a length of 10m on the junction for the reasons of safety by improving visibility for vehicles entering and existing the junction. This is a reduction to the original proposal of At Any Time waiting restriction of 15m in Finchley Road and 35m in Finchley Road opposite the junction.

Colbert Avenue - Plan 4, 5, 6, 7 & 8

Following a request from the Ward Councillor, proposals to implement At Any Time waiting restrictions for a distance of 10m at the junctions of Burges Road, Clievden Road, Walton Road, Warwick Road and Lynton Road they were advertised, the advertisement also included the same restriction opposite the junctions to a length of approximately 30m.

23 letters including 2 from Ward Councillors have been received supporting the proposals to protect the junctions however all object to the proposal to place restrictions opposite the junctions.

Officer Recommendation

Members are requested to agree to the proposal to install At Any Time waiting restriction of 10m only on the junctions with no restrictions opposite the junctions on the south side of Colbert Avenue only.

Byrne Drive, Hampton Gardens, Thornford Gardens and Keith Way, Plans 9, 10, 11 & 12

These streets are currently subject to a restriction prohibiting parking between 9am to 6pm Monday to Friday, the restriction alternates each month to a particular side of the road. The restrictions were originally provided to deter all day parking by staff from the former Access building in Priory Crescent. Requests were received from residents to remove the restriction as the alternating pattern caused confusion especially at the beginning of a new month.

Following a survey, it was determined that the carriageway is not quite wide enough to accommodate two side parking at all times therefore the proposal provided for parking to be restricted on one side of the road only. While many roads in the town with the same width of carriageway remain with unrestricted parking, it is a far from an ideal situation and one which we would not willingly create.

18 letters from residents have been received; several of which state that if additional parking cannot be achieved at all times the restriction should remain unchanged, several believe the system works well and others believe that parking should be accommodated on both sides of the road. 1 letter supporting the change has been received.

Officer Recommendation

When accommodating parking on both sides of a road, it is recommended that a minimum carriageway width of 3.5m remains clear for traffic (*Traffic and the Urban Environment – Institute of Highways and Transportation – 1997*) as this cannot be achieved in these particular locations, Members are requested to agree to take no further action and to retain the existing alternate restriction with no amendment.

Christchurch Road junction with Wimborne Road – Plan 13

Following requests from residents and also the local Police Community Support Officer, it is proposed to implement At Any Time waiting restrictions to prohibit parking at and opposite the junction to improve visibility.

1 letter objecting to the proposal has been received regarding the loss of ability to park over a driveway.

Officers Recommendation

Members are requested to agree to the proposals at a reduced length across number 59 Christchurch Road, to overcome the objection while still providing visibility at the junction.

Christchurch Road junction with Boscombe Road – Plan 14

Following requests from residents and also the local Police Community Support Officer, it is proposed to implement At Any Time waiting restriction to prohibit parking at and opposite the junction to improve visibility.

1 letter objecting to the proposal has been received relating to the loss of parking. The proposal does not encroach over the objectors frontage.

Officers Recommendation

Members are requested to agree to the proposals as advertised.

Christchurch Road junction with Branksome Road – Plan 15

This junction is regularly parked with large vehicles and results in vehicles exiting Christchurch Road with limited or no visibility. The proposal was to provide At Any Time waiting restriction for a distance of 10m in both Christchurch Road and Branksome Road and also a length of At Any Time waiting restriction opposite the junction.

4 letters of objection have been received and 1 letter of support. The objections relate to the loss of parking, 2 of which directly refer to the proposal to provide protection opposite the junction and 1 from a resident not directly affected by the proposal.

Officers Recommendation

While parking is indeed pressured in the area, visibility is a concern on this junction, Members are therefore requested to amend the proposal to provision provide At Any Time waiting restrictions for a length of 10m on the junction only.

Branksome Road/Trinity Road/Oban Road and Lyme Road – Plan 16

This particular junction forms a staggered crossroads with limited visibility due to both the geometry of the junction and the regular parking of vehicles up to the junction. While no personal injury accidents have been recorded by the Police, there is anecdotal evidence of minor accidents and “near misses” occurring. The proposal is to provide junction protection across the staggered crossroads.

A verbal objection from the shop owner in Branksome Road was received relating to loss of parking for customers and also 2 letters of objection from residents relating to loss of parking. 1 letter of support was also received.

Officer Recommendation

While it is fully appreciated that the loss of any parking in this area is extremely undesirable, it is not believed that the proposed restrictions cannot be reduced without compromising the safety benefits.

Members are requested to agree to the proposals as advertised

Rochford Road – Plan 17

Members may be aware that parking is available on the west side of Rochford Road north of the bus stop near the junction of Prince Avenue. Previously this parking could be accommodated without affecting traffic flow however there appears to have been an increase in large vehicles using this route. Officers, Members and the public have noted occasions where larger vehicles are queuing in Rochford Road to exit onto the A127 while large vehicles are also turning from the A127 into Rochford Road. When this occurs the larger vehicles are unable to move between the parked vehicles and the large vehicles queuing which results in traffic on the A127 being stopped from moving by vehicles trying to get into Rochford Road. Occasions have been witnessed where traffic is stuck on the junction resulting in all arms of the junction being at a standstill.

Proposals were advertised as At Any Time waiting restrictions to prohibit parking on the west side of Rochford Road between the bus stop and Larke Rise.

3 letters of objections from residents have been received relating to the loss of parking and 1 letter of support.

Officers Recommendations

It is recognised that many of the residents on this section of Rochford Road are not able to accommodate vehicles on the property and therefore rely on available on street spaces nearby.

In view of the objections it is recommended that the operational times of the proposed restriction could be reduced from 24 hours – At Any Time to between 8am to 6pm Monday to Saturday. While it is impossible to state that larger vehicles only use the road during these hours, the issues may reduce in the evenings and on Sundays. Traffic flow would be improved while providing evening and Sunday parking for the residents and it is important that the situation is kept under review.

Members are requested to agree to the proposal as amended to lessen the hours of prohibition. This would mitigate the traffic flow difficulties during busy periods while providing parking in the evenings and on Sundays.

Four Sisters Way and Four Sisters Close – Plan 18

This is a narrow road adjacent to Eastwood Schools, school traffic in the morning and afternoon can be obstructive and create difficulties for residents.

The proposal is to prohibit parking during 8.30am to 9.30am and 2.30 pm to 3.30pm Monday to Friday excluding Bank Holidays.

The request originated from residents, to try and gauge support for the proposal, an informal consultation was undertaken with all residents. Of the 35 properties consulted, 24 were in support of the proposal and 2 against.

The formal consultation has resulted in 1 objection from a non resident on the grounds of parents needing to park to drop off and collect children.

Officers Recommendation

There is limited parking available near to the school and parking in this small narrow street is considered obstructive. Members requested to agree to the proposal as advertised

Oak Walk – Plan 19

Oak Walk is a small narrow cul de sac located near to the local shops in Eastwood Road North. Residents have requested action to prevent the parking by customers visiting the shops which at times, blocks the road.

The proposal is to provide an At Any Time waiting restriction at the entry to the road with an 8am to 6pm Monday to Saturday restriction in the rest of the cul de sac.

The Ward Councillor has expressed concern and that while he is not against the proposal, in the current economic climate any restrictions could be damaging to local businesses.

Officer Recommendation

This residential road is 3m wide and not suitable to accommodate parking. Residents were advised of the proposal and no objections have resulted.

Members are requested to agree to the proposal as advertised.

Quebec Avenue/Hillcrest Road/Toledo Road/Toldeo Close – Plan 20

This area is close to the town centre and appears to be heavily parked at all times including up to the junctions.

The proposal was to introduce At Any Time waiting restriction at and opposite the junctions to a length of 10m .

3 letters of objection have been received from residents and 1 letter of support. All comments relate to concern over the use of the area for town centre workers to park free of charge. Concern is also expressed regarding the likelihood that prohibiting parking at the junctions will result in displaced daytime parking which will also affect residents ability to park near their homes.

Officers Recommendations

This proposal is to improve access and visibility, the other problems mentioned will be investigated as part of the town centre review which may result in these roads forming part of the Controlled Parking Zone.

The proposal has been amended to reduce the extent of the restrictions and only provide minimal At Any Time waiting restrictions for a length of 10m at the junctions.