

Appendix B - Consultation Outcome and Recommendations  
BSIP Pokesdown and Southbourne (P109)

Consultation dates: 10 January 2025 – 31 January 2025

Notes

Number of respondents: 59 supporters, 27 general commenters, 110 objectors.  
Respondents categorised based on how they submitted their comments via the Traffweb website, and the language used in the submissions made via email or post (seventeen responses were received outside Traffweb website).  
Of general comments submitted, those with use of the following words have been categorised as in favour of proposals: very welcomed, brings benefits, will make it better, much needed, thrilled, delighted, in favour.  
Of general comments submitted, those with the following words have been categorised as against the proposals: do not agree with, unacceptable.

Legend: AAT – At any time, BSIP – Bus Service Improvement Plan, CEO – Civil Enforcement Officer, LW – Limited wait, NL – No loading, NW – No waiting, SPPC&M – Street parking place for cars and motorcycles.

Comments submitted on the scheme as a whole - comment types and summary of points raised
<div>38 support, 6 general comments, 54 objections (1 business)</div> <div>Support<ul style="list-style-type: none"><li>Will be effective only with more CEO patrols – currently restrictions flouted with impunity (including dropped kerbs and pavement parking) with the effect of safety and visibility issues for all highway users and eliminating opportunity of existing longer areas of refuge for buses as vehicles are parked where they shouldn't</li><li>Reduces congestion, dangerous bottlenecks</li><li>Safer for cyclists and pedestrians – better visibility, bad parking and sometimes poor driving due to frustrations causes risk</li><li>Puts people before 'car is king' culture</li><li>Encourages use of public transport</li><li>Many European towns are car-free and thrive – no need for small businesses to have parking outside premises</li><li>Removing sections of parking makes significant difference to buses which need more space, more time to accelerate than smaller vehicles</li><li>With increased traffic and ever wider cars bays cause unnecessary bottlenecks</li></ul></div> <div>General Comment<ul style="list-style-type: none"><li>Good to see comprehensive review of bus services</li><li>Concern re accessibility to consultation system – off-putting to residents</li><li>Concerns re pedestrian safety – driving and parking on pavements</li><li>People want to drive down middle of road, poor judgement of space available</li></ul></div> <div>Objection<ul style="list-style-type: none"><li>No need to change happy thriving successful area as can park near shops and restaurants</li><li>High St parking essential to Government's commitment to growth so no local interference to prevent local business thriving</li><li>Will risk failing businesses – customers will go elsewhere, will force people who rely on parking to avoid Southbourne</li><li>Will destroy Cinderella Seabourne Rd end</li><li>Lack of residential parking bigger issue than a bus waiting a minute</li><li>Displaces local parking from side streets where it is already low capacity</li><li>More congestion on side roads – issue for emergency and utility vehicles</li><li>Remove parking only if 30 mins/1-hour free parking in the local car parks</li><li>Bus service is unreliable so people will not give up car use and waste of time giving it precedence</li><li>Existing restrictions never adhered to, how do you police this?</li><li>No serious delays to buses due to parked vehicles, will make no difference to bus journey times</li><li>Short delays not an issue – most people have apps so know timing of their bus</li><li>Parked vehicles are traffic calming</li><li>Will affect people with limited mobility – disabled drivers usually driving for a reason and public transport may not be an option</li><li>Spend funds on other things - schools, primary care networks and homeless, removing drugs, invest in shops and business, roads and paths resurfacing, potholes</li><li>Visibility benefit at junctions is spurious and speeding traffic more likely to make it more difficult to pull out not less</li><li>People will not pay to park, unacceptable to force people to have to pay to park</li><li>What is data on time delays to warrant such massive upheaval?</li><li>Not enough disabled parking</li><li>No complaints about the bays, cyclists and pedestrians not unsafe – traffic lights and multiple crossings available</li></ul></div> <div>Suggestions<ul style="list-style-type: none"><li>Relocate parking to car parks nearby/remove all parking in Southbourne Grove and Seabourne Rd except near station</li><li>Make local car park cheaper/free/free for first period/20 mins/1 hour - reduces people driving around for space on surrounding roads</li><li>Retain spaces on Southbourne Grove – don't want a Boscombe precinct</li><li>Cycle lanes and secure cycle parking facilities</li><li>Assess speed limit and crossing provisions</li><li>Progress this sort of scheme elsewhere</li><li>More CEOs and patrols</li><li>More bus services out of the centre, not more to Bournemouth Square, bus service from Southbourne to RBH more often and later</li><li>Provision near library for those with limited mobility</li><li>Free permit parking for residents</li></ul></div>

Item No	Road Name(s)	Location/ Description	Advertised Restriction(s)	Comments allocated to specific restrictions/sections - comment types and summary of points raised	Decision – this column to be completed with options and detailed responses to comments
1	Stourvale Rd, BH5	Northern side opposite No. 1 (replaces section of NWAAT)	SPPC&M with LW 1 hr Mon-Fri 8am-6pm No return 2 hrs	<b>3 support, 1 general comments, 24 objections (4 businesses)</b>  <b>Support</b> <ul style="list-style-type: none"> <li>No parking should be allowed between Norwood Pl and Stourvale Rd, it is a problem for buses, remove both sides</li> <li>Seen buses nearly have accidents when I've been on them</li> <li>More people in buses than cars have in them</li> <li>Car drivers can choose where they go but bus passengers must follow the route</li> <li>Buses are not let through</li> </ul> <b>General comment</b> <ul style="list-style-type: none"> <li>Good idea to clear parking by Smithsons shop – area too narrow</li> </ul> <b>Objection</b> <ul style="list-style-type: none"> <li>Stourvale Rd bay is directly opposite the Dojo driveway, makes getting in and out with vehicles including vans more difficult, experienced currently with cars parked on yellow lines, sometimes impossible</li> <li>Stourvale Rd bay impacts visibility for vehicles coming out of Whittingham Court car park onto Stourvale Rd</li> <li>Moving 1 car space onto Stourvale Rd will not compensate</li> <li>Local residents have large vehicles – need the parking space</li> <li>Please consider long time tenants on this section</li> <li>Not enough parking as it is and no disabled parking at all</li> <li>Parking and loading capacity are essential for the Smithsons Fish &amp; Chip shop, Tien Thai and Allen's Heating, removal of parking will affect all businesses</li> <li>Will make it difficult to use local businesses</li> <li>Need to get to De Souza Dojo with our children</li> <li>Affects De Souza Dojo Brazilian Jiu-Jitsu Academy – customers with their children need to park close/drop off/pick up</li> <li>Need parking for gym classes</li> <li>Rarely congestion/buses held up here on Seabourne Rd</li> <li>Rarely wait 20/30 seconds due to 'bottleneck' due to buses, can fit 2 cars easily even with cars parked. Businesses, surrounding roads and homes off main road will suffer</li> <li>Benefit of scheme minimal for a small number of buses, far outweighed by inconvenience and damage to local businesses and residents</li> <li>Pavement approx. 1m wide outside some shops, parked vehicles provide a barrier to live traffic increasing safety to pedestrians, children going to and from school</li> <li>Current arrangement reduces average speed of traffic at peak times – safer for all</li> <li>Do not want a bus lane - shocked</li> </ul> <b>Suggestion</b> <ul style="list-style-type: none"> <li>Reduce pavement width instead to make road wider and keep the parking</li> </ul>	Implement with amendment. <ul style="list-style-type: none"> <li>Having reviewed responses, recommend: reducing length of item 1, proposed LW bay on Stourvale Rd, by 1m at its western end opposite the dropped kerb driveway access between Nos. 1 &amp; 1A; the bay provides space for up to 2 vehicles &amp; implementing item 2 as advertised &amp; amending item 3 by retaining 11m of existing LW bay outside Nos. 55-57.</li> <li>Tackling congestion is key to ensure the bus is a viable mode of choice for journeys across the BCP area. Creating shorter sections of parking to negotiate and longer refuges from oncoming vehicles helps achieve this. Passengers will benefit with improved bus journey times, reliability, service frequency, and facilities. Relocating some existing on-street parking from the main roads into adjacent side roads is to ensure customers of local businesses still have access to some short-term parking close by, whilst significantly improving traffic flow for all road users.</li> <li>The eastern end of the proposed LW bay on Stourvale Rd is positioned approximately 7m from the midpoint of the vehicle access to Whittingham Court, providing for visibility on exit.</li> <li>On public roads ownership or tenancy of a property does not give any entitlement for a person to park outside of it.</li> <li>Allocated parking bays for Blue Badge holders is beyond the scope of this consultation however request for it is noted. Blue Badge holders may park for a limited time on no waiting restrictions provided they are not causing an obstruction.</li> <li>Active loading of goods is permitted on a no waiting at any time (double yellow line) restriction.</li> <li>Alternative parking is available in Seabourne Rd car park.</li> <li>Information on numbers of bus journeys on this route and delays can be found in Appendix A to the BSIP Pokesdown and Southbourne Transportation Advisory Group report.</li> <li>There are currently no plans to widen or reduce pavement width in this section of Seabourne Rd.</li> <li>There is no proposal for a bus lane.</li> </ul>
2	Seabourne Rd, BH5	Outside Nos. 41-45 (replaces part of LW bay).	NWAAT		
3	Seabourne Rd, BH5	Outside Nos. 55-61 (replaces LW bay)	NWAAT		

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4	Seabourne Rd/Harcourt Rd, BH5	On the junction (replaces NWAAT)	NW&NLAAT	<b>2 support, 0 general comments, 15 objections</b>  <b>Support</b> <ul style="list-style-type: none"> <li>Don't be swayed by shopkeepers and restaurant owners, some cars left on LW bays belong to them not their customers</li> <li>Too many cars, behaviour change needed</li> </ul> <b>Objection</b> <ul style="list-style-type: none"> <li>Hurts residents and businesses</li> <li>Improvements to bus services do not warrant disruption caused/constantly blighted homeowners off the main road</li> <li>Disproportionate negative effect on residents in and near Harcourt Road</li> <li>No motorcycles in this location on Harcourt Rd or this end of Seabourne Rd</li> <li>Harder to park for Harcourt Rd residents, already difficult</li> <li>Losing parking difficult when have children – need to park further and further away</li> <li>Could be 7 or 8 more cars from Seabourne Rd</li> <li>Tackle troublesome tenant on corner Harcourt/Morley Rd – has off-road parking but takes up 4/5 spaces with vehicles for his business – Harcourt motors</li> <li>Hard to find any parking in Harcourt Rd by 6pm</li> <li>Not enough parking as it is: Flats, HMO, the Deaf Club, Woodlands Nursery, university students, people using the station</li> <li>Congestion as drivers drive round in search of parking</li> <li>Shops will close, Pokesdown will die</li> <li>Removing spaces on Seabourne Rd speeds up traffic</li> <li>Buses only must wait seconds nr Harcourt Rd, nearly always a bus driver that lets me out so no rush there</li> <li>Rare for buses to be held up and if they are it is due to waiting at Christchurch Rd junction</li> <li>Rarely wait 20/30 seconds due to 'bottleneck' due to buses, can fit 2 cars easily even with cars parked. Businesses, surrounding roads and homes off main road will suffer</li> <li>No disabled parking</li> <li>Fix potholes if have money to waste</li> <li>Impact assessment?</li> <li>Never heard of any previous consultation</li> </ul> <b>Suggestion</b> <ul style="list-style-type: none"> <li>Traffic wardens be more discreet when doing first record of reg numbers as suspect certain people move their vehicles when they see them</li> <li>More enforcement needed</li> </ul>	Implement with amendment.  <ul style="list-style-type: none"> <li>Having reviewed responses, recommend implementing item 4, loading restriction on the Seabourne/Harcourt Rd junction &amp; Amending item 5 by retaining the proposed removal of chevron signs/bollards and implementing:</li> <li>1 x 5.5m, 8am-6pm LW bay northern side of Harcourt Rd positioned 5m southwest from the junction and</li> <li>1 x 5.5m motorcycle bay on the southern side of Harcourt Rd immediately southwest of the junction.</li> </ul> <p>This changes the use of only 2.5m of currently unrestricted and available parking (currently the chevrons/bollards prohibit cars parking for 9m away from the junction).</p> <ul style="list-style-type: none"> <li>Tackling congestion is key to ensure the bus is a viable mode of choice for journeys across the BCP area. Creating shorter sections of parking to negotiate and longer refuges from oncoming vehicles helps achieve this. Passengers will benefit with improved bus journey times, reliability, service frequency, and facilities. Relocating some existing on-street parking from the main roads into adjacent side roads is to ensure customers of local businesses still have access to some short-term parking close by, whilst significantly improving traffic flow for all road users.</li> <li>The proposed loading restriction at the junction is to prevent unsafe and obstructive parking for even short periods, not only providing refuge for buses faced with oncoming traffic but also enabling improved visibility/manoeuvrability on the junction for motorists and cyclists, and clear sight lines for pedestrians crossing the road, particularly children walking to school, the disabled and elderly.</li> <li>On public roads ownership or tenancy of a property does not give any entitlement for a person to park outside it.</li> <li>Information on numbers of bus journeys on this route and delays can be found in Appendix A to the BSIP Pokesdown and Southbourne Transportation Advisory Group report.</li> <li>Allocated parking bays for Blue Badge holders is beyond the scope of this consultation however request for it is noted. Blue Badge holders may park for a limited time on no waiting restrictions provided they are not causing an obstruction.</li> <li>Further information on the BSIP, its government funding and previous consultation can be found at <a href="http://bcpcouncil.gov.uk/about-the-council/strategies-plans-and-policies/bus-service-improvement-plan">bcpcouncil.gov.uk/about-the-council/strategies-plans-and-policies/bus-service-improvement-plan</a></li> </ul>
5	Harcourt Rd, BH5	Adjacent to sides of Nos. 63 & 65 Seabourne Rd (replaces chevron/bollard & unrestricted)	SPPC&M with LW 1 hr Mon-Fri 8am-6pm No return 2 hrs		
6	Harcourt Rd, BH5	Adjacent to side No. 65 Seabourne Rd (replaces chevron/bollard & unrestricted)	Motorcycle Parking Places		

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7	Seabourne Rd, BH5	Outside No. 69 (replaces LW bay)	NWAAT	<b>4 support, 4 general comments (1 Coastal BID), 17 objections (3 businesses)</b>  <b>Support</b> <ul style="list-style-type: none"> <li>No parking should be allowed between Norwood PI and Stourvale Rd, it is a problem for buses.</li> <li>This is always a dangerous bottleneck and parking should be removed</li> <li>Agree but with concerns re impact on resident parking and speed.</li> </ul> <b>General comment</b> <ul style="list-style-type: none"> <li>Norwood/Cromwell area not an issue, much wider and One Stop shop benefits</li> <li>Pushing parking onto side roads problem for residents and parents taking children to school</li> <li>Retain proposed layby for buses</li> <li>Potential damage to local business and employment and wellbeing of residents.</li> <li>Area outside Nos.61-81 allows vehicles to pass safely even when parking occurs and is wider than the section by Nos. 43-49 when some existing parking is proposed to be retained</li> <li>Parking and loading capacity essential for warehouse and offices at Nos. 71-81 and other businesses including One Stop – busiest business between Pokesdown Station and Parkwood Rd.</li> <li>Pressure on remaining space impacts residents at Nos. 41-111 Seabourne Rd, Norwood Place and Cromwell Rd, including organisations such as the Church on Norwood, and makes an area that already has parking issues much worse</li> <li>Very little unrestricted parking available, important for businesses too</li> <li>Posters had a QR code to access information - council is capable of informing residents but you choose the most misleading way to do so</li> </ul> <b>Objection</b> <ul style="list-style-type: none"> <li>Use parking bays for Jui-jitsu parking</li> <li>67-81 Seabourne Rd width ranges between 7610mm and 9490mm. This is 180mm - 2020mm wider than the widest point of 43–49 Seabourne Rd (7430mm - 7470mm), where some existing parking is being retained.</li> <li>67-81 Seabourne Rd width allows vehicles to pass safely and smoothly even when loading or parking occurs.</li> <li>Parking and loading capacity is essential both for the warehouse and offices at 71-81 inc. Immense Events and Bars, 3012 Events Management Company, Event Temps staffing Agency, Floor Space, Dorset Event Hire Ltd, BH Christmas Trees (and the multiple businesses it houses) and other key businesses including One Stop (the busiest business between Pokesdown Station and Parkwood Road with the highest number of visitors by car and now also a Parcel Collection Point. There are also the offices for David Short Accountants and Champion Forklifts above One Stop.</li> <li>Changes put these businesses at risk, damaging daily ops, &amp; removing customer parking, make a major contribution to local economy and tourism profile of the BCP area – e.g. Poole Harbour Festival for which the warehouse operation needed</li> <li>Reduction of parking over an hour for workers and customers will have big impact</li> <li>Retain the white line outside the main warehouse doors of 71 - 81 Seabourne Rd to allow direct loading / unloading of HGVs from the road and maintain clear access to the warehouse. (as per proposed plans). This is essential for the future of the businesses that occupy the 3 commercial units.</li> <li>Warehouse used by Dorset Event Hire is storage and distribution base – already serve e.g. Shake and Stir Festival, Christchurch Music Festival. Bournemouth Pride, Arts by the Sea, plus expect business and movement of equipment in and out to grow considerably so need to maintain current arrangements</li> <li>Long history of housing businesses that have always relied on ability to park and load vehicles directly outside the premises – may have given rise to certain legal rights, e.g. implied easements, customary use or local council practices supporting commercial activity.</li> <li>Reducing parking capacity and imposing a one hour limited section on Norwood Place &amp; Cromwell Road would also impact severely on local businesses and residents (including those working from home) and on all those using the Church building as 1 hour would not be long enough. This would displace vehicles that park in the currently unrestricted area, putting pressure on other areas and making it necessary to park cars, work vans and trucks in the very few spaces outside the houses 5-13 Norwood Place and Cromwell Road making an area already with parking issues much worse.</li> <li>Will make Cromwell Road even more of a nightmare, no space left for shift workers coming home late, parked up with people using the train station, failure to provide adequate parking for flats</li> <li>Shouldn't be penalised for needing a car</li> <li>What about those who work shifts, working in health care sector</li> <li>Too many abandoned vehicles in Norwood as it is</li> <li>No. 1 where resident runs a car sales business blocking half the street at times with vehicles including vans and holiday vans.</li> </ul>	Implement partially. <ul style="list-style-type: none"> <li>Having reviewed responses, recommend implementing items 7, 8, 9, 11 and 12 only.</li> <li>Tackling congestion is key to ensure the bus is a viable mode of choice for journeys across the BCP area. Creating shorter sections of parking to negotiate and longer refuges from oncoming vehicles helps achieve this. Passengers will benefit with improved bus journey times, reliability, service frequency, and facilities. Relocating some existing on-street parking from the main roads into adjacent side roads is to ensure customers of local businesses still have access to some short-term parking close by, whilst significantly improving traffic flow for all road users.</li> <li>The proposed extension to the parking restriction at the Norwood/Seabourne Rd junction loading restriction at the junction is to prevent unsafe and obstructive parking, not only providing refuge for buses faced with oncoming traffic but also enabling improved visibility/ manoeuvrability on the junction for motorists and cyclists, and clear sight lines for pedestrians crossing the road, particularly children walking to school, the disabled and elderly.</li> <li>Work is ongoing with schools via initiatives such as school streets, school travel plans, road safety education and bikeability schemes to encourage more active travel such as walking, cycling and wheeling and less car trips to schools.</li> <li>Alternative parking is available in Seabourne Rd car park for visitors to this area.</li> <li>Active loading of goods is permitted on a no waiting at any time (double yellow line) restriction.</li> <li>A white line may be installed in addition to a no waiting at any time restriction to highlight a vehicle access.</li> <li>2000 postcards were delivered for the consultation to addresses in the vicinity and site notices were erected displaying both the consultation website address and a QR code to take users there direct.</li> <li>On public roads ownership or tenancy of a property does not give any entitlement for a person to park outside of it.</li> <li>You can report issues on the highway such as unattached trailers and boats, untaxed vehicles, and abandoned vehicles to the council via <a href="http://bcpcouncil.gov.uk/roads-and-transport/report-a-problem-on-a-road-or-pavement">bcpcouncil.gov.uk/roads-and-transport/report-a-problem-on-a-road-or-pavement</a></li> <li>Resident permit parking is beyond the scope of this consultation. Such a scheme however does not guarantee a parking space and has its own displacement issues. Criteria for such schemes and how the council assess and rank requests can be found on the BCP Council website in Appendix G of the <a href="http://bcpcouncil.gov.uk/minor-transport-scheme-request-guidance">Minor-Transport-Scheme-Request-Guidance (bcpcouncil.gov.uk)</a>.</li> <li>Information on numbers of bus journeys on this route and delays can be found in Appendix A to the BSIP Pokesdown and Southbourne Transportation Advisory Group report.</li> <li>Further information on the BSIP, its government funding and previous consultation can be found at <a href="http://bcpcouncil.gov.uk/about-the-council/strategies-plans-and-polices/bus-service-improvement-plan">bcpcouncil.gov.uk/about-the-council/strategies-plans-and-polices/bus-service-improvement-plan</a></li> </ul>
8	Seabourne Rd, BH5	Outside Nos. 71-79 (extends existing loading place)	Loading Place		
9	Seabourne Rd/Norwood PI, BH5	On the junction (also replaces part of LW bay)	NW&NLAAT		
10	Norwood PI, BH5	Northern side, adjacent to warehouse (currently unrestricted)	SPPC&M with LW 1 hr Mon-Fri 8am-6pm No return 2 hrs		
11	Cromwell Rd, BH5	Adjacent to side Nos. 1-3 Seabourne PI (currently unrestricted)	SPPC&M with LW 1 hr Mon-Fri 8am-6pm No return 2 hrs		



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12	Seabourne Rd, BH5	Outside No. 85 (replaces part of LW bay)	Loading Place	<ul style="list-style-type: none"> <li>Undermines BCP Council key objectives Our inclusive, vibrant and sustainable economy supports our communities to thrive,' and 'Revitalised high streets and regenerated key sites create new opportunities.'</li> <li>Do not prioritise wishes of bus companies over needs of local residents – will impact side roads where parking is terrible already</li> </ul> <p><b>Suggestion</b></p> <ul style="list-style-type: none"> <li>A bay for each household would be better</li> <li>Retain proposed loading bay extension and additional loading bay</li> </ul>	
13	Seabourne Rd/Darracott Rd, BH5	On junction, to confirm signed restriction	NWAAT	<p>0 support, 0 general comments, 2 objections</p> <p><b>Objection</b></p> <ul style="list-style-type: none"> <li>Much wider stretch of road – no problem here</li> <li>Not enough parking anyway and no disabled parking</li> </ul>	<p>Implement as advertised</p> <ul style="list-style-type: none"> <li>No changes to restrictions on the ground</li> </ul>
14	Seabourne Rd, BH5	Outside Nos. 117-123, underlies bus stop	NWAAT		
15	Hosker Rd, BH5	Adjacent to side No. 146 Seabourne Rd (currently unrestricted)	LW 1 hr Mon-Fri 8am-6pm No return 2 hrs	<p><b>22 support (2 businesses), 3 general comments, 27 objections (2 businesses)</b></p> <p><b>Support</b></p> <ul style="list-style-type: none"> <li>No parking should be allowed between Parkwood Rd and Stourfield Rd – very narrow, slows buses as must wait, restricts traffic flow. Real bottleneck</li> <li>Changes needed for buses to run smoothly where road with narrow – 6740mm at narrowest on 173-191 Seabourne</li> <li>Having to wait all the time and people don't let buses through</li> <li>People attempt to pass, get near misses, frustration and road rage between drivers</li> <li>Long overdue</li> <li>Parking here is used by shop owners, not shop users, same vehicles seem to be in the parking bays all day.</li> <li>Existing parking bay abused – managers of 3 Seabourne Rd businesses in this section park their cars in LW bay 9-5pm and move if see traffic warden, then return</li> <li>Hopefully cut down on pollution of cars stopping, idling and accelerating at this bottleneck</li> <li>Better line of sight for pedestrians and drivers at Seabourne/Parkwood junction</li> <li>Vehicle parking in this area is unsafe for vulnerable road users</li> <li>Traffic build-up makes crossing with children difficult</li> <li>Currently risks to pedestrians on pavements on this narrow stretch, cars and vans can get very close to people.</li> <li>Access to Parkwood from Seabourne typically blocked by traffic queue</li> <li>Remove all on-road parking on bus routes</li> <li>As user of road frequently and customer in that vicinity I agree parking on Seabourne should be removed to allow free flow of traffic</li> <li>Perfectly good car park not even 25m away that can be used</li> </ul> <p><b>General comment</b></p> <ul style="list-style-type: none"> <li>Good to clear parking 175-191 Seabourne as too narrow</li> <li>Parking removal welcomed but sad for traders</li> <li>Have dropped kerb blocked due to shopper parking already</li> <li>Removing bottleneck makes sense</li> <li>Ask co-op to use smaller lorries</li> <li>Take my large vehicle through every day without issues</li> </ul> <p><b>Objection</b></p> <ul style="list-style-type: none"> <li>Hosker Rd: own 3 businesses at 144, 146 &amp; 1 Hosker Rd and use this space for loading and conducting day to day operations.</li> <li>Hosker Rd: Also, own No. 10 and rent 146A Seabourne Rd – this removes resident parking. Average cars per household is 1.3 outside of London so strongly object.</li> <li>Limited parking in Hosker Rd anyway for residents,</li> <li>Stourfield Rd will be severely affected/be massively impacted by loss of parking on Seabourne Rd, already 5-6 vehicles parking there belong to Towler building co.</li> </ul>	<p>Implement partially.</p> <ul style="list-style-type: none"> <li>Having reviewed responses, recommend implementing 15, 16, 17, 19 and 20 only.</li> <li>Tackling congestion is key to ensure the bus is a viable mode of choice for journeys across the BCP area. Creating shorter sections of parking to negotiate and longer refuges from oncoming vehicles helps achieve this. Passengers will benefit with improved bus journey times, reliability, service frequency, and facilities. Relocating some existing on-street parking from the main roads into adjacent side roads is to ensure customers of local businesses still have access to some short-term parking close by, whilst significantly improving traffic flow for all road users.</li> <li>Driveway accesses may be highlighted with an Access Protection Marking: <a href="https://www.bcp-council.gov.uk/apply-for-an-access-protection-marking/">Apply for an Access Protection Marking   BCP (bcp-council.gov.uk)</a></li> <li>Illegal parking including parking over a resident's dropped kerb without their permission can be reported by emailing <a href="mailto:parking@bcp-council.gov.uk">parking@bcp-council.gov.uk</a> (office hours Mon – Fri) or calling 01202 128900.</li> <li>Information on numbers of bus journeys on this route and delays can be found in Appendix A to the BSIP Pokesdown and Southbourne Transportation Advisory Group report.</li> <li>On public roads ownership or tenancy of a property does not give any entitlement for a person to park outside of it.</li> <li>Parking opportunity remains available on side roads, however it is for shorter periods for part of the day Monday to Friday in the proposed LW bays.</li> <li>Alternative parking is available in Woodside Rd car park.</li> <li>Work is ongoing with schools via initiatives such as school streets, school travel plans, road safety education and bikeability schemes to encourage more active travel such as walking, cycling and wheeling and less car trips to schools.</li> <li>Further information on the BSIP, its government funding and previous consultation can be found at <a href="https://www.bcp-council.gov.uk/about-the-council/strategies-plans-and-policies/bus-service-improvement-plan">bcp-council.gov.uk/about-the-council/strategies-plans-and-policies/bus-service-improvement-plan</a></li> <li>Information on numbers of bus journeys on this route and delays can be found in Appendix A to the BSIP Pokesdown and Southbourne Transportation Advisory Group report.</li> <li>Allocated parking bays for Blue Badge holders is beyond the scope of this consultation however request for it is noted. Blue Badge holders may park for a limited time on no waiting restrictions provided they are not causing an obstruction.</li> <li>Active loading of goods is permitted on a no waiting at any time (double yellow line) restriction.</li> <li>2000 postcards were delivered for the consultation to addresses in the vicinity and site notices were erected displaying both the consultation website address and a QR code to take users there direct.</li> </ul>

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16	Seabourne Rd, BH5	Outside Nos. 175-191 (replaces LW bay)	NWAAT	<ul style="list-style-type: none"> <li>Proposed scheme on Seabourne Rd will increase volume of traffic on and make parking in Stourfield Rd worse, is already terrible. Will be used for restaurant/pub patrons and school children drop off</li> <li>No restrictions on Parkwood Rd – struggles with parking already, foster carer needing option to park as near as possible to home, cannot carry heavy loads a distance</li> <li>Make it worse for Parkwood Rd residents who rely on street parking as have no off-street parking</li> <li>People park in front of and block No. 138 small driveway, bays either side will make it worse, will affect house price</li> <li>Will not improve bus reliability</li> <li>Do not prioritise wishes of bus companies over needs of local residents</li> <li>Nothing more than a money-making scheme, see buses all the time waiting at a stop because they are ahead of time</li> <li>Minor delays less than a minute usually</li> <li>Rarely wait 20/30 seconds due to 'bottleneck' due to buses, can fit 2 cars easily even with cars parked.</li> <li>Though a bottleneck not much of a problem, traffic flows well most of time /road narrowing is an inconvenience but been like this for many years and no serious accidents.</li> <li>Parking acts as traffic calming on Seabourne Rd, making crossing the road safer</li> <li>Not enough parking spaces anyway and no disabled parking</li> <li>Spaces useful for shoppers and those with accessibility issues</li> <li>Detrimental effect on traders and shops, pulling up outside is convenient, having to park on an adjacent road will deter shoppers, will lose passing trade/footfall</li> <li>Car parks too expensive</li> <li>Rent our yoga studio to different people, need to load sometimes heavy equipment, nowhere else close enough to do this, will lose teachers and rent leading to closure</li> <li>Unnecessary and costly to implement – what evidence is there of need from published incident/accident reports?</li> <li>No serious accidents</li> <li>BCP Council should be supporting local businesses not pressurised by the Active Travel agenda – do not need cycle lanes, restricting parking will not make people cycle or use public transport, anti-car agenda does not help businesses</li> <li>Is the bus company going to pay for the road markings and signage as they are pushing for the change not council tax payers?</li> <li>Not a user-friendly feedback tool – hard to find where to comment and times out</li> <li>3 businesses I spoke to did not know about the proposals – wrong for them not to have been consulted, let alone nearby residents, should hold public meeting</li> </ul> <p><b>Suggestion</b></p> <ul style="list-style-type: none"> <li>Road user and shops customer: side road provision in this vicinity for several cars should have 2-hour restrictions Mon Fri until 6pm not 1 hour</li> <li>Encourage use of Woodside Rd car park so income source for BCP council</li> <li>Make Woodside Rd car park free/consider 20- or 30-mins free parking – will make bigger difference and impact on street parking</li> <li>Reduce car park fees or voucher in local shops but advertise it well</li> <li>Extend proposed bay in Woodside Road</li> </ul>	
17	Parkwood Rd, BH5	Adjacent to public house (replaces 24hr taxi bay)	Loading Place 8am-6pm/NW 6pm-8am except taxis		
18	Parkwood Rd, BH5	Outside Nos. 136 & 138 (currently unrestricted)	LW 1 hr Mon-Fri 8am-6pm No return 2 hrs		
19	Parkwood Rd, BH5	Adjacent to side No. 191 Seabourne Rd (currently unrestricted)	LW 1 hr Mon-Fri 8am-6pm No return 2 hrs		
20	Parkwood Rd, BH5	Outside Nos. 137-141 & side No. 193 Seabourne Rd (currently unrestricted)	LW 1 hr Mon-Fri 8am-6pm No return 2 hrs		

Item No	Road Name(s)	Location/ Description	Advertised Restriction(s)	Comments allocated to specific restrictions/sections - comment types and summary of points raised	Decision – this column to be completed with options and detailed responses to comments
21	Woodside Rd, BH5	Northern side at junction with Seabourne Rd (currently NW 10am-7m)	NWAAT	0 support, 0 general comments, 2 objections  <b>Objection</b> <ul style="list-style-type: none"> <li>Car park under utilised</li> <li>Need residents parking, people park outside our property</li> <li>DYL detrimental to local businesses, pushes parking into surrounding roads affecting residents</li> </ul>	Implement as advertised. <ul style="list-style-type: none"> <li>Tackling congestion is key to ensure the bus is a viable mode of choice for journeys across the BCP area. Creating shorter sections of parking to negotiate and longer refuges from oncoming vehicles helps achieve this. Passengers will benefit with improved bus journey times, reliability, service frequency, and facilities. Relocating some existing on-street parking from the main roads into adjacent side roads is to ensure customers of local businesses still have access to some short-term parking close by, whilst significantly improving traffic flow for all road users.</li> <li>Resident permit parking is beyond the scope of this consultation. Such a scheme however does not guarantee a parking space and has its own displacement issues. Criteria for such schemes and how the council assess and rank requests can be found on the BCP Council website in Appendix G of the <a href="https://www.bcp-council.gov.uk/minor-transport-scheme-request-guidance">Minor-Transport-Scheme-Request-Guidance (bcp-council.gov.uk)</a>.</li> <li>The proposed no waiting at any time restriction at the junction is to prevent unsafe and obstructive parking, enabling improved visibility/manoeuvrability on the junction for motorists and cyclists, and clear sight lines for pedestrians crossing the road.</li> </ul>
22	Woodside Rd, BH5	Opposite Nos. 14-16 (currently NW 10am-7pm)	LW 1 hr Mon-Fri 8am-7pm No return 2 hrs		
23	Seabourne Rd, BH6	Outside Nos. 186-192 underlies bus stop	NWAAT	0 support, 1 general comment, 2 objections	Implement as advertised. <ul style="list-style-type: none"> <li>No changes to restrictions on the ground</li> <li>Zebra crossings are outside the scope of this consultation, however information on how safety intervention scheme requests are assessed can be found on the BCP Council website the <a href="https://www.bcp-council.gov.uk/minor-transport-scheme-request-guidance">Minor-Transport-Scheme-Request-Guidance (bcp-council.gov.uk)</a></li> <li>Information on numbers of bus journeys on this route and delays can be found in Appendix A to the BSIP Pokesdown and Southbourne Transportation Advisory Group report.</li> </ul>
24	Southbourne Grove, BH6	Outside Nos. 2-15 underlies bus stop	NWAAT	<b>General comment</b> <ul style="list-style-type: none"> <li>No safe way to cross over Wentworth Road near Fisherman's Walk as wide junction going into Fisherman's Ave, cars speeding up with no indication.</li> </ul> <b>Objection</b> <ul style="list-style-type: none"> <li>Rarely wait 20/30 seconds due to 'bottleneck' due to buses, can fit 2 cars easily even with cars parked. Businesses, surrounding roads and homes off main road will suffer</li> <li>Leave parking, not enough as it is</li> </ul> <b>Suggestion</b> <ul style="list-style-type: none"> <li>Zebra crossing, so safe to cross coming out of Fisherman's Walk to get to Southbourne shops</li> </ul>	
25	Southbourne Grove, BH6	West of junction with Pine Avenue (replaces part of LW bay)	NWAAT	<b>4 support, 1 general comment, 1 objection</b>  <b>Support</b> <ul style="list-style-type: none"> <li>Have noticed a few buses won't make the turn (turning right out of Southbourne Rd)</li> <li>Bus cannot get in which causes congestion as vehicles cannot get past rear of bus and passengers cannot get on safely</li> <li>Will make boarding and alighting buses safer and reduce journey time for bus users. Carberry Ave bus stop opposite Irving Rd too small so bus cannot get close to kerb – difficult for passengers with limited mobility, wheelchair users, those with buggies and prams to board or alight and causes blocking of the traffic as insufficient room to pass – from bus driver and Morebus</li> <li>Removal of space close to Pine Ave assists buses turning right from Southbourne Rd onto Southbourne Grove – safer for bus drivers, speeds up manoeuvre (performed 4 times per hour), will help other road users who display their impatience when turn not made in one go – from Morebus</li> <li>Disabled parking bay space rarely used</li> </ul> <b>General comment</b> <ul style="list-style-type: none"> <li>Extension Carberry Ave bus stop needed as bus comes in at an angle, no room to sweep the kerb</li> <li>Stop at petrol station needs extending too – not included in these proposals</li> </ul> <b>Objection</b> <ul style="list-style-type: none"> <li>Rarely wait 20/30 seconds due to 'bottleneck' due to buses, can fit 2 cars easily even with cars parked. Businesses, surrounding roads and homes off main road will suffer</li> </ul>	Implement partially. <ul style="list-style-type: none"> <li>Having reviewed responses, recommend implementing items 25 and 26 and not implementing item 27</li> <li>The current disabled parking bay in Irving Road outside No. 1 has been identified as in use from visitors to Carberry Row in another consultation which ran immediately preceding this one.</li> <li>The bus stop clearway extension facilitates correct alignment of the bus at the bus stop.</li> <li>The amendment of the LW bay by 3m just west of Pine Avenue facilitates safe and efficient bus manoeuvres at the Southbourne Grove/Southbourne Road junction.</li> <li>At the petrol station the parking bay has been removed and bus stop clearway already amended through a consultation preceding this one.</li> </ul>
26	Southbourne Rd, BH6	Outside Nos. 7-12 Carbery Row (replaces part of LW bay)	Bus Stop Clearway extension		
27	Irving Rd, BH6	Outside No. 1 (replaces DPP)	SPPC&M with LW 2 hrs Mon-Fri 8am-6pm No return 1 hr		