

Appendix 2 - Waiting Restriction Review Programme

Code	Description & Scoring	Max. Score	Further Narrative and Rationale
A	<p>Demand Ward Councillor (minimum of 1) endorsement for the request, confirming that there is local support for change/that this is a local issue.</p> <p>Score Possibilities: 0 OR 5</p>	5	<p>This is not a general 'level of demand' category and it is also expected that this category may attract revised scoring following the sharing of the initial proposals with Ward Councillors, should the original request have been made by a member of public.</p> <p>Ward Councillors know their Wards and this provides an opportunity for their input into the scoring if they consider that the request is justified and has a level of local demand/support.</p>
B	<p>Safety Risk The issue is likely causing an increased safety risk on Highway land/The requested change will likely reduce an existing road safety risk on Highway land for numerous users. Examples may include visibility impairment at junctions or on the inside of a bend in the road, rutting/trip hazards/obstruction being caused by inappropriate parking on footways/verges, impeding a cycle facility (where other enforcement isn't currently possible).</p> <p>Score possibilities: 0 OR 15</p>	15	<p>It is important to stress that this is risk, not a road safety issue. The latter would be supported by Police supplied road casualty information (evidence of patterns), and would be addressed separately. Risk is not evidence-based nor as easily quantifiable, however, officer experience would be used to identify whether there will be increased risks of incidents caused by particular parking issues reported, if not specified in the request.</p> <p>Associated with statutory duties around road safety, this category should be a significant influence on the outcome and is weighted accordingly in the scoring.</p> <p>This can include myriad of factors, some exemplified in the description, but could also include issues such as vehicles parking close to the exit of an industrial unit where articulated lorries are struggling to manoeuvre.</p>
C	<p>Emergency/Statutory Service Vehicle Access The issue is causing/likely to cause access difficulties for emergency service vehicles and/or vehicles associated with a statutory service (e.g. refuse collection). This is separate to Scoring Code B and will not, by itself, also trigger a Score in Code B.</p> <p>Score Possibilities: 0 OR 15</p>	15	<p>The scoring is weighted as the implications can range from danger to life and property, to the potential detrimental impact to the provision of statutory services, likely also to have health and/or safety risks associated.</p> <p>A score in this category does not by default score against 'safety risk' (Category B), unless there are aspects of the issue that also directly and additionally relate to the considerations of that category - this specifically relates to the access of vital vehicles to an area.</p>
D	<p>Traffic Flow Impact The issue is likely causing impact to traffic flow on the Highway.</p> <p>Score Possibilities: No-through-road = 0; OR Through-road = 5; OR Nationally classified Road (A, B) = 10 Bus Route = additional 5</p>	15	<p>This category links to our network management duties, but also to other policies and ambitions, including the Local Transport Plan and Climate Emergency.</p> <p>This category contains a clear weighting of scoring against the relative level/risk of impact to the network, based on the network hierarchy. There is an additional 5 points that will be added where the impact/risk is to a scheduled bus route.</p>
E	<p>Accessibility (Economic) The issue/request for change is to aid accessibility for customers to public amenities. This may include, for example, shops and libraries.</p> <p>Score Possibilities: 0 OR 5 Blue-badge holder and/or active travel related = additional 5</p>	10	<p>This category is intended to reflect the importance of supporting accessibility to support the local economy. Previous schemes, such as introducing limited waiting or Pay and Display restrictions have intended to aid turnover in parking bays, increasing the probability that customers can find convenient short-stay parking.</p> <p>To support other duties placed on us, there is an additional 5 point weighting if the request relates to disabled accessibility and/or accessibility via active travel modes (e.g. walking and cycling).</p>
Maximum possible total score		60	