

**EXECUTIVE MEMBER DECISION MAKING  
(PUBLIC PROTECTION)**

**Date:** Tuesday, 17 September 2013

**Time:** 10:00 am

**Venue:** Executive Meeting Room - Civic Offices

**Executive Member:** Councillor T M Cartwright, Deputy Leader



## **1. Report Published**

To consider the following matters for decision for which reports have been published:-

### **Non-Key Decision(s)**

- (1) Traffic Regulation Order - Proposed Waiting Restrictions - St Pauls Road, Sarisbury (Pages 1 - 6)**
- (2) Traffic Regulation Order - Proposed Waiting Restrictions - Funtley Hill, Fareham (Pages 7 - 14)**
- (3) Traffic Regulation Order - Proposed Waiting Restrictions - Arundel Drive area, Fareham (Pages 15 - 26)**
- (4) Traffic Regulation Order - Proposed Waiting Restrictions - Lower Spinney, Warsash (Pages 27 - 34)**
- (5) Traffic Regulation Order - Proposed Waiting Restrictions - Drift Road, Wallington (Pages 35 - 42)**
- (6) Traffic Regulation Order - Proposed Waiting Restrictions - Rookery Avenue, Swanwick (Pages 43 - 48)**

P GRIMWOOD  
Chief Executive Officer

[www.fareham.gov.uk](http://www.fareham.gov.uk)

9 September 2013

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# FAREHAM

## BOROUGH COUNCIL

### Report to the Executive Member for Public Protection for Decision

<b>Portfolio:</b>	Public Protection
<b>Subject:</b>	<b>Traffic Regulation Order - Proposed Waiting Restrictions - St Pauls Road, Sarisbury</b>
<b>Report of:</b>	
<b>Strategy/Policy:</b>	Director of Regulatory and Democratic Services
<b>Corporate Objective:</b>	A safe and healthy place to live and work

**Purpose:**

To inform the Executive Member of the outcome of the statutory advertisement of a proposal to introduce waiting restrictions and to obtain authorisation to implement a Traffic Regulation Order.

**Executive summary:**

This report addresses concerns in respect of parking in St Pauls Road close to its junction with Barnes Lane. Following consultations it is proposed to introduce waiting restrictions to overcome the concerns expressed.

**Recommendation:**

That the waiting restrictions as shown at Appendix A are introduced as advertised.

**Reason:**

To improve road safety and to reduce the risk of obstructions.

**Cost of Proposals:**

The cost of the proposal will be met from the Traffic Management budget.

**Risk Assessment:**

There are no identified risks associated with this proposal.

**Appendices** Appendix A : Scheme drawing

# FAREHAM

## BOROUGH COUNCIL

### Executive Briefing Paper

**Date:** 17 September 2013

**Subject:** Traffic Regulation Order - Proposed Waiting Restrictions - St Pauls Road, Sarisbury

**Briefing by:** Director of Regulatory and Democratic Services

**Portfolio:** Public Protection

#### Supporting Information

##### Background

1. St Pauls Road is a cul de sac leading off Barnes Lane, a short distance to the south of the A27 at Sarisbury.
2. This road is regularly used by parents dropping off and collecting children attending the nearby Sarisbury junior school, and parking has also been observed taking place for longer periods close to its junction with Barnes Lane.
3. In order to overcome concerns in respect of road safety, it is proposed to prohibit parking at all times for the first 18 metres from its junction with Barnes Lane.

##### Consultations

4. The Ward Councillors, County Councillor and Police were consulted on this proposal and all expressed their support.
5. The Statutory Consultees were consulted and no objections were received.

##### Representations

6. The proposal was formally advertised in July 2013 and a single response was received. This response did not object to the proposal; it requested that the restrictions should be extended by 3 metres, and that consideration should also be given to providing restrictions in Barnes Lane itself.
7. Any extension to the proposals risks encouraging vehicles to park further into the cul de sac which in turn risks further complaints, and in addition it is not possible to extend the proposed restrictions without re-advertisement.
8. In respect of parking in Barnes Lane, prohibition of waiting there also risks additional parking in St Pauls Road and other roads leading off Barnes Lane. Also, at school times a level of parking can be seen as a good thing in that it has

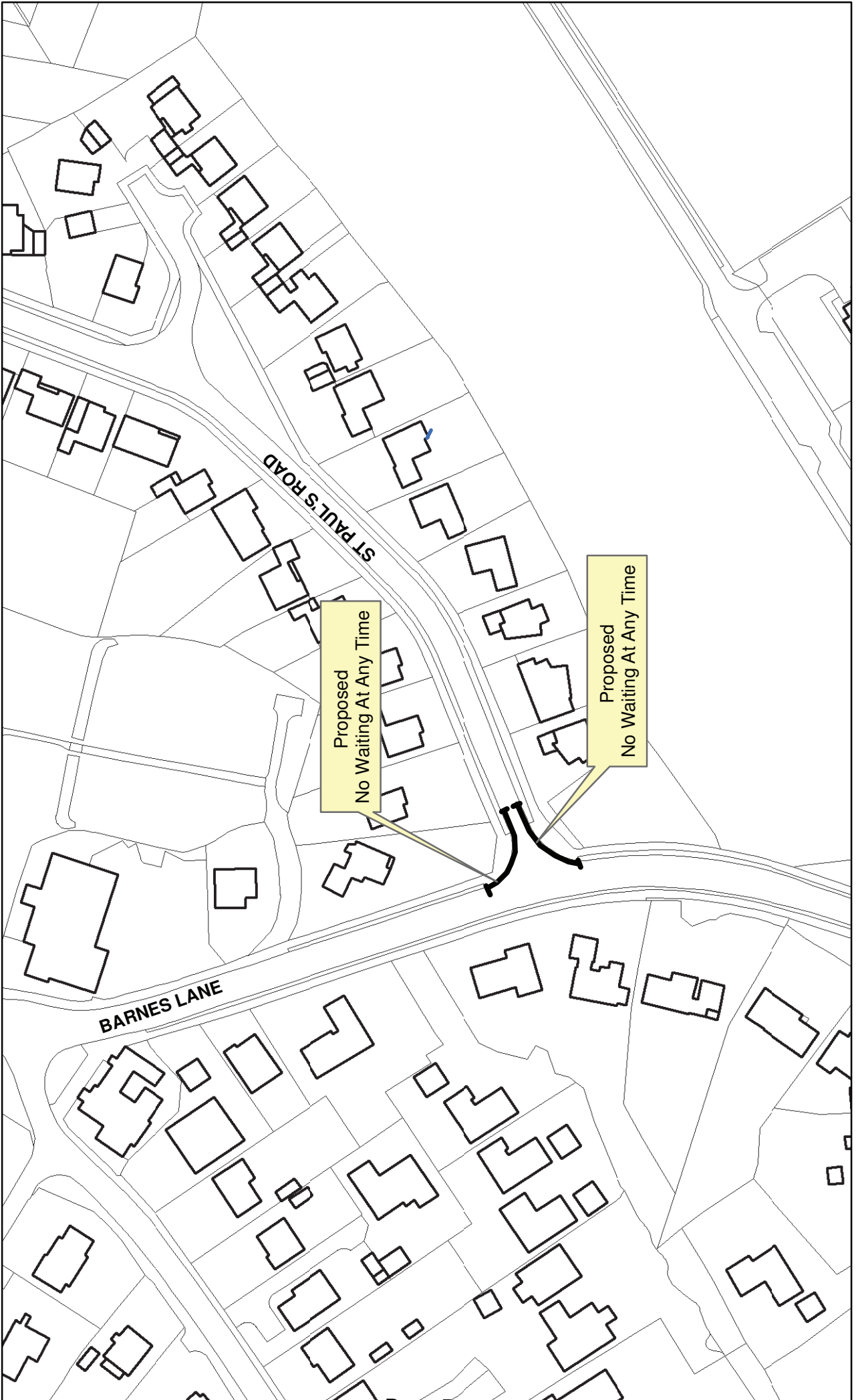
the effect of slowing down through traffic which may otherwise present a danger because of the speed at which it travels.

9. There is a balance to be found here when safety is compromised by poor visibility, but in this instance it is not thought that prohibiting parking in Barnes Lane is the most appropriate answer at this stage. Instead, and for the reasons given, it is suggested that the proposals should be introduced as advertised and then monitored, to assess whether there is a case for extending them further into St Pauls Road, and into Barnes Lane.

### **Conclusion**

10. It is recommended that the proposed waiting restrictions are implemented as advertised and detailed at Appendix A.

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# FAREHAM

## BOROUGH COUNCIL

### Report to the Executive Member for Public Protection for Decision

<b>Portfolio:</b>	Public Protection
<b>Subject:</b>	<b>Traffic Regulation Order - Proposed Waiting Restrictions - Funtley Hill, Fareham</b>
<b>Report of:</b>	Director of Regulatory and Democratic Services
<b>Strategy/Policy:</b>	
<b>Corporate Objective:</b>	A safe and healthy place to live and work

#### **Purpose:**

To inform the Executive Member of the outcome of the statutory advertisement of a proposal to introduce waiting restrictions and to obtain authorisation to implement a Traffic Regulation Order.

#### **Executive summary:**

This report addresses concerns in respect of parking in Funtley Hill close to the bend at the bottom of the hill. Following consultations it is proposed to introduce waiting restrictions to overcome the concerns expressed.

#### **Recommendation:**

That the waiting restrictions as shown at Appendix A are introduced as advertised.

#### **Reason:**

To improve road safety and to reduce the risk of obstructions.

#### **Cost of Proposals:**

The cost of the proposal will be met from the Traffic Management budget.

#### **Risk Assessment:**

There are no identified risks associated with this proposal.

**Appendices** Appendix A : Scheme drawing  
Appendix B : Responses to letter drop

# FAREHAM

## BOROUGH COUNCIL

### Executive Briefing Paper

**Date:** 17 September 2013

**Subject:** Traffic Regulation Order - Proposed Waiting Restrictions - Funtley Hill, Fareham

**Briefing by:** Director of Regulatory and Democratic Services

**Portfolio:** Public Protection

#### Supporting Information

##### Background

1. Funtley Hill is a road which links the village of Funtley with the northern side of Fareham. As its name suggests it is on a gradient, which runs downhill from Kiln Road, underneath the M27 motorway, and via a sharp left hand bend into the village itself.
2. A number of houses front the lower section of Funtley Hill, most of which have off road parking available, but there is often an overspill of parking into the public highway. This parking causes concerns as passing traffic needs to travel on the wrong side of the road immediately before the bend, which is potentially hazardous.
3. In order to address the concerns, it has been proposed to introduce waiting restrictions as shown at Appendix A.

##### Consultations

4. The Ward Councillors, County Councillor and Police were consulted on this proposal and all expressed their support.
5. The Statutory Consultees were consulted and no objections were received.

##### Representations

6. A letter was sent to all frontagers along the section of road where waiting restrictions are proposed, in April 2013. This resulted in a number of responses which are summarised in Appendix B, along with officer comments on these responses.
7. In summary nine responses were received to the letter drop, five of which were in support of the proposals. Of those in opposition, some of the concerns were not warranted, eg. loading will still be permitted, and in respect of parking, some will still be available, including a short length on the eastern side of the road where parking on the verge does not lead to particular problems.

8. The proposal was formally advertised in July 2013 and a single further response was received, which said that the proposed measures “cannot come soon enough”.

**Conclusion**

9. It is recommended that the proposed waiting restrictions are implemented as advertised and detailed at Appendix A.

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# RESPONSES TO PUBLIC CONSULTATION

## FUNTLEY HILL

## APPENDIX B

NAME REF.	COMMENTS/ SUGGESTIONS	OFFICER RESPONSE
1	<b>Support</b> - would like proposal to go further and include the verge which is left for parking.	This is not necessary at this stage and would be likely to lead to further complaints
2	<b>Support</b> - would like proposal to be extended further up the hill because of parking on the road from residents of Funtley Court.	As above
3	<b>Objection</b> - the road is not dangerous because of parked vehicles, most of residents are at work during day so is empty, restrictions will affect tradesman.	This does not tally with the complaints received, and daytime parking has been witnessed on site
4	<b>Objection</b> - Four properties will be affected on the east side if verge parking is allowed because of visibility being affected, vehicles currently parked on west side has the effect of slowing traffic before they reach the bend at the bottom.	Some off road parking is available. Slowing of traffic is more than offset by the dangers of having to overtake parked vehicles on the wrong side of the road
5	<b>Objection</b> - has a mother who is bed bound and needs parking in front of property to allow carers and family to visit and help.	Visitors will still be able to park a short distance away
6	<b>Support</b> - Parking has increased considerably over the past few years leading to many dangerous situations. As a pedestrian it is frequently difficult to cross the road safely. Please include verge fronting nos. 54-60.	The present proposals are sufficient at this stage

7	<b>Objection</b> - trustees are against the proposal because residents will need to park as well as tradesman, delivery lorries and goods being delivered.	Some off road parking is available. The proposals will not prohibit stopping for deliveries
8	<b>Support</b> - "We are fully in support of the proposal".	None
9	<b>Support</b> - favour of restricted waiting in this area because of the danger to residents pulling out of their drives blind, also when vehicles are parked there we cannot see cyclists or motorcycles until we have already pulled into their path.	None



# FAREHAM

## BOROUGH COUNCIL

### Report to the Executive Member for Public Protection for Decision

<b>Portfolio:</b>	Public Protection
<b>Subject:</b>	<b>Traffic Regulation Order - Proposed Waiting Restrictions - Arundel Drive area, Fareham</b>
<b>Report of:</b>	Director of Regulatory and Democratic Services
<b>Strategy/Policy:</b>	
<b>Corporate Objective:</b>	A safe and healthy place to live and work

**Purpose:**

To inform the Executive Member of the outcome of the statutory advertisement of a proposal to introduce waiting restrictions and to obtain authorisation to implement a Traffic Regulation Order.

**Executive summary:**

This report addresses concerns in respect of parking in the Arundel Drive area. Following consultations it is proposed to introduce waiting restrictions to overcome the concerns expressed. Loading restrictions have also been proposed, but following objections, and also changes to loading operations at the nearby shops, it is proposed that the loading restrictions need not be introduced at this stage.

**Recommendation:**

That the waiting restrictions as shown at Appendix C are introduced. The loading restrictions as advertised should be not be introduced, but the location will be monitored, and reviewed in due course if necessary.

**Reason:**

To improve road safety and to reduce the risk of obstructions.

**Cost of Proposals:**

The cost of the proposal will be met from the Traffic Management budget.

**Risk Assessment:**

There are no identified risks associated with this proposal.

**Appendices** Appendix A : Proposals as advertised  
 Appendix B : Responses to consultation  
 Appendix C : Revised proposals

# FAREHAM

## BOROUGH COUNCIL

### Executive Briefing Paper

**Date:** 17 September 2013

**Subject:** Traffic Regulation Order - Proposed Waiting Restrictions - Arundel Drive area, Fareham

**Briefing by:** Director of Regulatory and Democratic Services

**Portfolio:** Public Protection

#### Supporting Information

##### Background

1. Arundel Drive runs from the western side of the town near to Fareham railway station, in a northerly direction to the housing estate area which is served by Miller Drive. Close to Miller Drive it passes a parade of shops, the largest of which is the Co-op, and a lay-by exists outside these shops.
2. Complaints have been received in respect of vehicles parking for long periods of time in this lay-by, which serves to remove a useful short term facility for members of the public visiting the shops. This is exacerbated when deliveries arrive to service the shops, in particular the Co-op itself as the vehicles involved cause obstructions of the road.
3. Proposals have been drawn up to address the various problems experienced. These include :
  - Provision of restrictions outside the shops which are located behind the lay-by which limit waiting to a maximum of two hours. This will provide a better turnover of parking and effectively provide more parking spaces;
  - Prohibition of daytime loading on the eastern side of Arundel Drive (where the shops are) except in the lay-by;
  - Protection of junction areas in the vicinity with a prohibition of waiting

##### Consultations

4. The Ward Councillors, County Councillor and Police were consulted on these proposals and all expressed their support.
5. The Statutory Consultees were consulted and no objections were received.

## **Representations**

6. A letter was sent In July 2013 to all frontagers along the section of road where waiting restrictions are proposed. The proposals were publicly advertised shortly after this.
7. The responses received are summarised in Appendix B, along with officer comments on these responses.
8. In summary 14 responses were received, five of which expressed support, one made some general comments, and eight expressed opposition to the proposals. There were various reasons for the objections, some of which are addressed in the responses at Appendix B, but the matter of inconvenience to local residents was the most prominent and this is addressed as follows.
9. The purpose of restricting loading in the vicinity of the shops was primarily due to concerns about loading in association with the shops, rather than to private houses. It is difficult to distinguish between private houses and commercial premises for loading in the context of restrictions, however discussions with the largest of the shops, the Co-op (which also had the largest and most frequent delivery vehicles) has resulted in them taking measures to provide for loading at their rear access since these proposals were commenced.
10. In order to preserve some parking for the private houses (and in recognition of their objections), it would therefore be appropriate to put the proposed loading restrictions on hold at this time, with a view to introducing them in the future should loading problems either remain or re-occur.
11. The proposed loading restrictions were accompanied by a proposed prohibition of waiting at all times, this may also now be more than is necessary in some locations, although a maximum waiting period would be useful in order to deter all day parking.
12. A comment was also received that some parking on the public highway is useful to prevent vehicles from travelling along the road too quickly, and also to discourage through traffic. This concurs with the stance that has previously been taken in similar situations along other roads.
13. It is therefore proposed that in view of the objections and also the changes to the loading at the shops, some lengths of the proposed prohibition of waiting at all times on the eastern side of Arundel Drive should be reduced to become "Waiting limited to a maximum of two hours, 8am-6pm, Mon-Sat".
14. These revised measures have been presented to the frontagers directly affected by the changes, none of whom were opposed to them. The revised proposals are shown at Appendix C.

## **Conclusion**

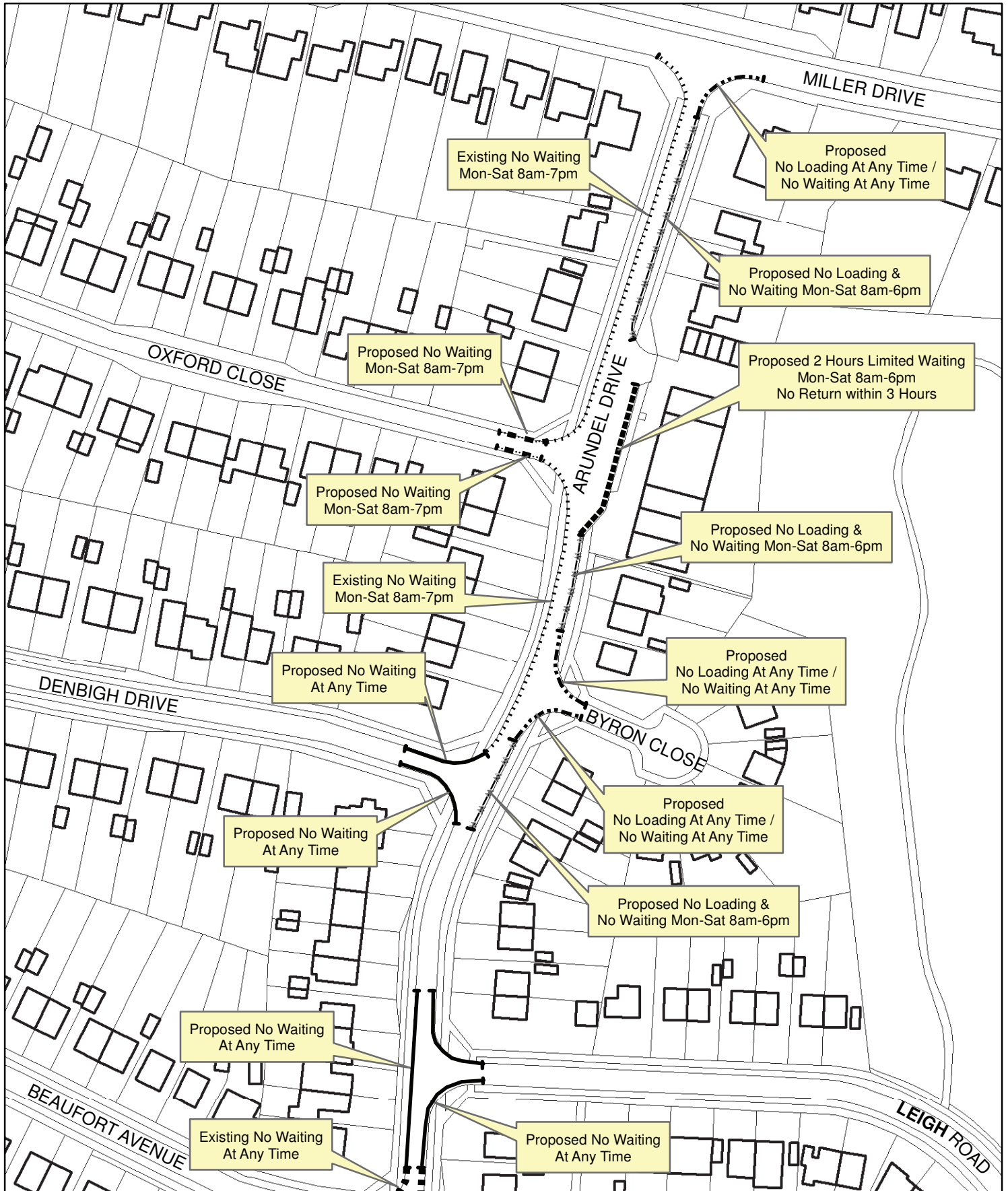
15. It is recommended that the proposed waiting restrictions are implemented as advertised and detailed at Appendix C.

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# FAREHAM

## BOROUGH COUNCIL

Appendix A



Arundel Drive, Fareham

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# RESPONSES TO PUBLIC CONSULTATION

## ARUNDEL DRIVE, FAREHAM

## Appendix B

NAME REF.	COMMENTS/ SUGGESTIONS	OFFICER RESPONSE
1	<b>General</b> - Widen all the roads surrounding Co-op to allow parking and turning and will allow loading/unloading of delivery lorries.	There is no budget available for this purpose
2	<b>Support</b> - Pleased to see something is being done about it, would like smaller vehicles delivering to Co-op which should prevent verges being damaged	Smaller vehicles are now in operation
3	<b>Against</b> - It is the council's own doing by allowing a big shop to expand without additional parking provided, this restriction proposal is going to make matters worse, it will also drive customers away once they start getting parking tickets	Use of the rear access by delivery vehicles will free up space, and the new restrictions will allow an increased turnover of spaces
4	<b>Against</b> - There are services we offer in our salon that can take up to 4 hours and one of the things our clients like about coming to the salon is the ease of parking. It would be unfeasible for our clients to have to walk from afar just to get these services done or to have to leave the salon half way through a service to move their car	For stays of up to four hours, it is appropriate to park further away, which is available in other roads
5	<b>Against</b> - By having loading restriction on one side of the road will move the problem across the road.	This is unlikely given the increased availability of space, but the situation will be monitored
6	<b>Against</b> - Residents close to the shops will not want any further restrictions because there are already some waiting restrictions in place. It is a lot of expense to go to in order to placate a minority.	Residents comments have been taken into account in the report

7	<b>Support</b> - Thank you for looking at the situation around Arundel Drive but proposal No Loading and No Waiting Mon-Sat 8am to 6pm, the Co-Op could construed this to mean they can deliver before and after those time and therefore park in those restricted areas as well as continue delivering at unreasonable times.	Deliveries should be made using the rear access which will overcome this concern
8	<b>Support</b> - would like restrictions to be extended to include the bend by Tennyson Drive.	The restrictions are sufficient for the present purpose, other needs can be reviewed in due course
9	<b>Against</b> - strongly object to the no waiting restrictions outside of his residence. If anything parking a car on the road correctly reduces the speed on Arundel Drive from the many cars making their way home from work.	This has been considered in the report
10	<b>Support</b> - pleased that at last something is to be done but I feel that outside No 68 - next to the hairdresser side of the shops, could do with extra restrictions.	The restrictions are sufficient for the present purpose, other needs can be reviewed in due course
11	<b>Against</b> - the proposed restrictions are excessive and will lead to problems for the residents of Arundel Drive and surrounding streets. In the last couple of years No Waiting At Any Time restrictions were imposed in Arundel Drive and the surrounding areas to prevent inconsiderate parking, primarily those people wishing to park for free whilst using the trains	This has been considered in the report
12	<b>Against</b> - would like to object to the changes proposed to parking and waiting on Arundel drive in Fareham. The problem with parking in this area relates to people stopping to make quick purchases from the co-op. Restricting parking on Arundel drive and on the ends of the adjoining roads will simply move the problem slightly further along the same roads. The parking restriction will also result in those too lazy to walk making circuits around the surrounding roads until they are able to park directly outside the shop causing a hazard to	This has been considered in the report



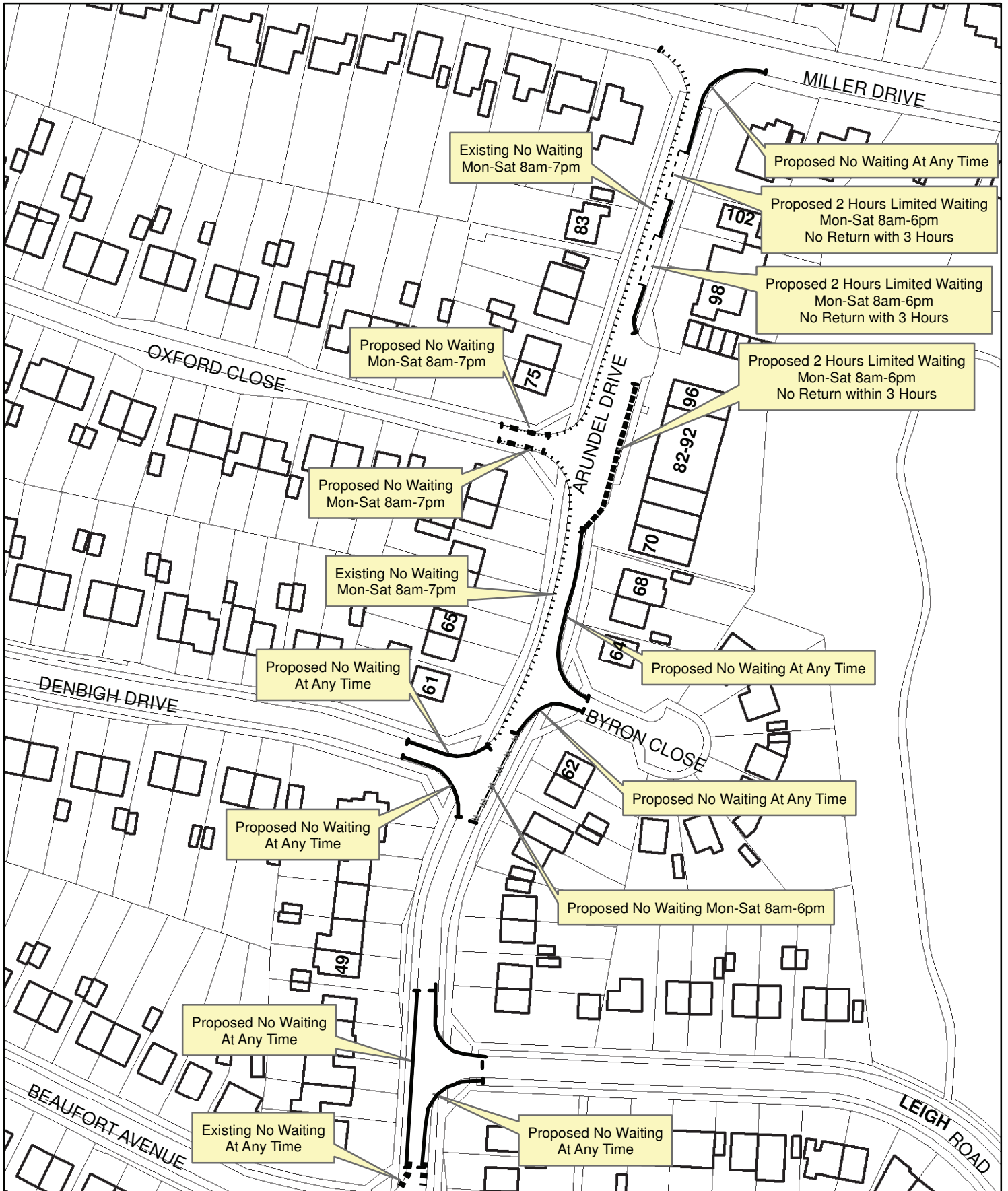
	pedestrians crossing the street.	
13	<b>Support</b> - Appreciate the effort being made to improve traffic flow by implementing the restrictions. However, there is increased parking on the inside of the bend between Leigh Road and Arundel Drive junction and Tennyson Gardens with Arundel Drive. This causes problems on a very busy road and it is a miracle that there have been no accidents.	The restrictions are sufficient for the present purpose, other needs can be reviewed in due course
14	<b>Against</b> - Deliveries made to the rear of Co-op will be more problematic because residents above the shops and workers park at rear, children also living above shops also play at the back.	These matters would need to be resolved locally as this is not part of the public highway

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# FAREHAM

## BOROUGH COUNCIL

### APPENDIX C



**Arundel Drive, Fareham**

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# FAREHAM

## BOROUGH COUNCIL

### Report to the Executive Member for Public Protection for Decision

<b>Portfolio:</b>	Public Protection
<b>Subject:</b>	<b>Traffic Regulation Order - Proposed Waiting Restrictions - Lower Spinney, Warsash</b>
<b>Report of:</b>	Director of Regulatory and Democratic Services
<b>Strategy/Policy:</b>	
<b>Corporate Objective:</b>	A safe and healthy place to live and work

**Purpose:**

To inform the Executive Member of the outcome of the statutory advertisement of a proposal to introduce waiting restrictions and to obtain authorisation to implement a Traffic Regulation Order.

**Executive summary:**

This report addresses concerns in respect of parking in Lower Spinney. Following consultations it is proposed to introduce waiting restrictions to overcome the concerns expressed.

**Recommendation:**

That the waiting restrictions as shown at Appendix A are introduced as advertised. These new restrictions will be monitored, and reviewed in due course if necessary.

**Reason:**

To improve road safety and to reduce the risk of obstructions.

**Cost of Proposals:**

The cost of the proposal will be met from the Traffic Management budget.

**Risk Assessment:**

There are no identified risks associated with this proposal.

**Appendices** Appendix A : Scheme drawing  
Appendix B : Responses to letter drop

# FAREHAM

## BOROUGH COUNCIL

### Executive Briefing Paper

**Date:** 17 September 2013

**Subject:** Traffic Regulation Order - Proposed Waiting Restrictions - Lower Spinney, Warsash

**Briefing by:** Director of Regulatory and Democratic Services

**Portfolio:** Public Protection

#### Supporting Information

##### Background

1. Lower Spinney is a cul de sac leading off Pitchponds Road, and is situated a few minutes' walk from Warsash Maritime College.
2. There have been many complaints received in recent years from residents in various streets in this area in respect of parking by students attending the college. This has led to the introduction of waiting restrictions in streets surrounding Lower Spinney, which has now resulted in the displacement of parking into other streets.
3. Restrictions were introduced into the northern end of Lower Spinney in March 2011 and these were successful, however parking is now taking place at the southern end of this road due to the displacement as described above, which has led to complaints in more recent months.
4. In order to address the concerns, it has been proposed to introduce waiting restrictions as shown at Appendix A.

##### Consultations

5. The Ward Councillors, County Councillor and Police were consulted on this proposal and all expressed their support.
6. The Statutory Consultees were consulted and no objections were received.

##### Representations

7. A letter was sent in March 2013 to all frontagers along the section of road where waiting restrictions are proposed. This resulted in a number of responses which are summarised at Appendix B, along with officer comments on these responses.
8. In summary seven responses were received to the letter drop, four of which were in support of the proposals. Of those in opposition, some of the concerns were

not warranted, eg. loading will still be permitted, and in respect of parking, this will still be available for periods during the day. In addition, off road parking is available at all houses along the affected section of road.

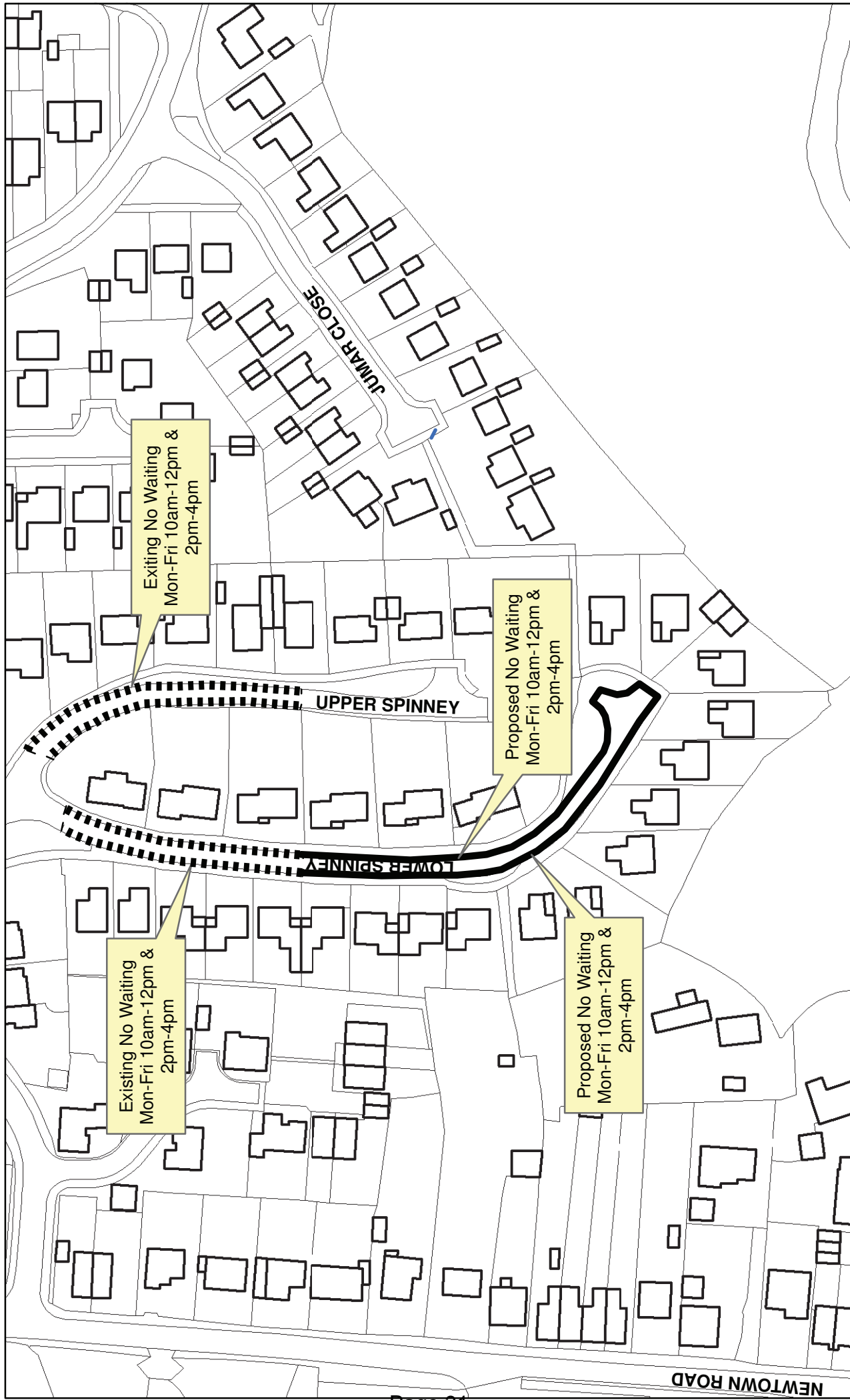
9. The proposal was formally advertised in July 2013 and no further responses were received.

### **Conclusion**

10. It is therefore recommended that the proposed waiting restrictions are implemented as advertised and detailed at Appendix A.

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# RESPONSES TO PUBLIC CONSULTATION

## LOWER SPINNEY

Appendix B

NAME REF.	COMMENTS/ SUGGESTIONS	OFFICER RESPONSE
1	<b>Objection</b> - Further extension will cause more inconvenience to residents and their visitors than students parking.	This is a minority view, off road parking is available at all houses and there will be times of day when parking is not restricted.
2	<b>Support</b> - fully support these additional parking restrictions which have been proposed.	
3	<b>Objection</b> - The students often park there during term time, we don't have a problem with them during term time on week days. They are generally courteous and polite.	This is a minority view, off road parking is available at all houses and there will be times of day when parking is not restricted.
4	<b>Objection</b> - would not like yellow lines in Lower Spinney because of tradesman, medical personal and visitors.	Loading is permitted, day exemptions are available (at cost).
5	<b>Support</b> - believe that the proposal to extend the 10-12, 2-4 parking restriction to the southern section of our road is the best option immediately available.	
6	<b>Support</b> - The students are still causing problems with their parking down the road.	
7	<b>Support</b> - The extending of these lines will relieve our problem, on several occasions the refuse collection lorry was unable reach the end on Lower Spinney.	

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# FAREHAM

## BOROUGH COUNCIL

### Report to the Executive Member for Public Protection for Decision

<b>Portfolio:</b>	Public Protection
<b>Subject:</b>	<b>Traffic Regulation Order - Proposed Waiting Restrictions - Drift Road, Wallington</b>
<b>Report of:</b>	Director of Regulatory and Democratic Services
<b>Strategy/Policy:</b>	
<b>Corporate Objective:</b>	A safe and healthy place to live and work

**Purpose:**

To inform the Executive Member of the outcome of the statutory advertisement of a proposal to introduce waiting restrictions and to obtain authorisation to implement a Traffic Regulation Order.

**Executive summary:**

This report addresses concerns in respect of parking in Drift Road. Following consultations it is proposed to introduce waiting restrictions to overcome the concerns expressed.

**Recommendation:**

That the waiting restrictions are introduced as shown at Appendix B.

**Reason:**

To improve road safety and to reduce the risk of obstructions.

**Cost of Proposals:**

The cost of the proposal will be met from the Traffic Management budget.

**Risk Assessment:**

There are no identified risks associated with this proposal.

**Appendices** Appendix A : Proposal as advertised  
Appendix B : Proposal as modified

# FAREHAM

## BOROUGH COUNCIL

### Executive Briefing Paper

**Date:** 17 September 2013

**Subject:** Traffic Regulation Order - Proposed Waiting Restrictions - Drift Road, Wallington

**Briefing by:** Director of Regulatory and Democratic Services

**Portfolio:** Public Protection

#### Supporting Information

##### Background

1. Drift Road leads off North Wallington in Wallington village, commencing with a narrow section adjacent to the White Horse public house.
2. This narrow section has been the subject of concern to the Wallington Residents Association (WRA), on the grounds that emergency access may be prevented by vehicles parking in this section.
3. In order to address the concerns, it was proposed to introduce a waiting restriction in this narrow section as shown at Appendix A.

##### Consultations

4. The Ward Councillors, County Councillor and Police were consulted on this proposal and all expressed their support.
5. The Statutory Consultees were consulted and no objections were received.

##### Representations

6. The proposal was formally advertised in May 2013 and a single response was received, which was from the landlord of the public house on the grounds that vehicles parked in this section have never led to a problem in recent years.
7. The landlord's concerns were conveyed to the WRA at a site meeting during June 2013, which was also attended by both Ward Councillors for this area. It was discussed that due to a stagger in the wall of the public house, parking for one car at the end of the existing waiting restrictions closest to North Wallington, carries a significantly reduced risk of causing any obstruction.
8. A compromise would be to leave a gap for a single car at this point, but continue with the proposed prohibition of waiting on the narrowest section. This would also

be more in keeping with the village nature of the area, than would be a sizeable and continuous length of double yellow lining.

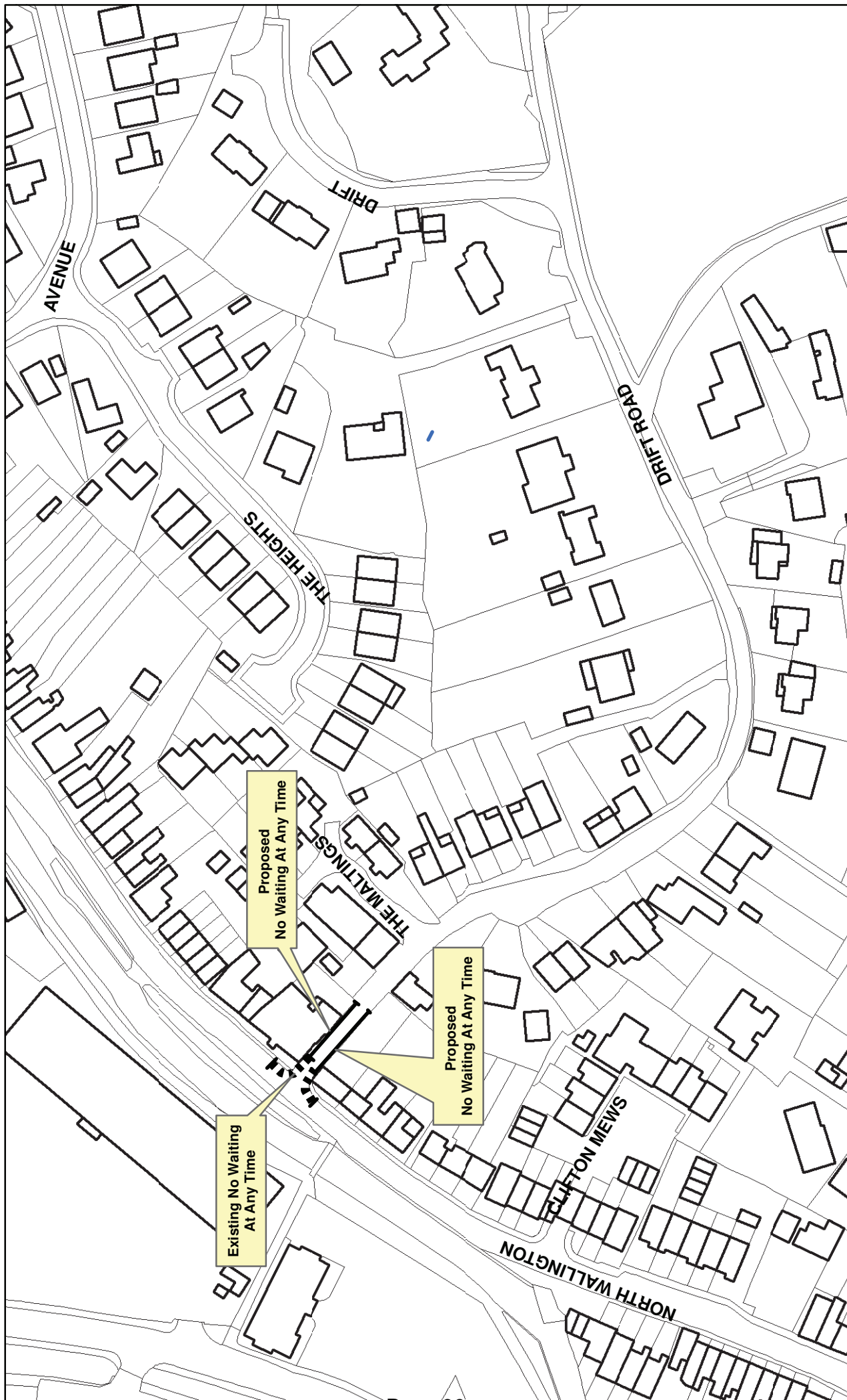
9. This was discussed by all present including the landlord. Everyone present agreed to this compromise which is shown at Appendix B.

### **Conclusion**

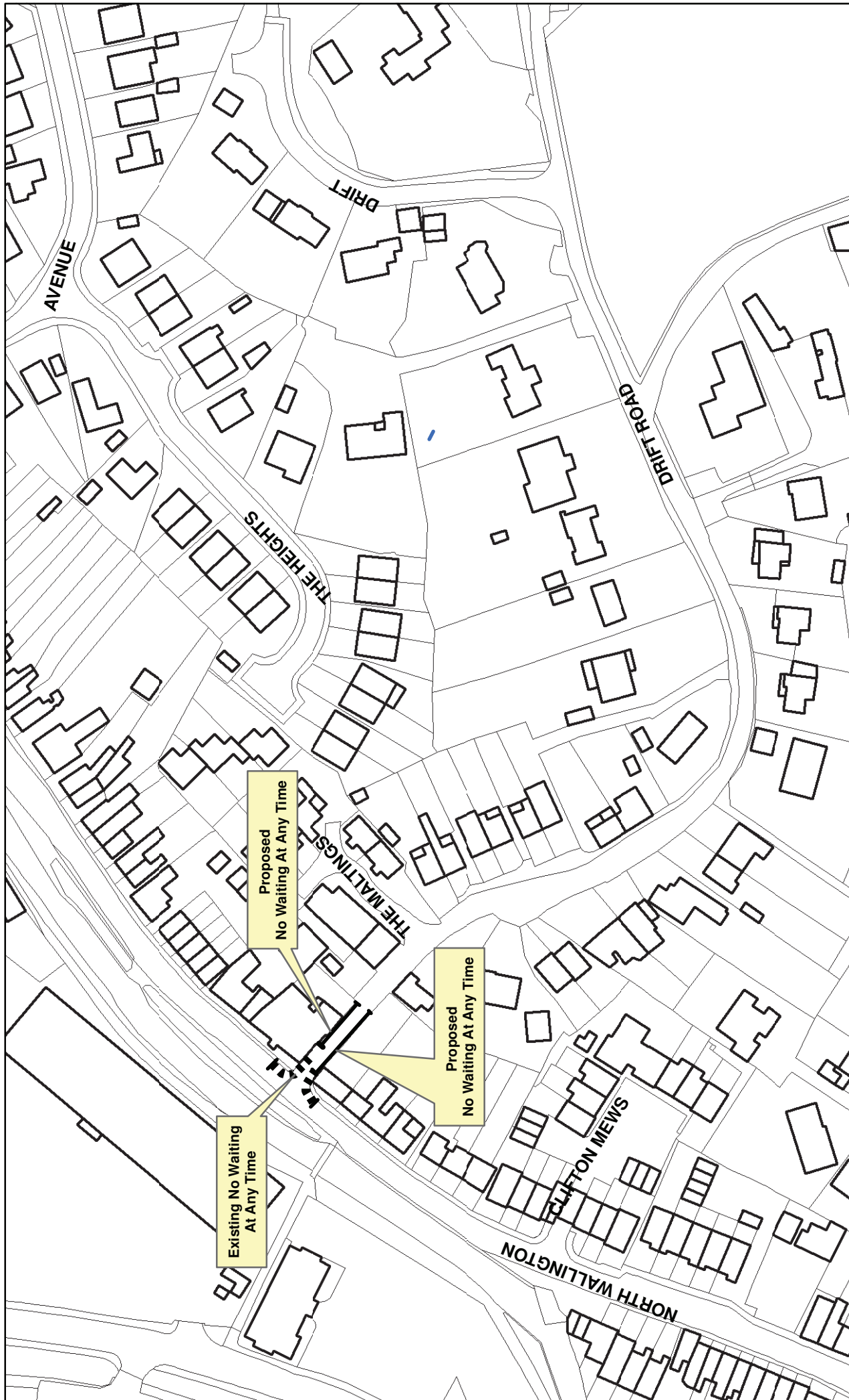
10. It is therefore recommended that the proposed waiting restrictions are implemented as shown at Appendix B.

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# FAREHAM

## BOROUGH COUNCIL

### Report to the Executive Member for Public Protection for Decision

<b>Portfolio:</b>	Public Protection
<b>Subject:</b>	<b>Traffic Regulation Order - Proposed Waiting Restrictions - Rookery Avenue, Swanwick</b>
<b>Report of:</b>	Director of Regulatory and Democratic Services
<b>Strategy/Policy:</b>	
<b>Corporate Objective:</b>	A safe and healthy place to live and work

**Purpose:**  
 To inform the Executive Member of the outcome of the statutory advertisement of a proposal to introduce waiting restrictions and to obtain authorisation to implement a Traffic Regulation Order.

**Executive summary:**  
 This report addresses concerns in respect of parking in Rookery Avenue, just off Botley Road. Following consultations it is proposed to introduce waiting restrictions to overcome the concerns expressed.

**Recommendation:**  
 That the waiting restrictions as shown at Appendix A are introduced as advertised.

**Reason:**  
 To improve road safety and to reduce the risk of obstructions.

**Cost of Proposals:**  
 The cost of the proposal will be met by Hampshire County Council.

**Risk Assessment:**  
 There are no identified risks associated with this proposal.

**Appendices** Appendix A : Scheme drawing

# FAREHAM

## BOROUGH COUNCIL

### Executive Briefing Paper

**Date:** 17 September 2013

**Subject:** Traffic Regulation Order - Proposed Waiting Restrictions - Rookery Avenue, Swanwick

**Briefing by:** Director of Regulatory and Democratic Services

**Portfolio:** Public Protection

#### Supporting Information

##### Background

1. Rookery Avenue is split into two parts by land which as yet is not fully developed. Its eastern section is accessed from close to junction 9 of the M27, serving a housing area and running past the rear entrance to Whiteley Primary School.
2. The western section which is the subject of this report, leads off Botley Road, ie the main A3051 which runs in a northwesterly direction from its junction with the A27 at Park Gate. This section serves a housing area to the east of Botley Road, but it is close to Swanwick railway station and as a result it attracts all day parking by railway commuters.
3. Rookery Avenue is wide enough to comfortably accommodate parking on one side of the road, and given central Government policy on encouraging sustainable travel this parking should be seen as a benefit in this context. However, on occasions this parking can be unreasonable, risking causing obstructions by occupying both sides of the road, and safety concerns when it takes place close to the junction with Botley Road.
4. In order to address the concerns, it has been proposed to introduce waiting restrictions as shown at Appendix A.

##### Consultations

5. The Ward Councillors, County Councillor and Police were consulted on this proposal and all expressed their support.
6. The Statutory Consultees were consulted and no objections were received.

##### Representations

7. The proposal was formally advertised in August 2013 and two responses were received.

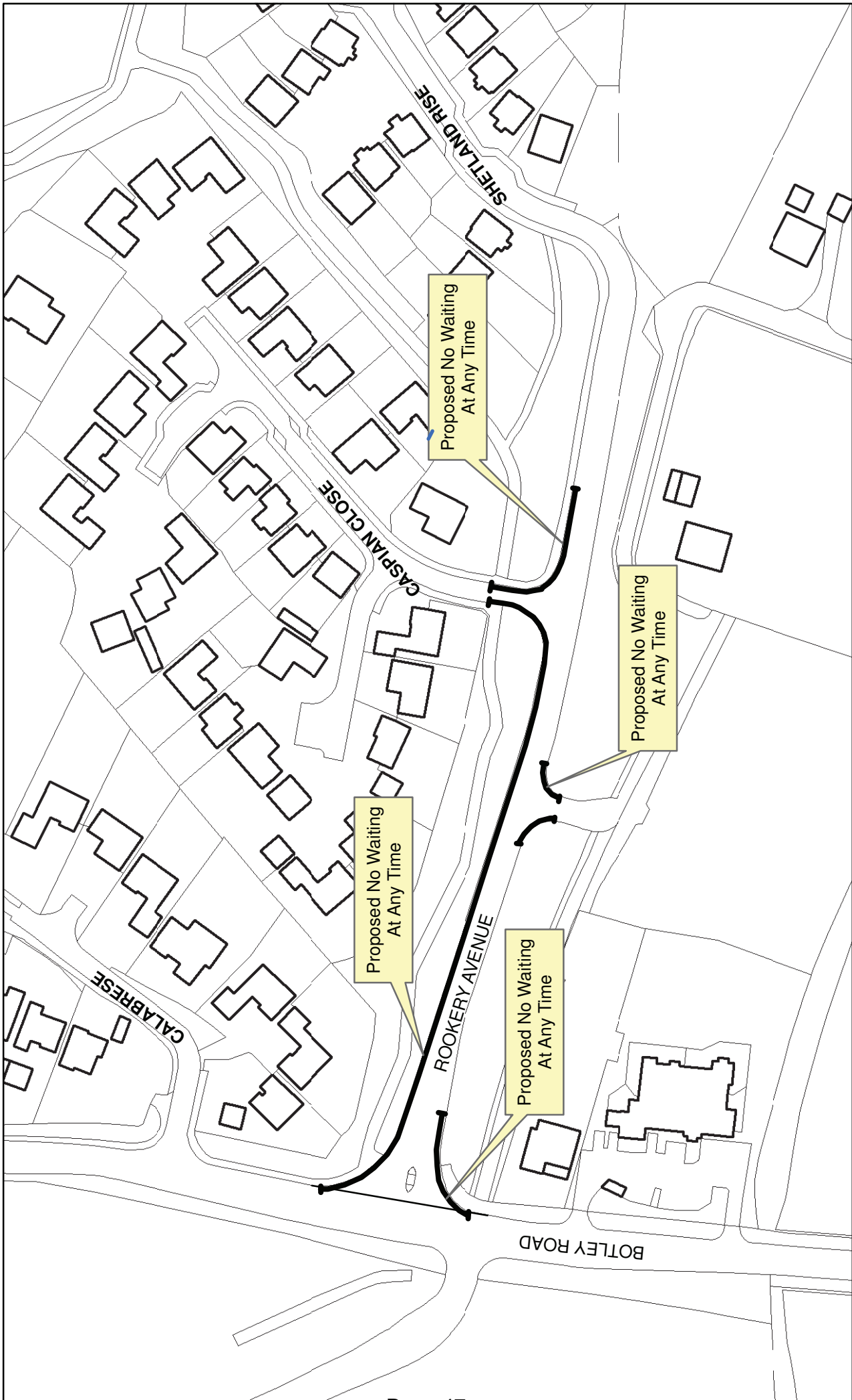
8. One was a strongly worded objection to the proposals on the grounds that they would remove a valuable parking area which was used by commuters to Swanwick railway station, which in turn would be contrary to Government objectives to encourage sustainable travel.
9. It was explained to the objector that the proposal was only for the purpose of protecting road safety at road junctions (particularly at Botley Road), and to prevent obstructions occurring in Rookery Avenue, which in practice this would remove only a small percentage of the parking. No further comment was received from the objector.
10. The other comment was that the proposal did not go far enough and should protect Caspian Close.
11. No complaints had previously been received about parking in Caspian Close and it did not appear necessary to restrict parking in this cul de sac. In any event experience shows that restrictions in areas such as this leads to objections for other reasons.
12. This location will be monitored after the restrictions have been introduced, with a view to taking further action if it becomes appropriate to do so.

### **Conclusion**

13. It is recommended that the proposed waiting restrictions are implemented as advertised and shown at Appendix A.

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