

# 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

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### 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.