

# 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 – Upper Spinney, Warsash</b>
<b>Report of:</b>	Director of Environmental 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 amend a length of waiting restrictions and to obtain authorisation to implement a Traffic Regulation Order.

**Executive summary:**

In response to concerns received, this report proposes a change to the existing waiting restrictions in Upper Spinney.

**Recommendation:**

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

**Reason:**

To address concerns raised by residents about parking in this residential cul de sac.

**Cost of Proposals:**

The cost of the proposal will be met by the Traffic Management Budget

**Risk Assessment:**

There are no identified risks associated with this proposal.

**Appendices** Appendix A : Scheme drawing

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### Executive Briefing Paper

**Date:** 2 July 2014

**Subject::** Traffic Regulation Order – Proposed Waiting Restrictions – Upper Spinney, Warsash

**Briefing by:** Director of Environmental Services

**Portfolio:** Public Protection

#### Supporting Information

##### Background

1. Waiting restrictions were introduced into Upper Spinney (and other roads) in this location in 2011, to address concerns about excessive and obstructive parking, which has been attributed to students from the nearby Warsash Maritime College.
2. The waiting restrictions that are currently in place in Upper Spinney were introduced in the northern (open) end of the cul de sac to address the parking concerns at the time, and in this they have been successful. However, further parking is now occurring in the closed end of the cul de sac which causes difficulties with turning movements and inconvenience to residents wishing to access their driveways.
3. The existing restrictions apply for two hours in the morning (10am to Midday) and two hours in the afternoon (2pm to 4pm). This was designed to prevent all day parking by non-residents, while allowing parking in between these times for residents and their visitors.
4. It is now proposed to reduce the restricted periods to apply 10am to 11am and 2pm to 3pm only, which should still prevent all day parking but allow additional unrestricted times for residents and their visitors.
5. It is also proposed that these restrictions are extended throughout the remainder of the cul de sac, with the turning area at the southern end being subject to a prohibition of waiting at all times, in order to keep the turning area free from obstructions.

## **Consultations**

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

## **Representations**

8. These proposals were notified to all residents in the cul de sac by letter in December 2013. A site meeting with residents was also held, which was attended by Councillor Cartwright as Ward Member, and also by representatives from the Police.
9. Most residents expressed support for the proposals, with the exception of two households which lie within the length that is already restricted.
10. A meeting was held with these householders, attended by the Traffic and Design Manager and the Head of Parking and Enforcement. It was noted that both properties had off road parking facilities for at least two vehicles.
11. Both householders asked that the restrictions outside their frontages could be removed altogether. This request was discussed at some length including that removal of the restrictions would leave them vulnerable to all day parking by others, but they were willing to accept this.
12. Nevertheless, it is only practical to provide TROs on a community basis, and in a short cul de sac such as Upper Spinney, the restrictions need to be provided as a single scheme to suit the wishes of the majority. It was on this basis that the proposals were advertised.
13. The proposal was formally advertised in May 2014 and one further comment was received in objection to the proposal, from someone who did not live in Upper Spinney but wished to park there. Their objection is outnumbered by the majority of the residents themselves who are in favour of the proposals.

## **Conclusion**

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