

FAREHAM

BOROUGH COUNCIL

Report to the Executive Member for Public Protection for Decision

Portfolio:	Public Protection
Subject:	Traffic Regulation Order - Proposed Waiting Restrictions – Hispano Avenue, Whiteley PO15 7DS
Report of:	Director of Operations
Strategy/Policy:	
Corporate Objective:	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 at junction areas along Hispano Avenue and to obtain authorisation to implement a Traffic Regulation Order.

Executive summary:

This report considers the reasons for proposing waiting restrictions along Hispano Avenue.

Recommendation:

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

Reason:

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

Cost of Proposals:

The cost of the proposals will be met by Fareham Borough Council's Traffic Management budget.

Risk Assessment:

There are no identified risks associated with this proposal.

Appendices Appendix A: Scheme drawing – as publicly advertised
Appendix B: Responses to public consultation
Appendix C: Scheme drawing – as recommended

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Executive Briefing Paper

Date: 24 May 2017

Subject: Traffic Regulation Order - Proposed Waiting Restrictions – Hispano Avenue, Whiteley, PO15 7DS

Briefing by: Director of Operations

Portfolio: Public Protection

Supporting Information

1. Hispano Avenue runs in a south-easterly direction from Yew Tree Drive in Sarisbury. It is a cul de sac which also serves a number of other residential streets. At the eastern end of the cul de sac there is a footpath to Gull Coppice where there are a number of shops, businesses and a school.
2. Complaints have been received about parking in the eastern section of Hispano Avenue, opposite to numbers 6-12 which lie on the southern side of the road. The northern side of the road here is adjacent to a wall which some drivers perceive as a suitable place to park, however this reduces the available road width for the householders living opposite to access their driveways, as well as being unsightly.
3. With regard to the drivers responsible for this parking, comments have been received from local residents, and observations have been made by Fareham Borough Council officers. These have revealed that this parking is from a number of sources including residents from nearby houses, commuters to the shops and businesses located in Gull Coppice, and parents taking children to and from the school which is also located in Gull Coppice.
4. In order to address the complaints, initial proposals were drawn up to prohibit parking in the area of concern, for one hour in the morning and another hour in the afternoon, to prevent all day parking. In order to guard against the risk that parking would just displace to the next available location, these restrictions were extended into the whole of Hispano Avenue to the east of Java Drive.
5. These proposals were presented to all households along the affected lengths by means of a letter drop, in an attempt to ascertain the level of support. The responses which were received were mixed with similar numbers in support and in opposition.

6. One of the considerations was that in order for it to be justifiable to take this forward, there should be a strong majority in support, but the outcome of this first consultation did not produce a strong majority support. It was therefore decided in consultation with the Ward and County Members, to revise the proposals to include the junction areas only. This was presented to all of those who had responded to the letter drop, and many of them responded again.
7. There was a clear feeling this time, that these reduced proposals no longer addressed the original concern and so after further consideration it was agreed to reinstate some of this initial proposal. This took into account comments which indicated that some of those on the southern side of the road would like their accesses to be kept free from restrictions, in order to retain a facility for parking for their own visitors.
8. It was therefore agreed to publicly advertise the proposals as shown at Appendix A.

Consultations

9. The Police, Ward and County Councillors were consulted on the proposals as shown at Appendix A and expressed their support.
10. The Statutory Consultees were consulted and no objections were received.

Representations

11. The proposal was advertised in March 2017 and 27 responses were received, these are summarised at Appendix B.
12. Just 9 of these responses expressed support for these proposals, with a further 2 expressing support with reservations. This leaves 16 in opposition, which conclusively shows no clear majority in support.
13. To summarise, a number of options have been explored and it is clear that with or without the one hour restrictions opposite to Nos. 6-12, the feelings among the community are mixed. Many strong feelings have been expressed both for and against the proposals, but the main views in opposition were due to the risk of displacement of the parking to other locations, and the lack of necessity for any restrictions here when there are no major safety concerns directly associated with the existing parking.
14. This latter point is underlined by reservations expressed that even if parking were to be prohibited here, this would not offer any certainty, or even any notable likelihood of reducing the circulating movements of vehicles involved in trips to and from the school. This is not least because parents dropping off and collecting children would still legally be able to do so on lengths of road where waiting restrictions apply.
15. Taking all comments into consideration, most of those in opposition were concerned about the proposals for the part time restrictions, however there was very little opposition to the proposals for double yellow lines around the junction areas.

Conclusion

16. In conclusion it would be beneficial to take advantage of this having been investigated and advertised, and introduce the prohibition of waiting in the junction areas, but to discontinue the proposals for any further restrictions.
17. Following site visits including with officers from Hampshire County Council (who have expressed an interest since they will be taking over the responsibility for Traffic Management in the Fareham area in the near future) the proposals for the double yellow lines could also be reduced a little in the vicinity of the northern arm of Hispano Avenue.
18. These reduced proposals are shown at Appendix C and it is recommended that the waiting restrictions are implemented as at Appendix C.