

CABINET (TRAFFIC AND PARKING) COMMITTEE

5 March 2014

TRAFFIC REGULATION ORDER FOR PROPOSED PROHIBITION OF WAITING –
PARKWAY, WHITELEY

REPORT OF ASSISTANT DIRECTOR (BUILT ENVIRONMENT)

Contact Officer: Corinne Phillips Tel No: 01962 848 326

RECENT REFERENCES:

None

EXECUTIVE SUMMARY:

In 2004 a Traffic Regulation Order was introduced on various areas of Parkway to regulate the on-street parking occurring as a result of commuters working in the Business Park. Double yellow lines were introduced to prevent parking around junctions and accesses on Parkway, whilst still allowing a substantial amount of unregulated on-street parking. Over the years, due to an increased number of employees accessing the Business Park, the parking situation has worsened. Most of Parkway is wide enough to accommodate parking on both sides of the road and still allow a two way flow of traffic. However the exception to this is one length of road between the two roundabouts on the eastern link. At this location parking on both sides of the road restricts traffic flow to one lane and, as this is also a bus route, the congestion caused is problematic with vehicles having to reverse back some considerable distance to allow oncoming vehicles to pass.

There have been a number of complaints received from employees and businesses in the vicinity of the parking problem and it is proposed to introduce double yellow lines to remove parking from one side of the road which would allow the free flow of traffic in both directions. The proposal has the support of the local Ward Members, the Police and the County Councillor. Following the public consultation period ten letters of objection and one letter of support were received which are summarised in Appendix D to this report.

RECOMMENDATIONS:

- 1 That a prohibition of waiting be introduced as detailed in the schedules to the draft Order
- 2 That the Head of Legal and Democratic Services be authorised to make the necessary Order.

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5 March 2014

TRAFFIC REGULATION ORDER – PROPOSED PROHIBITION OF WAITING PARKWAY WHITELEY

REPORT OF ASSISTANT DIRECTOR (BUILT ENVIRONMENT)

DETAIL:

1 Introduction

- 1.1 In 2004 a Traffic Regulation Order was introduced to prohibit parking around various junctions and accesses on the business park at Parkway, Whiteley. The parking that occurred on-street was caused by commuters, but at the time, this only affected a limited area as not all the premises which now exist on the business park were built or fully occupied. The on-street parking was not removed completely but double yellow lines were introduced in specific problematic areas to prevent the obstruction of sight lines from the various accesses on to the road and at the junction of Leafy Lane. Most of Parkway is wide enough to accommodate a two-way flow of traffic, even with parked vehicles on both sides of the road, apart from a section of road at the eastern end between the two small roundabout junctions.
- 1.2 As more office buildings were constructed and occupied, the on-street parking increased. Although there are a number of large car parks alongside the various business units, it has long been recognised that many of these are not fully utilised. However these are privately owned car parks and Winchester City Council has no jurisdiction over their use. The City Council does not own any of the land on the business park. Only the public highway comes under the control of Hampshire County Council, with the on-street parking being managed by Winchester City Council under the Agency Agreement.
- 1.3 In recent years the parking situation on-street has worsened and is also affecting the adjacent residential area of Leafy Lane. A proposal has also been advertised for weekday restrictions on Leafy Lane which did not receive a high number of objections and is being progressed separately. The proposal for Parkway will introduce double yellow lines on one side of the road as shown on plan number 810402/18/002 (Appendix A). This particular stretch of Parkway is narrower than the other areas of the road, and with parking occurring on both sides of the carriageway, traffic can only proceed in single file. (See Photos in Appendix B). The proposal will introduce double yellow lines along one side of the road which will allow a two way flow of traffic. This will remove parking for approximately 35 vehicles but will only stop on-street parking where it is necessary to allow the unhindered flow of traffic. The situation would be monitored post implementation to assess the impact of the displaced vehicles. The 'dead end' road leading down to the National Air

Traffic Control Centre will also be subject to double yellow lines on one side of the carriageway. However, due to unofficial signing placed along the grass verge on the stretch of road, parking currently only occurs on the western side of the road and therefore the yellow lining will formalise the existing arrangement.

2 Consultations and Objections

- 2.1 The proposal was formally advertised on 19th June 2013 for a period of four weeks (see Appendix C). In response to the public advert 11 letters were received, of which 10 objected to the proposal and one was in support. The objections are summarised in Appendix D.
- 2.2 All of the objectors focussed on the lack of off-street parking on the Business Park. However, there are numerous car parks on the Business Park which have space available, but access to them appears to be managed and controlled which means that not everyone working there can park on site. The off-street car parks are in private ownership and not under the control of Winchester City Council. Those employees who are not given permission to park in an off-street car park therefore park on-street and expect to do so, despite the congestion this causes, as explained above. On-street parking has been allowed to continue where it does not cause a highway problem, but this seems to have resulted in an expectation that parking should be provided by Winchester City Council rather than the individual businesses taking responsibility for their own staff parking.
- 2.3 In conclusion, whilst it is acknowledged that imposing parking restrictions will prevent some workers parking on-street in Parkway it is considered expedient to make this Order for highway safety reasons. The situation in the wider area will need to be reviewed if displaced parking causes problems elsewhere in Whiteley.

OTHER CONSIDERATIONS:

3 COMMUNITY STRATEGY AND PORTFOLIO HOLDER PLANS (RELEVANCE TO):

- 3.1 The proposal is in keeping with the Community Strategy in its attempt to provide a high quality environment and safe and strong communities.

4 RESOURCE IMPLICATIONS:

- 4.1 The cost of implementing the Traffic Regulation Order and the associated lining work will be covered by the Traffic Management agency agreement with Hampshire County Council. It is estimated that the cost of the lining will be in the region of £300.

5 RISK MANAGEMENT ISSUES

- 5.1 Risks are fully considered as part of assessment process of all Traffic Regulation Orders. The changes proposed are not believed to represent significant risk. There will be a displacement of vehicles to other areas in the business park, and possibly further away, and any detrimental effects will be monitored. If necessary additional waiting restrictions in the affected roads will be added to the Traffic Regulation Order requests for future review.

BACKGROUND DOCUMENTS:

None

APPENDICES:

Appendix A – Plan of Proposals 810402/18/002

Appendix B – Photographs of parking situation

Appendix C – Proposal notice

Appendix D – Objections and comments

Appendix A.



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KEY
 PROPOSED DOUBLE YELLOW LINES



NATIONAL AIR TRAFFIC SERVICES

REV.	Description	Date	Drawn
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Winchester
City Council

OPERATIONS GROUP
 ACCESS & INFRASTRUCTURE
 City Offices
 Colebrook Street
 Winchester,
 SO23 9LL



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Project:
 TRAFFIC ORDERS CURRENT SCHEMES
 LEAFY LANE & PARKWAY, WHITELEY

Title:
 PROPOSED DOUBLE YELLOW LINES

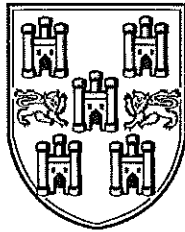
Scale: 1:2500 @ A3	Date: 14/11/12
Drawn: MCS	Checked:
DRG. No. 810402/18/002	Status:

Appendix B



Appendix B





Winchester

City Council

TRAFFIC REGULATION ORDER

Notice of Proposals of making of Road Traffic Regulation Order Affecting the District of Winchester City Council

Winchester City Council as agents for Hampshire County Council proposes making the undermentioned road traffic regulation order:-

THE HAMPSHIRE (VARIOUS ROADS WHITELEY)(PARKING PLACES AND RESTRICTION OF WAITING)ORDER 2004 (VARIATION NO.3) 2013

The effect of this order will be to introduce further no waiting areas in Parkway and Leafy Lane

Road Name	Side	Description
Parkway	East	No waiting at any time on that length of Parkway between the southern roundabout junction (intersection of Parkway South and Parkway East) in a northerly direction for a distance of 550 metres (to the turning head)
Parkway	West	No waiting at any time on that length of Parkway from a point 230 metres north of the northern roundabout junction (intersection of Parkway North and Parkway East) for a distance of 30 metres north and then 7 metres east thereof.
Leafy Lane	Both	No waiting Monday to Friday 8 am to 6pm from a point 150 metres south of the junction with Parkway to the junction of Bleriot Crescent

FURTHER DETAILS:

A copy of this notice, the proposed orders, maps showing the location and the effect of the proposals, a statement of reasons and the order to be varied may be inspected during usual office hours at the following place:-

- City Offices, Colebrook Street, Winchester, SO23 9LJ

A copy of the proposed order and location map are available to view online at:

www.winchester.gov.uk/roads-highways/traffic-regulation-orders

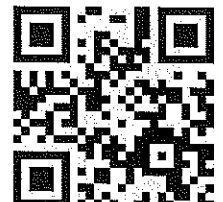
OBJECTIONS AND REPRESENTATIONS: All objections and other representations in respect of this proposal must state the grounds on which they are made, and be received by 17th July 2013.

Objections and representations may be sent to the undersigned by:

- Email to tro@winchester.gov.uk
- In writing to the undersigned below

Dated this 19th day of June 2013

H. N. Bone,
Head of Legal Services
Winchester City Council
City Offices
Colebrook Street
Winchester
Hampshire
SO23 9LJ



Scan to view details of TRO'S
currently proposed by WCC

Appendix D

Table of Objections – Proposed No waiting (at any time) Parkway Whiteley

Reference	Summary of Objection	Comments
1	Supports the Proposal	
2	The yellow lining will just move the parking elsewhere and does nothing to solve the lack of parking on the Business Park	<p>1) Overall there are plenty of parking spaces in the car parks but each business would appear to have a certain allocation for staff, over which Winchester City Council has no control.</p> <p>2) The yellow lining has been proposed to address the safety issue of parking on both sides of the road which has effectively narrowed a long distance of public carriageway to one width.</p>
3	There is insufficient parking on the Business Park. There is insufficient off-street parking allocated for the particular business where the objector works and a new car park should be built.	<p>See Comment 1) above</p> <p>3) The particular business from which most of the objections originated does have very little off-street space but it is recommended that this be address by the business itself to explore ways to help their employees find spaces other than on the highway.</p> <p>4) The land beyond the highway is not within the ownership or control of the Local Authority.</p>
4	There is no need for yellow lining. The road is wide enough for large vehicles to drive down the centre of the road between the parked cars and there have not been any accidents.	<p>5) The parking on both sides of the carriageway now extends for the whole length of the road, apart from where the bus stops are located. (see Appendix</p>

		<p>C) This forces oncoming traffic to reverse a long way to allow other vehicles, including buses, to pass. This is not a particularly desirable manoeuvre in terms of road safety.</p>
5	<p>Off-Street parking on the business park is inadequate. Displaced vehicles will move to other areas on the business park. There are poor public transport links so driving to work is the only option.</p>	<p>See Comment 1) above 6) Displaced vehicles will be forced to find spaces elsewhere on the business park and although there are a few on-street spaces available on other areas of Parkway this will not be enough to absorb the number of vehicles prevented from parking by the double yellow lines. Displacement will therefore be monitored and further action may be needed</p>
6	<p>Alternative parking provision should be provided before yellow lines are introduced. There is a large area of tarmac further down the road which can be turned into a car park.</p>	<p>See Comment 4) above 7) There is no area of hard standing within the highway boundary that can be used for parking</p>
7	<p>There is insufficient parking on the business park and the roadside verges should be converted for parking or a multi-storey car park provided. Staff from the new Shopping Centre, are also parking in Parkway to avoid paying for parking.</p>	<p>See Comment 1) above 8) The land beyond the footway is not part of the highway so any road widening would remove the footway and not be cost effective 9) Most of the staff Parking issues which occurred when the Shopping centre first opened have been addressed and staff have been given more permits</p>

	Public transport is inadequate	10) Some of the larger companies have arranged buses to take employees from Swanick station and back but apart from local buses public transport can't cover all the numerous locations from where the employees originate.
8	Introducing double yellow lines on this section of road would create problems elsewhere. There is no alternative public transport. The road should be widened	See Comment 6) above See Comment 9) above 11) There are no funds available to widen the road to accommodate commuter parking
9	The parking problems have increased in the last 10 years caused by the Council allowing more offices to be built without sufficient parking. The verges should be turned in to parking bays or a car park built on the land next to Wentworth House	See Comment 1) above See Comment 4) and 10) above
10	The proposal will not solve the lack of parking on the business park. The grass verges should be made in to parking bays. The remaining undeveloped land should be used to provide parking	See Comment 1) above See Comment 4) and 10) above
11	The off-street parking for Wentworth House is insufficient for the staff that work here, who are then forced to park on-street.	11) Parking for Wentworth House is very limited but the companies occupying the building have seemingly done little to try to resolve the problem. There is a general expectation that employees can park on the public highway

	<p>Staff from the Shopping Centre now park in parkway. The car park near the Solent Business Centre has lots of spaces but there are clamping signs in place. A general car park should be provided.</p>	<p>See Comment 8) above</p> <p>12) This car park is privately owned and there is no Council owned land beyond the highway for a general car park.</p>
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