

REPORT TITLE: PROPOSED PARKING RESTRICTIONS, VARIOUS ROADS, WHITELEY

17 DECEMBER 2018

REPORT OF PORTFOLIO HOLDER: ENVIRONMENT – CLLR WARWICK

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WARD(S): WHITELEY

PURPOSE

This report provides the background to the proposed introduction of parking restrictions on various roads in Whiteley, which when advertised, received 26 objections and three letters of support. The report sets out the reasons for proposing the restrictions and considers the objections which were received.

RECOMMENDATIONS:

1. That the proposal for double yellow lines on Parkway, Rookery Avenue, Whiteley Way and Solent Way, Whiteley be approved, as advertised.
2. That the Head of Legal Services (Interim) be authorised to make the Order in accordance with the advertised proposal

IMPLICATIONS:1 COUNCIL STRATEGY OUTCOME

- 1.1 The proposal is in keeping with the Council's Strategy "Improving the quality of the District's environment" outcome in attempting to improve traffic management and road safety for all road users and in particular for vulnerable road users.

2 FINANCIAL IMPLICATIONS

- 2.1 The cost of progressing and implementing the Traffic Regulation Order for the proposed yellow lining will be met from within existing budgets and from a developer's contribution linked to a planning permission (Lidl food store by Solent Way) received by Hampshire County Council and transferred to Winchester City Council.

3 LEGAL AND PROCUREMENT IMPLICATIONS

- 3.1 None

4 WORKFORCE IMPLICATIONS

- 4.1 Enforcement is already undertaken periodically in Whiteley, and as the parking restrictions will apply at all times, any tickets required to be issued can be done so during these routine visits.

5 PROPERTY AND ASSET IMPLICATIONS

- 5.1 None

6 CONSULTATION AND COMMUNICATION

- 6.1 The City Council is engaging with ward members, the Portfolio Holder for Environment and Whiteley Town Council and businesses, via Whiteley Business Forum, regarding parking issues. The need for further parking restrictions and potential for increasing off-street parking options has been discussed a number of times with the Town Council and had been raised as an item on the agenda at the Business Forum meetings held on 28 July 2018 and 23rd November 2018 which was attended by representatives from the City Council and some of the local businesses. This work is on-going as the City Council acknowledges that simply introducing further waiting restrictions alone will not resolve the parking issues evident in Whiteley.
- 6.2 The Town Council was consulted on the proposals as were the Police and County Councillor Huxstep. The Police and Town Council confirmed that they had no objections to the proposal and Councillor Huxstep has not raised any objections.

6.3 The proposed parking restrictions were advertised between the 27 September 2018 and 26 October 2018. Notices were posted on-street in the immediate vicinity of the proposal and published in the Mid-Hants Observer. Details were also placed on the City Council website and held on deposit in the City Office reception. The Town Council also sent notification of the proposal to the contacts that attend the Business Forum.

6.4 In response to the advertisement, 29 representations were received. Of those, 26 were objections with 3 supporting the proposed order. The comments and objections are tabulated in Appendix 3. It is not unusual to receive negative comments rather than positive feedback to the advertisement of parking restrictions.

7 ENVIRONMENTAL CONSIDERATIONS

7.1 The proposed waiting restrictions (double yellow lines) seek to improve the environment for non-motorised road users, and in particular vulnerable road users such as pedestrians and cyclists. Removing the parked vehicles which cause an obstruction on the shared footway/cycleway on the north western side of Solent Way will create a safer environment. Improving the sight lines at the junctions will also improve the visibility for motorists.

8 EQUALITY IMPACT ASSESSEMENT

8.1 None

9 DATA PROTECTION IMPACT ASSESSMENT

9.1 None required

10 RISK MANAGEMENT

10.1 See table below

Risk	Mitigation	Opportunities
<i>Property</i>	N/A	N/A
<i>Community Support</i>	N/A	N/A
<i>Timescales Delayed timescale could increase the likelihood of more complaints and possible accidents</i>	Introduction of restrictions should reduce complaints and the likelihood of accidents occurring	Local businesses incentivised to take steps to engage in discussions to look at ways to address wider parking issues.
<i>Project capacity</i>	N/A	N/A
<i>Financial / VfM</i>		
<i>Legal Possible legal challenge if restrictions required by the Lidl development are not implemented</i>	Ensure restrictions required by the Safety Audit in relation to the development are	

	introduced in accordance with the proposed TRO.	
<i>Innovation</i>	N/A	N/A
<i>Reputation</i> <i>Continuing to allow the current level of on-street parking will perpetuate obstruction and potential safety issues which could damage the reputation of the City Council.</i>	The introduction of restrictions at this stage will ensure that the traffic is appropriately managed and will help to accommodate continuing development in Whiteley without compromising highway safety.	
<i>Other</i> <i>The existing parking creates safety issues for other road users particularly pedestrians and cyclists</i>	The safety concerns will be addressed by the proposed TRO for vulnerable road users in particular.	There will be more incentive for local walking and cycling journeys

11 SUPPORTING INFORMATION:

Background

- 11.1 For a number of years the development of office and business units at Whiteley has increased as Solent Business Park nears completion, and this, coupled with greater occupancy levels, means that there has been a significant increase in on-street parking. The on-street parking has continued to generate complaints from both businesses on Parkway and Solent Way and residents in the area. This particularly focussed on parked vehicles very close to the roundabout of Parkway and Whiteley Way, including vehicles parking in the left turn filter lane leading up to the M27 junction 9. More recently however there have been increasing numbers of complaints regarding the volume of parking occurring on Solent Way, especially in relation to cars parked partially or completely on the shared footway/cycleway.
- 11.2 The on-street parking has been monitored for over a decade and periodically double yellow lines have been introduced in the areas worst affected by parked vehicles. For example, restrictions have been made on Parkway to prevent the obstruction of sight lines for the various junctions and to aid the movement of traffic around the business park. There still remains however, a significant amount of on-street parking on Parkway. Parkway has historically attracted the most parking complaints which is probably due to it being located in the more established area of the business park. .
- 11.3 Solent Way is a more recently developed area of the business park which has smaller offices than Parkway and some industrial units. It was adopted by Hampshire County Council approximately two years ago, and originally had

few parking issues as there were only small office units on one side of the road. However as the industrial units were developed and occupied, the parking increased significantly and complaints were received by the City Council and County Council from some of the businesses on Solent Way. The parking issues were exacerbated by the introduction of yellow lines by the land owners (without a Traffic Order) on the privately owned access roads leading to the car parks next to the industrial units. There were also complaints from pedestrians and cyclists using a shared footway/cycle link from Parkway through to Rookery Avenue. This footway and cycleway link is used by school children to the rear of Whiteley Primary School, accessed from Yew Tree Drive. (See location plan in Appendix 1)

- 11.4 Due to the significant number of complaints for both locations and the involvement of the Police with issuing tickets for obstruction, it was decided that further restrictions would be required, which would tackle all the problem areas that had attracted complaints. (See photographs in Appendix 4)
- 11.5 The decision to take forward further parking restrictions was also prompted by the granting of planning permission for a Lidl Store on Solent Way close to the roundabout with Rookery Avenue. The Safety Audit for the store required that double yellow lines be provided to ensure that the sight lines for delivery vehicles and store customers were not impeded by parked vehicles. Parking was already occurring at the location of the new store access and up to the roundabout junction of Rookery Avenue. This requirement for double yellow lines was therefore included in the wider proposal for Parkway, Rookery Avenue and Parkway.

Details of Proposal

- 11.6 The proposal for double yellow lines is detailed on plan number 810402/365 (Appendix 2) The double yellow lines are proposed to remove all the parking in the vicinity of the Parkway South Roundabout, and on Rookery Avenue to prevent the displacement of parking. The junctions and accesses on Solent Way will have yellow lines to prevent the obstruction of the sight lines and to enable clear visibility for the pedestrian/cycle route. This will include the access to Lidl which was required to have restrictions on the visibility splays. Also highway improvements are currently being undertaken on Rookery Avenue as part of the development which will aid pedestrian movements. Several lengths of unrestricted areas on Solent Way will allow some on-street parking to remain, as removing the parking completely would be likely to increase vehicle speeds and the Council has no objection with on-street parking where it does not cause safety and other problems. These unrestricted areas will accommodate approximately 25 cars.

Objections raised

- 11.7 The objections and comments received are tabulated in Appendix 3.
- 11.8 All of the objections raised specified a lack of alternative parking for those working in Whiteley or visiting the businesses and the lack of public transport.

However observations of the parking areas to the rear of the industrial units on the north western side of Solent Way and the office units on the south-eastern side of Solent Way have identified parking areas which appear to be underused (See photographs in Appendix 4). Although these may not be leased specifically to the units whose occupiers are concerned about a shortage of parking, the assumption that the public highway can be relied upon to provide car parking is not supported in locations where it causes safety issues. , Parking on the highway has been tolerated for a number of years now, but this has eventually resulted in inconsiderate parking including the blocking of the footway/cycleway and tactile paving and completely obscuring the visibility splays. Action therefore is needed to impose controls in the areas where vehicles would otherwise be permitted to park. (See photographs in Appendix 4)

- 11.9 The requests in some of the objections for an alternative parking provision provided by the Council is not deliverable at this time, as the City Council does not own any suitable land at Whiteley to enable a car park to be built. Discussions have previously been held with representatives from the City Council and a number of the businesses at Whiteley to explore whether occupiers of premises on the business park would be willing to commit to parking staff vehicles in a car park provided by the Council. There was little enthusiasm for this so the Council did not progress this option. However, in the light of this proposed TRO, some of the businesses have come forward to express a desire to explore alternative parking off-street provision. As explained above therefore (Section 6) this will be pursued further in the coming months.
- 11.10 There are some public transport links to Whiteley, which include buses from Southampton and Fareham, as well as a train link from Southampton, Fareham and Portsmouth. Swanwick train station is the closest train station to Whiteley, but is approximately a 20-25 minute walk away. Public transport is not as convenient as journeys by car, but this is a commercial operation and without an increased demand there is unlikely to be an increase in the services to Whiteley.

Conclusion

- 11.11 The City Council recognises the parking difficulties in Whiteley, and the potential this has to create tension between residents and commuters where restrictions are introduced which can lead to displacement of vehicles to local areas of housing. For this reason there has been restraint in the past regarding the introduction of parking restrictions. However, any attempts made to engage the various businesses in finding an alternative solution have so far been met with a lack of commitment. The land owners have themselves placed double yellow lines on the privately owned access roads to the individual units, which is likely to have exacerbated the parking problems on the highway.

11.12 The need for restrictions to prevent obstructive parking and to enable further development to occur without harming highway safety has now led to the proposed restrictions which is, at present, the only course of action that the City Council is able to take to reduce ongoing complaints and address safety concerns.

11.13 However, it is planned to engage in further discussions with the Town Council, members, land owners and businesses who are receptive to finding a solution to the parking issues experienced around the Solent Business Park and neighbouring areas. However in the short term the issues regarding the obstruction caused by the current parking need to be addressed by introducing waiting restrictions.

12 OTHER OPTIONS CONSIDERED AND REJECTED

12.1 Introducing a parking restriction on one side of Solent Way only, effectively allowing parking to remain on the other side was considered. However as there is a shared footway and cycleway on the northern side of the road, which currently has parked cars obstructing it, this would have to be where the restrictions are placed. The southern side of the road also has several accesses and a pedestrian cross over point. Yellow lines were also required for the Lidl development on the southern side of the road. It was therefore more appropriate to protect the entrances and allow parking to occur where there would not be any obstruction of visibility or of the tactile paving where the pedestrians and cyclists cross Solent Way.

BACKGROUND DOCUMENTS:-

Previous Committee Reports:-

None

Other Background Documents:-

Stage 1/2 Safety Audit Report –Prepared by Mayer Brown on behalf of Lidl dated February 2018

APPENDICES:

Appendix 1 – Location Plan

Appendix 2 – Plan of Proposed Double Yellow Lines

Appendix 3 – Table of Objections

Appendix 4 – Photos of location and parking