



Basingstoke  
and Deane

## **Proposed Traffic Regulation Wade Road and Armstrong Road areas**

**Cllr Ruffell, Cabinet Member for Planning and Infrastructure**

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<b>Report to</b>	<b>Portfolio Holder report for decision</b>
<b>Ward(s):</b>	<b>Norden</b>
<b>Key Decision:</b>	<b>No</b>
<b>Appendix 1:</b>	<b>Scheme drawings</b>
<b>Appendix 2:</b>	<b>Summary of comments received</b>

### **Papers relied on:**

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**Foreword - Cllr Ruffell, Cabinet Member for Planning and Infrastructure**

#### **Recommendation to Cabinet Member:**

It is recommended that;

- the proposed traffic regulation order is implemented as advertised and;
- objectors, frontages and previous consultees are advised accordingly.

## **Background, corporate objectives and priorities**

This report advises the Cabinet Member for Planning and Infrastructure of the outcome of the public advertisement of a proposed traffic regulation order to introduce new parking controls and where necessary, formalise existing double yellow lines and recommends a way forward. This links to the key priorities of the Council Plan by improving resident's quality of life and environment and creating neighbourhoods where people feel safe and want to live.

## **Main considerations**

### **1 Executive summary**

- 1.1 As a result of concerns expressed by residents and local businesses officers have developed a traffic regulation order to better manage parking in two business parks, one in the Wade Road area (Kingsland Business Park) and the other in the Armstrong Road area (Daneshill East Industrial Estate).

### **2 The proposal**

- 2.1 Both Kingsland Business Park and Daneshill East Industrial Estate are busy commercial areas. Large vehicles associated with the businesses frequently use the roads and it is imperative that junctions and accesses are kept clear of parked vehicles to maintain visibility and the flow of traffic.
- 2.2 Some of the access roads in Kingsland Business Park are privately owned and managed by a private company. The private management company recently received complaints about parked vehicles causing access problems. In response they installed double yellow lines. By mistake they installed double yellow lines on both the roads they maintain and also roads adopted as public highway. This traffic order proposes to formalise some of the necessary double lines installed by the management company on the highway. The management company has been asked to remove the double yellow lines that it installed in Bilton Road that are not considered necessary and to allow for some on-street parking.
- 2.3 The scheme drawings can be found at Appendix 1.

### **3 Key issues for consideration**

- 3.1 Under the terms of our traffic management agency agreement with Hampshire County Council (HCC) this council has powers to deal with on-street parking. The small budget that is provided by HCC for the purpose of introducing new parking controls means that priority has to be given to sites that suffer from the worst road safety and/or traffic congestion. Every request for parking controls is investigated and assessed. There are a number of factors that are considered when conducting an assessment of a road and/or area. These include whether the existing parking situation is dangerous and/or impedes traffic flow, the characteristics of the road and the local environment, the likely cost of any solution and its effect on the environment, the level of enforcement to be expected, any links to other local initiatives and the level of local concern. Priority is generally given to schemes that would be beneficial to road safety and/or traffic flow and these are then considered for inclusion on the annual works programme.

## **4 Options analysis**

4.1 Options considered in relation to requests for traffic management measures are as follows:

- 'Do Nothing' if, after on-site survey and assessment, the problem is considered to be minor and not justifying the imposition of parking controls.
- Introduce a prohibition of waiting at any time if there are concerns regarding road safety and/or traffic congestion.
- Introduce timed or permit parking controls to suit specific parking difficulties.

## **Corporate implications**

### **5 Legal implications**

5.1 The legal impacts of this report relate to the statutory procedure for traffic regulation orders which are undertaken by Legal Services and include the making of the order in accordance with the recommendations of this report. This will involve further publicity requirements including a press notice, in accordance with statutory requirements.

### **6 Financial implications**

6.1 The estimated cost of implementing the proposed parking controls would be approximately £5000. This cost will be met from an additional budget provided by Hampshire County Council.

### **7 Risk management**

7.1 A risk assessment has been completed in accordance with the council's risk management process and has identified no significant (Red or Amber) residual risks that cannot be fully minimised by existing or planned controls or additional procedures.

### **8 Equalities implications**

8.1 When considering the impact of the proposals on the protected characteristics groups, and the implications for the Public Sector Equality Duty, it has been concluded that the changes would be generally positive for all road users who use cars or other vehicles. If agreed, the changes should be clearly communicated through a variety of channels and monitored for any unforeseen impact on any groups.

### **9 Consultation and communication**

9.1 In line with the statutory traffic regulation order making process the proposed traffic order was the subject of public advertisement via press notice and an objection period ran from 12 October to 3 November 2018. In addition notices and plans were erected on site.

9.2 In response to the public advertisement eleven people made comments on the proposals. All of these people are employed by the same company based in Kingsland Business Park. Some of these objectors may have

misinterpreted the proposal as there are double yellow lines on site where they are not proposed by this order and are awaiting removal by the private management company.

9.3 A summary of the comments received, together with the officer response to each point, is attached at appendix 2.

9.4 No comments were received to the proposals for Daneshill East Industrial Estate.

9.5 County and Borough Council Ward Members and Hampshire Constabulary were consulted prior to public advertisement of the proposals and no adverse comments were received at that time or during the consultation period.

9.6 Comments received following public advertisement have been brought to the attention of the Ward and County Members.

## **10 HR implications**

10.1 There are no HR implications arising from this report.

## **11 Conclusion, summary and reasons for the decision**

11.1 It is proposed to introduce the proposed traffic regulation order as advertised.

11.2 The parking controls will be monitored for six months after implementation. This will help to determine whether any additional controls or amendments to the order are necessary.

## **12 The options considered and rejected**

12.1 Options considered in relation to requests for traffic management measures are as follows:

- 'Do Nothing' if, after on-site survey and assessment, the problem is considered to be minor and not justifying the imposition of parking controls.
- Introduce a prohibition of waiting at any time if there are concerns regarding road safety and/or traffic congestion.
- Introduce timed or permit parking controls to suit specific parking difficulties.

**Date:**

**Decision taken by:** Portfolio Holder

<b>Lead officer</b>	Head of Environmental Services
<b>Report author</b>	Becky Poulter Ext 2754
<b>Version</b>	Final
<b>Dated</b>	November 2018
<b>Status</b>	Open
<b>Confidentiality</b>	It is considered that information contained within this report (and appendices) do not contain exempt information under the meaning of Schedule 12A of the Local Government Act 1972, as amended, and therefore can be made public.