

## **Rosebarn Lane Area: Monitoring/After Study**

Report of the Head of Highways, Capital Development and Waste

***Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.***

**Recommendation: It is recommended that:**

- (a) the content of this report be noted;**
- (b) no further action to be taken in respect of parking on Rosebarn Lane, Beech Avenue and Pennsylvania Road;**
- (c) the Impact of the restrictions to be reviewed by Local Members in 12 months time.**

### **1. Summary**

The report considers the results of the monitoring of the changes to the parking scheme within the Rosebarn Lane and neighbouring streets.

### **2. Background**

Since the introduction of the residents parking schemes on 1 February 2012 in the Beech Avenue and West Garth Road areas, a number of issues have been identified in the Rosebarn Lane area caused by an increase in parked cars. These issues were discussed by this committee at its meetings in April 2012, July 2012, November 2012, November 2013, January 2014 and at Member site meetings.

In January 2014 this committee agreed to implement additional restrictions in Rosebarn Lane and monitor the scheme for 6 months after its implementation (25 April 2014). In addition they agreed to review the use of the existing limited waiting in the area to identify if it was being used.

### **3. Investigations**

As part of the monitoring programme for the area during the 6 months period from April to October 2014, parking levels, traffic speed and collision data has been collected.

#### **Speed Surveys**

Vehicles speeds were monitored on Rosebarn Lane between 11 and 19 October 2014 inclusive.

The data shows that an average of 1,512 vehicles travel westbound each day with peaks in the evening around 5pm (191 vehicles in an hour, which equates to approx. 3 vehicles per minute). An average of 1,654 vehicles travelled eastbound each day with a peak in the morning around 8am (186 vehicles in one hour, which equates to approx. 3 vehicles per minute).

The same data shows that 85% of traffic is travelling westbound at a speed of 33.5mph or below and eastbound at a speed of 34mph or below. It is therefore considered that traffic speeds are acceptably compliant with the speed limit. This is because it is within the

acceptable tolerances set out in guidance published by the Association of Chief Police Officers.

It should be noted that any further removal/reduction of the parking by introduction of additional waiting restrictions is likely to increase speeds which will then require intervention either by physical measures or police enforcement to bring speeds back down to an acceptable level.

#### **Collision Data**

Data collected since 25 April to October 2014 indicates that there were no personal injury collisions recorded by the police.

#### **Parking Survey – Rosebarn Lane, Aldrin Road, Armstrong Road & The Fairway**

A number of parking counts have been carried out between April and October 2014. The results can be seen in Appendix I.

The data shows that parking levels are not considered excessive when compared with available spaces so there is no justification for any further amendments to the parking restrictions in the Rosebarn Lane area.

#### **Road Safety Audit**

A number of Minor Scheme Safety Assessments have been carried out to review the new restrictions and their effect on Rosebarn Lane and the surrounding roads. These assessments have not raised any safety concerns.

#### **Parking Survey – Limited Waiting**

A number of parking counts have been carried out between April and October 2014. The results can be seen in Appendix II. The data shows that limited waiting is being utilised by non-permit holders for its intended purpose. Therefore, no changes are proposed.

No changes to parking restrictions in Beech Avenue are proposed, as existing limited waiting is deemed to be appropriate. All other signing issues raised will be considered at a site meeting as agreed by Local member.

#### **4. Proposal**

Following further consultation with the local member and the result of the monitoring exercise it is recommended that no further action to be taken

#### **5. Financial Considerations**

There are no financial implications.

#### **6. Sustainability Considerations**

There are no sustainability implications.

#### **7. Carbon Impact Considerations**

There are no carbon impact implications.

## **8. Equality Considerations**

There are not considered to be any equality issues in regards to this scheme.

## **9. Legal Considerations**

There are not considered to be any legal issues in regards to these recommendations.

## **10. Risk Management Considerations**

There is a risk that some parking may still displace in to neighbouring streets.

## **11. Public Health Impact**

It is considered that there is no public health impact as a result of these recommendations within this report.

## **12. Options**

The option of implementing the further restriction on Rosebarn Lane is considered to be unsuitable as this would increase parking in the narrow neighbouring roads and remove parking on Rosebarn Lane that may increase the speed of through traffic.

## **13. Reason for Recommendation**

It is recommended that any further amendments will increase parking in the narrow neighbouring roads and increase speed on Rosebarn Lane.

David Whitton  
Head of Highways, Capital Development and Waste

## **Electoral Division: Duryard & Pennsylvania**

### Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
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Nil

**Appendix I  
To HCW/15/1**

Parking Survey Results

	Tue 29/04/2014 13:45	Tue 20/05/2014 15:20	Mon 02/06/2014 11:50	Thu 12/06/2014 11:30	Tue 24/06/2014 10:45	Tue 22/07/2014 15:30	Thu 31/07/2014 14:50	Fri 15/08/2014 13:20	Fri 29/08/2014 14:00	Wed 10/09/2014 12:10	Wed 17/09/2014 10:00	Mon 22/09/2014 10:30	Fri 03/10/2014 09:15	Fri 10/10/2014 10:50	Thu 16/10/2014 11:30	Mon 20/10/2014 15:15	Wed 29/10/2014 14:30	Average Parking Levels	Total No of Parking Spaces Available
<b>Rosebarn Lane</b>	18	34	41	11	8	6	3	8	3	10	19	12	12	15	17	12	11	<b>14.1</b>	<b>80</b>
<b>Armstrong Avenue</b>	8	16	14	6	12	10	10	16	16	16	18	18	16	11	12	12	16	<b>13.4</b>	<b>38</b>
<b>Aldrin Road</b>	8	17	13	14	6	15	13	15	15	16	9	18	16	14	13	10	13	<b>13.2</b>	<b>56</b>
<b>The Fairway</b>	8	8	10	10	5	3	6	5	3	5	5	4	5	3	5	4	6	<b>5.6</b>	<b>13</b>

Limited Waiting Survey Results

	Tue 29/04/2014 13:45	Tue 20/05/2014 15:20	Mon 02/06/2014 11:50	Thu 12/06/2014 11:30	Tue 24/06/2014 10:45	Tue 22/07/2014 15:30	Thu 31/07/2014 14:50	Fri 15/08/2014 13:20	Fri 29/08/2014 14:00	Wed 10/09/2014 12:10	Wed 17/09/2014 10:00	Mon 22/09/2014 10:30	Fri 03/10/2014 09:15	Fri 10/10/2014 10:50	Thu 16/10/2014 11:30	Mon 20/10/2014 15:15	Wed 29/10/2014 14:30	Maximum Demand	Total Number of Spaces Available
<b>Pennsylvania Road (North)</b>	1+2	0+2	2+3	1+1	0+1	RC	0+3	1+2	1+3	2+2	0+1	0+1	2+0	0+0	1+2	0+0	1+1	2+3	10
<b>Pennsylvania Road (South)</b>	0+2	0+3	1+0	0+2	1+1	0+1	0+1	1+0	1+2	0+1	0+1	0+2	1+1	0+1	1+0	1+1	1+0	1+3	2
<b>Rosebarn Avenue (East)</b>	1+0	0+0	0+0	0+0	1+0	1+0	0+0	0+0	0+0	1+0	1+0	1+0	0+0	0+0	1+0	0+0	0+0	1+0	4
<b>Rosebarn Avenue (West)</b>	0+2	0+1	1+1	0+1	1+2	0+5	1+3	2+0	1+1	0+4	0+2	1+2	0+1	2+0	0+1	0+3	1+3	2+5	7
<b>Rosebank Crescent (South)</b>	1+0	2+2	0+1	0+0	1+2	2+1	0+0	1+0	1+0	0+0	0+0	1+0	0+0	1+0	0+0	2+1	1+1	2+2	4
<b>Rosebank Crescent (North)</b>	0+0	0+0	0+0	0+0	1+0	0+0	0+0	1+0	0+0	1+0	0+0	0+0	3+0	1+0	0+0	0+0	0+0	3+0	3
<b>Sylvan Road</b>	0+0	0+1	1+0	2+1	1+0	0+2	0+1	0+0	2+0	1+1	2+2	0+2	0+2	0+4	1+2	1+2	1+2	2+4	5
<b>Maryfield Avenue</b>	0+1	2+1	0+4	0+0	1+0	0+0	1+1	2+0	0+0	2+0	1+0	1+3	1+2	0+2	0+2	0+2	0+0	2+4	5
<b>Oriole Drive</b>	0+1	1+1	0+1	1+1	1+1	0+1	0+2	1+2	0+2	0+1	0+0	0+0	1+0	0+0	0+0	0+2	0+2	1+2	7
<b>Beech Avenue</b>	0+2	0+2	0+1	0+3	1+1	0+2	0+2	0+1	1+1	0+1	0+3	0+3	0+2	1+2	1+1	0+2	0+2	1+3	5
<b>Higher Kings Avenue</b>	0+1	0+4	0+3	2+2	2+3	1+3	0+4	0+3	1+3	4+2	1+1	2+2	3+2	4+4	3+3	2+2	0+3	4+4	10

Note: 1<sup>st</sup> figure is the number of non permit holders in the bay. 2nd figure is the number of permit holders in the bay.

RC = Road Closed