

**EXECUTIVE MEMBER DECISION MAKING  
(PUBLIC PROTECTION)**

**Date:** Tuesday, 23 July 2013

**Time:** 10:30 am

**Venue:** Executive Meeting Room - Civic Offices

**Executive Member:** Councillor T M Cartwright, Deputy Leader



## **1. Report Published**

To consider the following matters for decision for which reports have been published:-

### **Non-Key Decision(s)**

- (1) Traffic Regulation Order: Proposed Waiting Restrictions - The Hillway, Portchester (Pages 1 - 8)**
- (2) Traffic Regulation Order: Proposed Waiting Restrictions - Longmynd Drive, Fareham (Pages 9 - 14)**
- (3) Traffic Regulation Order: Proposed Waiting Restrictions - Queens Road, Fareham (Pages 15 - 20)**

P GRIMWOOD  
Chief Executive Officer

[www.fareham.gov.uk](http://www.fareham.gov.uk)

15 July 2013

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# FAREHAM

## BOROUGH COUNCIL

### Report to the Executive Member for Public Protection for Decision

**Portfolio:** Public Protection  
**Subject:** Traffic Regulation Order - Proposed Waiting Restrictions - The Hillway area, Portchester  
**Report of:** Director of Regulatory and Democratic Services  
**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 and to obtain authorisation to implement a Traffic Regulation Order.

**Executive summary:**

This report addresses concerns in respect of parking at the junction area of The Hillway and Dore Avenue, Portchester. Following consultations it is proposed to introduce waiting restrictions at this junction area.

**Recommendation:**

That the waiting restrictions as shown at Appendix B are introduced as advertised.

**Reason:**

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

**Cost of Proposals:**

The cost of the proposal will be met from the Traffic Management budget.

**Risk Assessment:**

There are no identified risks associated with this proposal.

**Appendices** [Appendix A : Scheme drawing \(April 2013\)](#)  
[Appendix B : Scheme drawing \(May 2013\)](#)

# FAREHAM

## BOROUGH COUNCIL

### Executive Briefing Paper

**Date:** 23 July 2013

**Subject:** Traffic Regulation Order - Proposed Waiting Restrictions - The Hillway area, Portchester

**Briefing by:** Director of Regulatory and Democratic Services

**Portfolio:** Public Protection

#### Supporting Information

##### Background

1. The junction of The Hillway and Dore Avenue lies towards the eastern end of Portchester; a short distance from Portchester railway station. This location makes it a popular area for parking by rail commuters.
2. Parking by rail commuters (and others) is common in a number of streets in this area, and some of this parking is acceptable as it doesn't cause unreasonable hazards or obstructions, however complaints have been received about parking at this junction area.
3. It was initially proposed to provide waiting restrictions on the northern sides of this junction area, as shown at Appendix A. The southern side was not part of the initial proposals as parked vehicles on this side were not thought to be particularly obstructive. They also helped to provide a useful means of preventing vehicle speeds from becoming too excessive in this fairly straight piece of road.
4. In addition, it was hoped to keep the restrictions to a minimum in order to minimise the risk of displacement to other unwanted locations.

##### Consultations

5. The Ward Councillors, County Councillor and Police were consulted on this proposal and all expressed their support.
6. The Statutory Consultees were consulted and no objections were received.

##### Representations

7. The proposal was formally advertised in April 2013. One objection was received from a resident stating that the proposals were insufficient and to request that they could be extended to include the southern side of The Hillway. After further discussion with Members it was agreed to re-advertise the proposal to

accommodate the request. This was done in May 2013, with the revised proposals shown at Appendix B.

8. At this stage one of the Local Councillors asked that the restrictions could also be extended for a short distance further into Linden Lea from their present end point. This is to accommodate buses using this route which have been known to experience problems with vehicles parking close to this junction. This was included in the second advertisement.
9. No objections were received to the second advertisement. One letter of support was received which was from a different person to the one who had made the first request to extend the restrictions.

### **Conclusion**

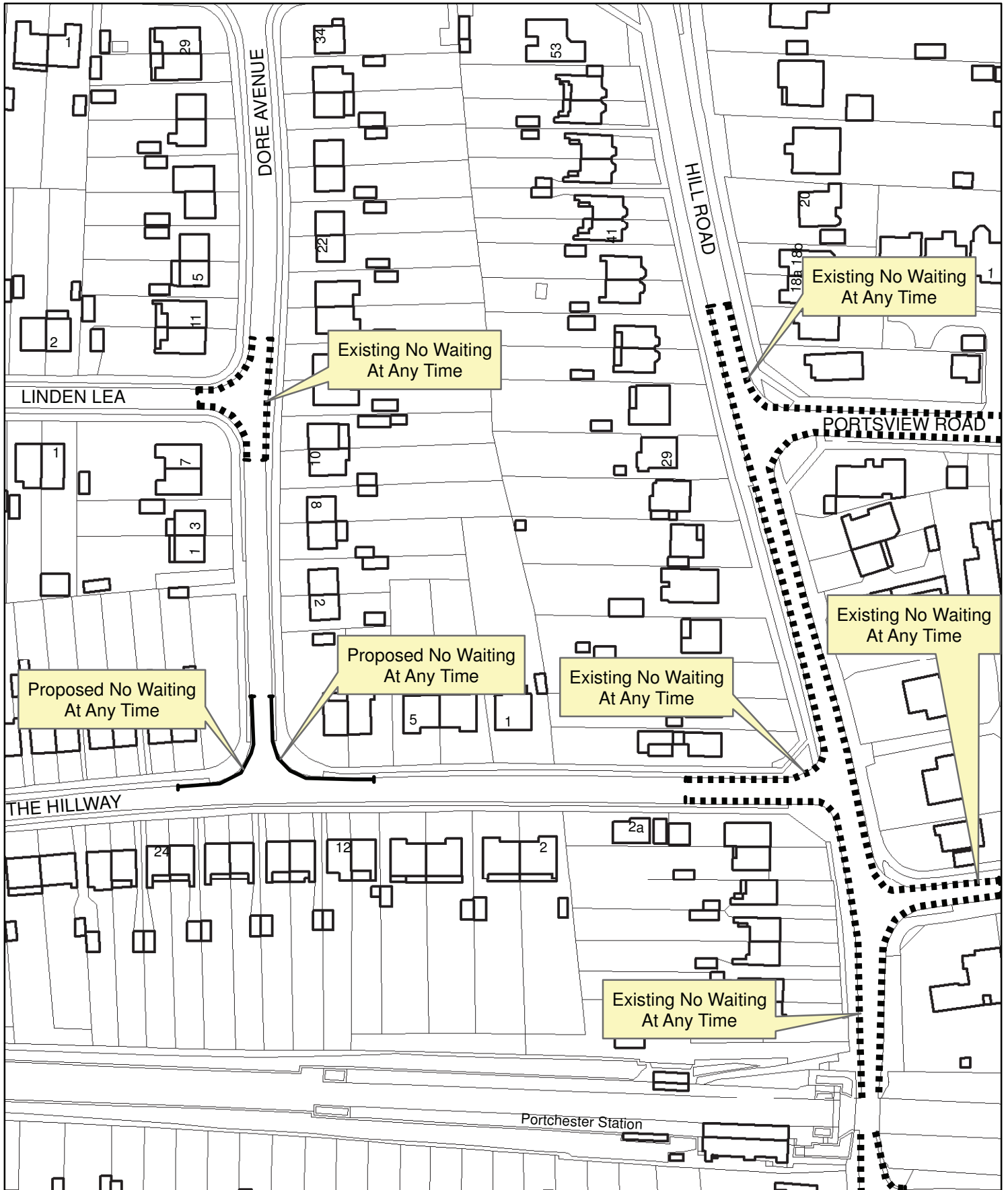
10. It is recommended that the proposed waiting restrictions are implemented as advertised in May 2013 and detailed at Appendix B.

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# FAREHAM

## BOROUGH COUNCIL

Appendix A



**DORE AVENUE/THE HILLWAY**

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# FAREHAM BOROUGH COUNCIL

Appendix B



**THE HILLWAY/DORE AVENUE**

Scale 1:1250 @ A4

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# FAREHAM

## BOROUGH COUNCIL

### Report to the Executive Member for Public Protection for Decision

**Portfolio:** Public Protection  
**Subject:** Traffic Regulation Order - Proposed Waiting Restrictions - Longmynd Drive, Fareham  
**Report of:** Director of Regulatory and Democratic Services  
**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 and to obtain authorisation to implement a Traffic Regulation Order.

**Executive summary:**

This report addresses concerns in respect of parking at the Eastern end of Longmynd Drive close to its junction with Bishopsfield Road. Following consultations it is proposed to introduce waiting restrictions at this junction area.

**Recommendation:**

That the waiting restrictions as shown at Appendix A are introduced as advertised.

**Reason:**

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

**Cost of Proposals:**

The cost of the proposal will be met from the Traffic Management budget.

**Risk Assessment:**

There are no identified risks associated with this proposal.

Appendices [Appendix A : Scheme drawing](#)

# FAREHAM

## BOROUGH COUNCIL

### Executive Briefing Paper

**Date:** 23 July 2013

**Subject:** Traffic Regulation Order - Proposed Waiting Restrictions - Longmynd Drive, Fareham

**Briefing by:** Director of Regulatory and Democratic Services

**Portfolio:** Public Protection

#### Supporting Information

##### Background

1. Longmynd Drive runs between Peak Lane and Bishopsfield Road on the Western side of Fareham. The junction with Bishopsfield Road is close to Fareham College and parking sometimes takes place here in a manner which causes concerns and complaints, often citing college users as the cause.
2. Bishopsfield Road itself carries waiting restrictions in this vicinity at present, but Longmynd Drive does not, and the complaints have all been in respect of parking in Longmynd Drive.
3. A lay-by exists a short distance into Longmynd Drive on its southern side. Shortly to the west of this lay-by is a bus stop, and when travelling West the road then runs into a left hand bend.
4. With the exception of the lay-by itself it is therefore advisable on safety grounds to prohibit waiting at all times along the southern side of Longmynd Drive, from Bishopsfield Road to its junction with Malvern Avenue. This is shown on the drawing at Appendix A.
5. It is also appropriate to prohibit waiting at all times on the northern side of Longmynd Drive from Bishopsfield Road to the service road which runs between nos. 95 and 97 Longmynd Drive, this is also shown on the drawing at Appendix A.

##### Consultations

6. The Ward Councillors, County Councillor and Police were consulted on this proposal and all expressed their support.
7. The Statutory Consultees were consulted and no objections were received.

## **Representations**

8. The proposal was formally advertised in May 2013 and no objections were received.

## **Conclusion**

9. It is recommended that the proposed waiting restrictions are implemented as advertised and detailed at Appendix A.

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# FAREHAM

## BOROUGH COUNCIL

### Report to the Executive Member for Public Protection for Decision

<b>Portfolio:</b>	Public Protection
<b>Subject:</b>	<b>Traffic Regulation Order - Proposed Waiting Restrictions - Queens Road, Fareham</b>
<b>Report of:</b>	Director of Regulatory and Democratic Services
<b>Strategy/Policy:</b>	
<b>Corporate Objective:</b>	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 and to obtain authorisation to implement a Traffic Regulation Order.

#### **Executive summary:**

This report addresses concerns in respect of parking in Queens Road which obstructs vehicular accesses. Following consultations it is proposed to introduce waiting restrictions at this junction area.

#### **Recommendation:**

That the waiting restrictions as shown at Appendix A are introduced as advertised.

#### **Reason:**

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

#### **Cost of Proposals:**

The cost of the proposal will be met from the Traffic Management budget.

#### **Risk Assessment:**

There are no identified risks associated with this proposal.

Appendices [Appendix A : Scheme drawing](#)

# FAREHAM

## BOROUGH COUNCIL

### Executive Briefing Paper

**Date:** 23 July 2013

**Subject:** Traffic Regulation Order - Proposed Waiting Restrictions - Queens Road, Fareham

**Briefing by:** Director of Regulatory and Democratic Services

**Portfolio:** Public Protection

#### Supporting Information

##### Background

1. Queens Road lies to the southwest of Fareham town centre and is one of the streets which forms part of the existing Residents Parking area.
2. A number of vehicular entrances lie along this road, and in common with other streets within the residents parking areas, some of these are protected by white bar markings.
3. However, unless there are exceptional circumstances it is no longer policy to provide white bar markings since legislation now exists to permit enforcement action where dropped kerbs are obstructed. Exceptions are sometimes made where vehicular entrances are communal rather than just belonging to single household.
4. In Queens Road two particular communal vehicular entrance points exist along its northern side, which have been subject to complaints about obstructions. These are shown on the drawing at Appendix A.
5. The westernmost of these two is presently protected by a single yellow line which prohibits waiting 7am-8pm on Mondays to Saturdays. This restriction was introduced before the recent housing development was completed, but it is not appropriate to park in front of this entrance at any time.
6. The easternmost of these lies across the exit from the Masonic Club car park. It forms part of the residents parking zone but is protected by a white bar marking within the parking bay. Parking should not take place across this communal access point, however complaints have been received that parking does on occasions take place here obstructing the entrance/exit despite the white bar marking.
7. The white bar is advisory and therefore not enforceable by Fareham Borough Council's Civil Enforcement Officers (or the police). This situation would be

helped if it was protected by double yellow lines, which would then be enforceable.

### **Consultations**

8. The Ward Councillors, County Councillor and Police were consulted on this proposal and all expressed their support.
9. The Statutory Consultees were consulted and no objections were received.

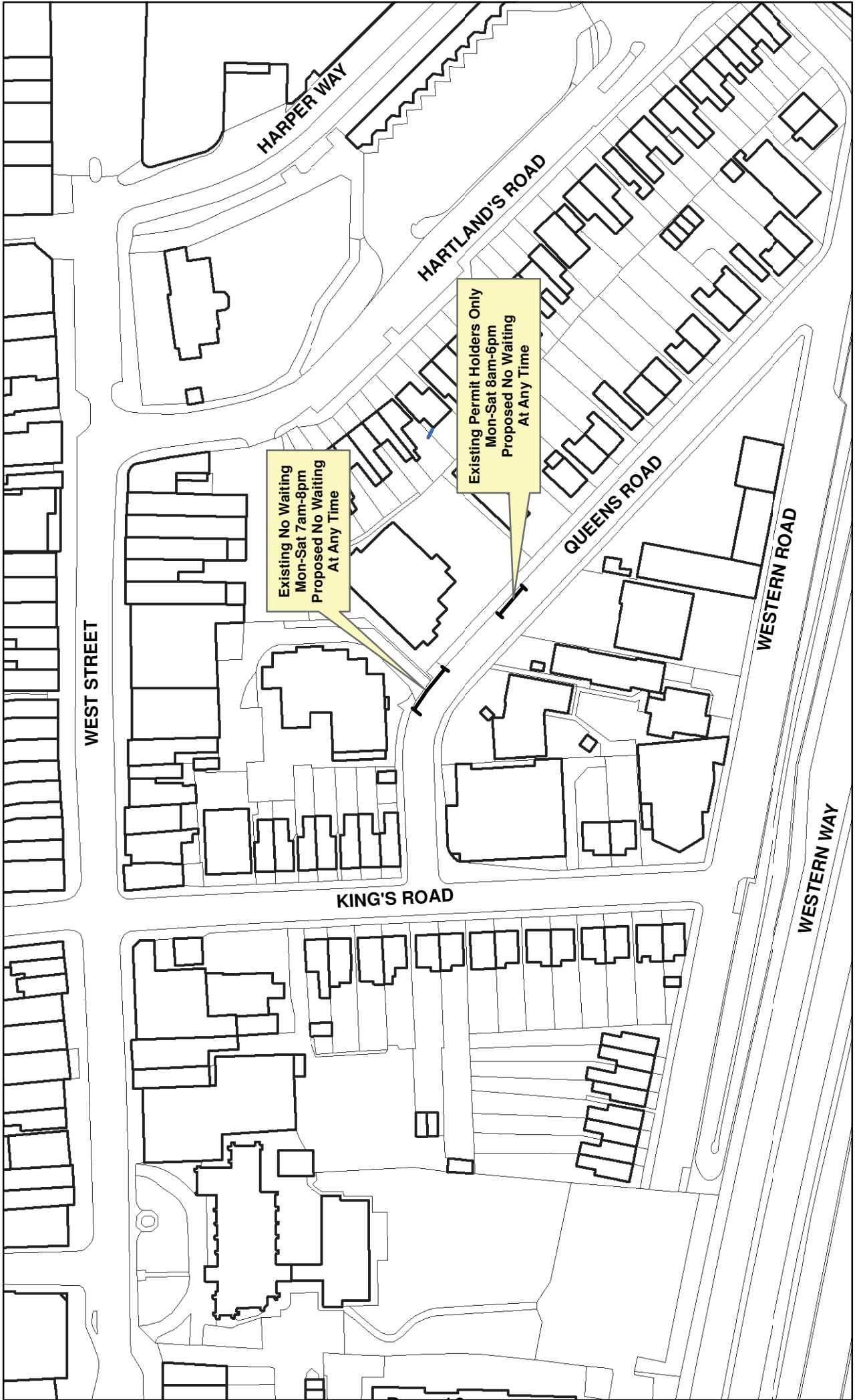
### **Representations**

10. A single objection was received in response to the formal advertisement of this proposal, to complain that there was already much pressure on the existing residents parking places.
11. It was explained to the objector that this proposal only loses half a car length of usable residents parking space, which is for safety purposes so that users of the car park can have slightly improved visibility when leaving the car park. They did not respond further.

### **Conclusion**

12. It is recommended that the proposed waiting restrictions are implemented as advertised and detailed at Appendix A.

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