

# FAREHAM

BOROUGH COUNCIL

## EXECUTIVE MEMBER DECISION MAKING (PUBLIC PROTECTION)

**Date:** Tuesday, 11 February 2014

**Time:** 10:00 am

**Venue:** Pulheim Room - Civic Offices

**Executive Member:** Councillor T M Cartwright, MBE, 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 - Eric Road, Stubbington (Pages 1 - 6)**
- (2) Traffic Regulation Order - Proposed Waiting Restrictions - Southampton Road, Titchfield (Pages 7 - 12)**
- (3) Traffic Regulation Order - Proposed Waiting Restrictions - Lower Bath Lane, Fareham (Pages 13 - 24)**
- (4) Traffic Regulation Order - Proposed Waiting Restrictions - Yew Tree Drive area, Sarisbury (Pages 25 - 30)**

P GRIMWOOD  
Chief Executive Officer

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

3 February 2014

**For further information please contact:  
Democratic Services, Civic Offices, Fareham, PO16 7AZ  
Tel:01329 236100  
[democraticservices@fareham.gov.uk](mailto:democraticservices@fareham.gov.uk)**

# 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 – Eric Road, Stubbington</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 Eric Road, close to its junction with Gosport Road (Stubbington). Following consultations it is proposed to introduce waiting restrictions to overcome the concerns expressed.

**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:** 11 February 2014

**Subject::** Traffic Regulation Order - Proposed Waiting Restrictions – Eric Road, Stubbington

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

**Portfolio:** Public Protection

#### Supporting Information

##### Background

1. Eric Road is a residential road which links two of the main routes through Stubbington village, namely Gosport Road and Stubbington Lane.
2. At the Gosport Road end of Eric Road, parked vehicles lead to safety concerns when vehicles entering the road, from Gosport Road, make conflicting movements with those travelling along Eric Road towards this junction.
3. A number of concerns have been expressed about this, as raised by local residents and the County Councillor, but having also been raised previously by other residents and the police.
4. Waiting restrictions presently exist for a short length from Gosport Road into Eric Road, but parking immediately beyond this length gives rise to concerns. In order to overcome these concerns and in the interests of road safety, it is proposed to extend the present restrictions to a point west of Martin Avenue.
5. At the Stubbington Lane end of Eric Road waiting restrictions already exist for sufficient distance that this type of hazard has not been a source of particular concern.

##### 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.

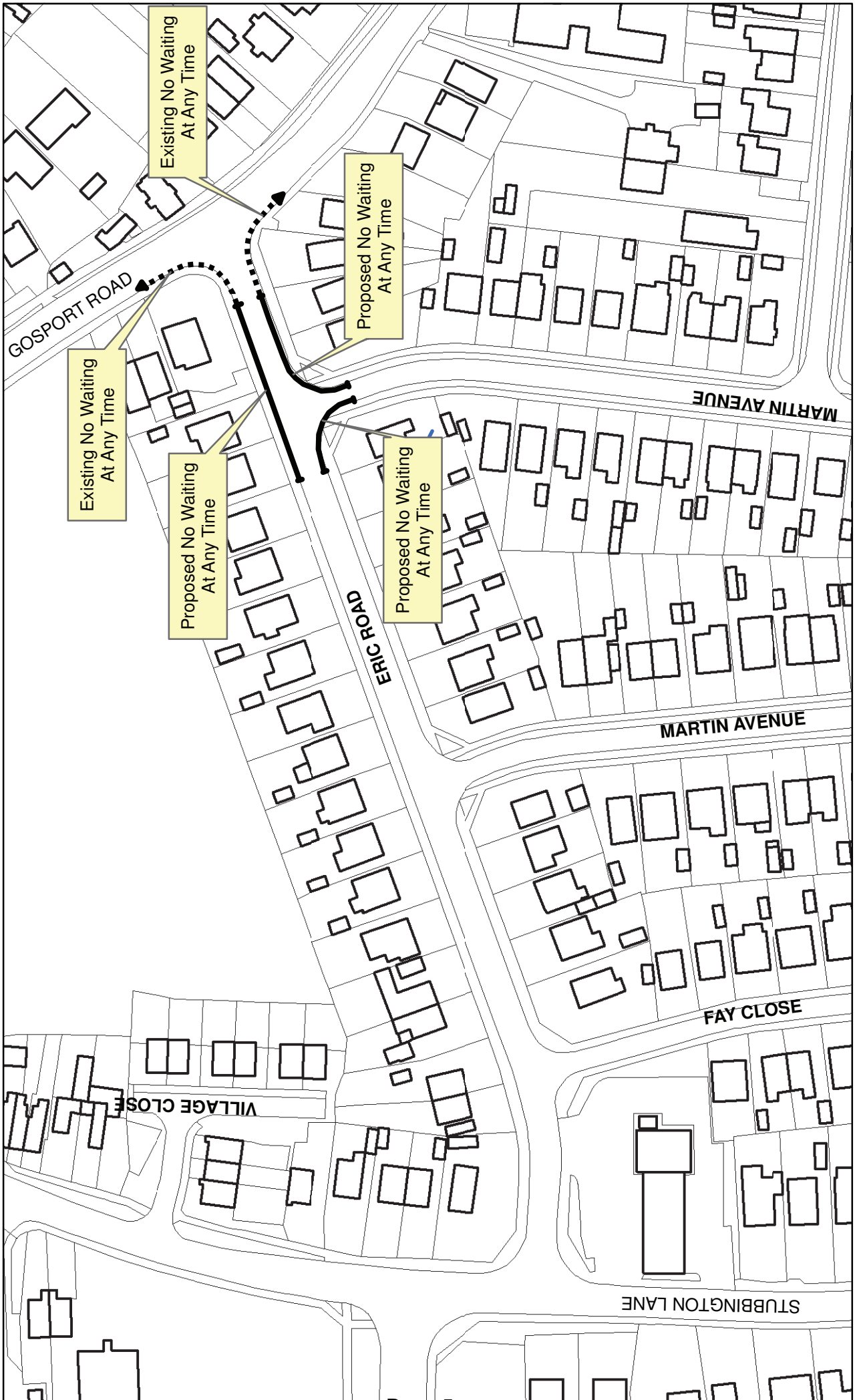
## **Representations**

8. The proposal was formally advertised in November 2013 and no responses were received.

## **Conclusion**

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





Fareham Borough Council  
Civic Offices  
Fareham  
PO16 7AZ

This map is reproduced from Ordnance Survey data with the permission of Ordnance Survey. It is Crown Copyright and Licensed under the Ordnance Survey Licence. It is not to be used for any other purpose without the express permission of Ordnance Survey. Licence No. 100019136. 2011





# 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 – Southampton Road, Titchfield</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 a lay by on the A27 Southampton Road outside the entrance to Titchfield Primary School.

Following consultations it is proposed to introduce waiting restrictions to overcome the concerns expressed.

**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:** 11 February 2014

**Subject::** Traffic Regulation Order - Proposed Waiting Restrictions – Southampton Road, Titchfield

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

**Portfolio:** Public Protection

#### Supporting Information

##### Background

1. Southampton Road is the main A27 east to west road through Fareham Borough, and at the point of concern it is a dual carriageway running north of Titchfield village. The location of concern is a lay-by on the southern side of the road, where traffic is travelling uphill.
2. This lay-by is outside the entrance to Titchfield Primary School and does not carry any waiting restrictions at present, although Keep Clear markings are provided outside the entrance itself, which is located in the first part of the lay by in the direction of travel.
3. Parking takes place in this lay-by by parents and staff associated with the school, which has led to concerns for a number of reasons. Refuse collections have been made difficult by parking here when it takes place on the Keep Clear markings, and parking here also causes difficulties for the school bus service.
4. In addition, the purpose of the lay-by is for short stay parking purposes, it is not intended for all day parking by people travelling to work. Also, the western end of the lay by has a bus stop, which should be kept available for buses to be able to gain access.
5. To address these situations it is proposed to provide double yellow lines (no waiting at any time) in the first part of the lay-by, which will support the Keep Clear markings and allow enforcement by Fareham Borough Council's Civil Enforcement Officers.
6. It is then proposed that the second part of the lay-by will carry a limited waiting TRO which will permit waiting for periods of up to one hour but no longer.

7. If parking is required for longer stay purposes, free car parking is available within fairly easy walking distance. A small amount of parking is available in the school grounds for their staff.

### **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.
10. The Headteacher of the school has also expressed his support for the proposals.

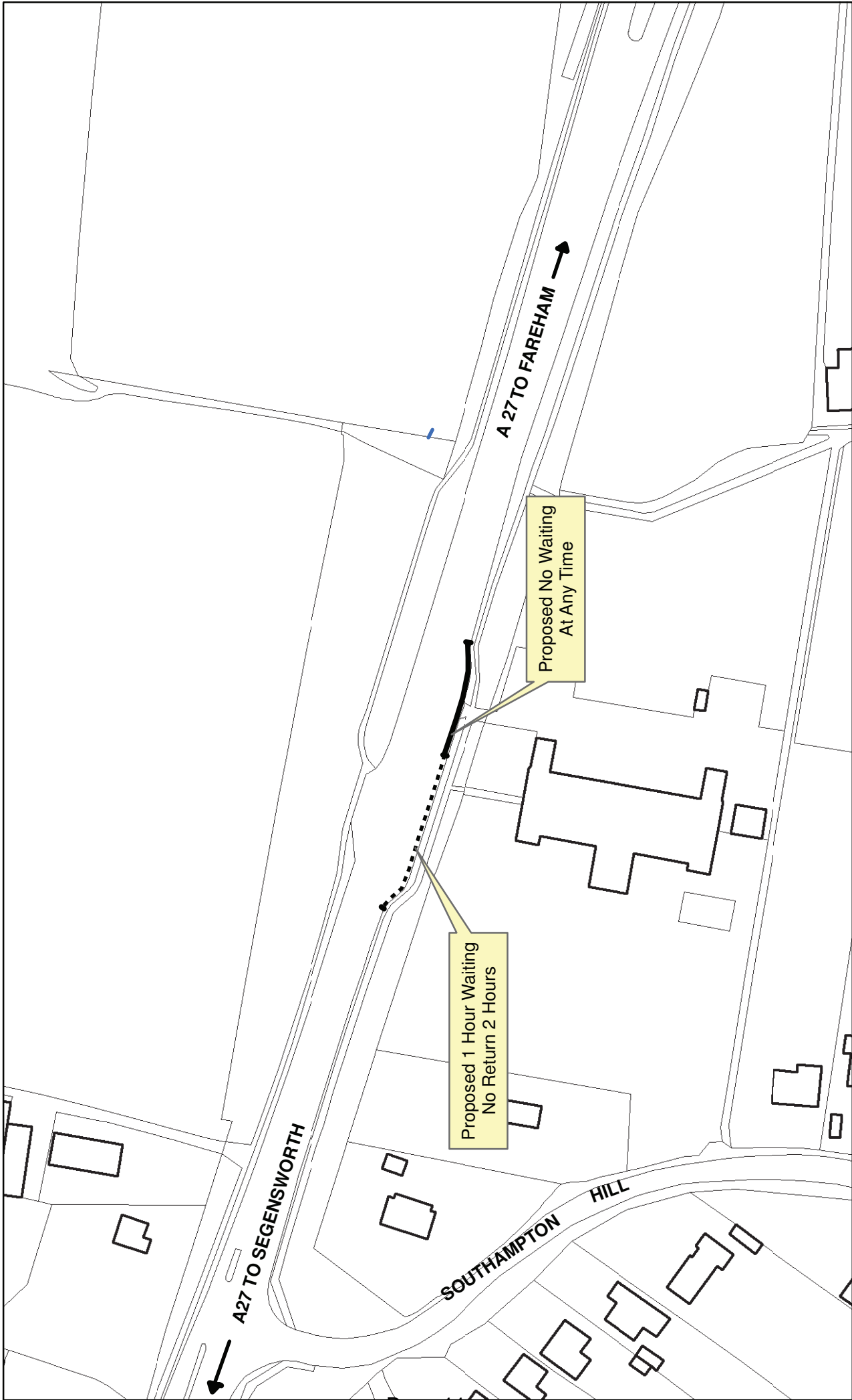
### **Representations**

11. The proposal was formally advertised in November 2013 and no objections were received.

### **Conclusion**

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







# 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 – Lower Bath Lane, 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 Lower Bath Lane where a number of houses have a residents parking facility. Complaints have been received that this parking facility is insufficient in comparison with other facilities in the area. Following consultations it is proposed to modify the waiting restrictions to address the concerns expressed.

**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  
 Appendix B: Responses to formal consultation  
 Appendix C: Responses to letter drop

# FAREHAM

## BOROUGH COUNCIL

### Executive Briefing Paper

**Date:** 11 February 2014

**Subject::** Traffic Regulation Order - Proposed Waiting Restrictions – Lower Bath Lane, Fareham

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

**Portfolio:** Public Protection

#### Supporting Information

##### Background

1. Lower Bath Lane is fronted by houses on the north east side, and Fareham cricket ground on the south west side. Local householders benefit from the facility to purchase residents parking permits, however the benefits afforded to them are less than those afforded to residents in most other roads in the Fareham Town Centre where residents parking permits are available.
2. In most cases where residents' parking exists, other parking is prohibited on Mondays to Saturdays between 8am and 6pm. The purchase of a residents parking permit provides an exemption from these restrictions.
3. In Lower Bath Lane the restrictions apply only between 10am and 4pm, and then only on Mondays to Fridays. In addition, parking is permitted within the restricted times for up to two hours for non-permit holders.
4. The reason for the two hour waiting is to afford parking for visitors to the cricket ground and the adjacent recreational area. However, there have been claims that too much benefit is afforded to non-permit holders, and residents have complained that they do not have sufficient benefit from paying for their permits.
5. In order to address the concerns, but also by way of retaining a reasonable parking facility for the recreational area and the cricket ground, it is proposed to extend the restricted times to apply 8am-6pm Mondays to Saturdays. During these times parking will still be available for up to two hours for non permit holders
6. To summarise, the effect of this change will be that non permit holders will still be able to park between 4pm and 10am without permits, also all day on Sundays, and for up to two hours during these restricted periods. This still affords a reasonably generous facility for recreational users of this area.



7. Anyone wishing to park for more than two hours during the restricted periods will be able to do so by using one of the nearby car parks, which are only a few minutes' walking distance away. These are Bath Lane, Lysses and Market Quay car parks.

### **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.

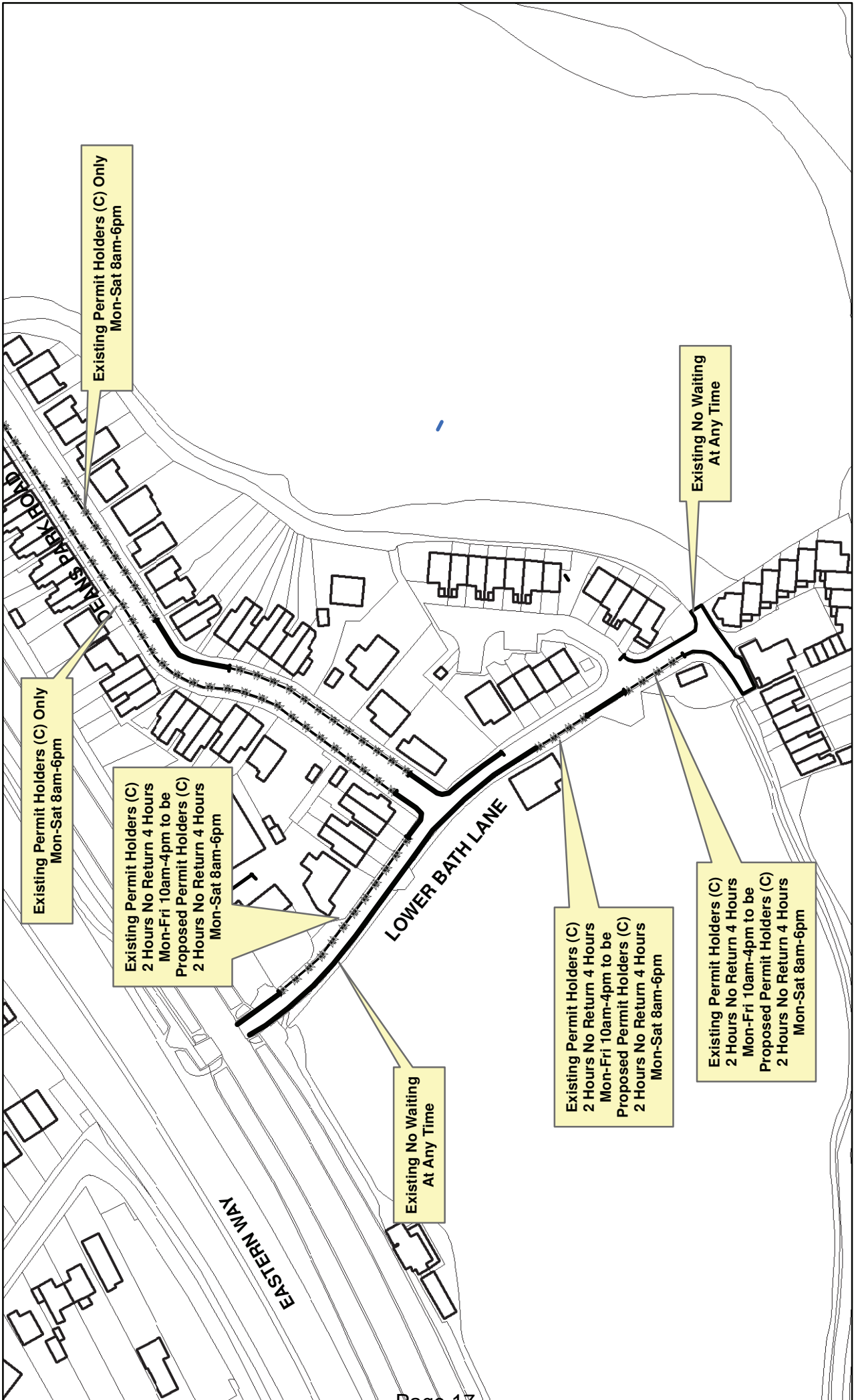
### **Representations**

10. The proposal was formally advertised in October 2013 and twelve responses were received.
11. The responses to the formal consultation are shown at Appendix B. There were eight objecting to the proposals and four in favour of them. One of the respondents expressed concern that this proposal was unnecessary, and suggested that it might not meet with the support of the residents if we were to ask them all for comment.
12. It should be noted that of the comments opposing the changes, five carried identical wording at least in part. It could therefore be argued that five of the responses represent just a single view, albeit represented by five people.
13. Some of the residents had already asked that the restrictions should be brought into line with other residents parking schemes in Fareham. Since not all of those who had asked for the restrictions had response to the formal advertisement, it could appear that the overall reaction to the advertisement was not overwhelmingly in favour, which might cast some doubt on the merits of the proposal.
14. Taking into account the repeated comments, weighed against the absent views of some of the residents in response to the formal consultation, it would be reasonable to conclude that the responses were not clearly in favour or opposed.
15. In view of these concerns, it was thought appropriate to carry out a letter drop to ascertain the view of all local residents. This was carried out in November 2013 and the responses to the letter drop are shown at Appendix C.
16. Officer responses have been made as part of Appendices B and C. To summarise the comments made to the letter drop and the formal advertisement, eight were opposed to the changes, although four of these were copies of other comments. Seventeen comments were received in support.
17. With due consideration to the arguments opposing the scheme, the proposed changes do not lead to any major additional inconvenience for users of the cricket ground and the recreational area.

### **Conclusion**

18. It is therefore recommended that the existing waiting restrictions are revised as advertised and detailed at Appendix A.







## RESPONSES TO FORMAL ADVERTISEMENT

## APPENDIX B

NAME REF.	COMMENTS/ SUGGESTIONS	OFFICER RESPONSE
1	<p><b>Objection</b> - The existing regulations were put in place because Bath Lane Recreation Ground is the only Recreation ground in the Borough that does not have a car park. At present the Park is well used by Dog Walkers, Bird Watchers, People exercising, Parents taking their children to the play area, impromptu football matches, rugby and cricket, Cricket practice in the nets, Kite flying, Model Aircraft flying, on a good summers day Sunbathing and family BBQ's. The majority of these people come by car and generally stay longer than 2 hours, especially of the weekends.</p>	<p>The two hour limited waiting period will not change, only the length of time over which it applies. Car parks are available for longer stays, and more appropriate than is longer stay parking by non-residents in this residential area</p>
2	<p><b>Objection</b> - Since the start of the residents parking scheme there has been little pressure on parking in Lower Bath Lane, although I am not allowed to use them my observation there is almost always plentiful empty space in Deane's Park Road. I felt that before the restrictions were imposed there were real problems of imbalance with the residents losing out to all day parking by people working in the town centre and did not object to the original restrictions as I considered that they were fully justified within the Council's approved policy</p>	<p>Observations have shown that there are also times when Lower Bath Lane is fully parked up</p>
3	<p><b>Objection</b> - Believe limited parking to 2 hours will reduce access to community resource. Restricting access to the recreation ground to just 2 hours a day or a Sunday is discriminatory to young families and people with disabilities who wish to explore and enjoy this historic public space. Six days a week the park will only be accessible through an</p>	<p>Response to Ref 1 applies</p>

	unpleasant and unsafe subway even if paid parking spaces can be located in Fareham town.	
4	<b>Objection</b> - Restricting access to the recreation ground to just 2 hours a day or a Sunday makes it extremely difficult for young families and people with disabilities who wish to explore and enjoy this historic public space. Six days a week the park will only be accessible through an unpleasant and unsafe subway even if paid parking spaces can be located in Fareham town (the nearest car park is often so busy we cannot find a space).	Response to Ref 1 applies
5	<b>Objection</b> - Believe that limiting parking to just two hours will reduce access to this wonderful community resource. This looks to the public as a Council income generation activity, which is being unduly influenced by a few residents. I/we believe the planning committee would not wish to be judged this way and would urge the committee to reject this application and protect the rights of the majority.	Response to Ref 1 applies
6	<b>Objection</b> - Limiting parking to just two hours, will significantly reduce access to this wonderful community resource. Road safety will not be reduced by limiting parking as those cars are traveling more slowly looking for a parking space, it is those residents heading out or home that drive with greater urgency.	Response to Ref 1 applies
7	<b>Objection</b> - Limiting parking to just two hours, will significantly reduce access to this wonderful community resource. Road safety will not be reduced by limiting parking as those cars are traveling more slowly looking for a parking space, it is those residents heading out or home that drive with greater urgency.	Response to Ref 1 applies

8	<b>Objection</b> - Restricting access to the recreation ground to just 2 hours a day or a Sunday is discriminatory to young families and people with disabilities who wish to explore and enjoy this historic public space.	Response to Ref 1 applies
9	<b>Support</b> - Removing the right of parking permits for houses, in particular to numbers 46 to 54 Lower Bath Lane, as this goes against the original condition of planning consent that all the houses as part of that development had sufficient off road parking.	Comments noted
10	<b>Support</b> - Evident those residents in Deanes Park Road and The High street are refusing to purchase resident's Parking Permit as they can get free parking after 2pm (first 2 hrs being allowed) and at weekends in Lower Bath Lane.	Comments noted
11	<b>Support</b> - We have been given permits to park in lower Deanes Park Road which is almost 1/4 of a mile away from our property which makes it very hard when you have been shopping and there are 5+ bags of food to carry. Parking there late at night if I have been out with friends I have to then go walk home under the alley bridge which is dark and can also be dangerous. There are two car parks, please may you consider giving us two permits in either one of the car parks.	Comments noted
12	<b>Support</b> - When the Permit Parking scheme was introduced the residents were aware that the hours for restricted parking seemed to be to suit the cricket team and not the residents. Lower Bath Lane were given restrictions during 10am and 4pm daily Monday to Saturday, after a few months without any consultation, the Saturday restriction was removed presumably at the cricketer's request as it certainly wouldn't benefit the residents.	Comments noted





## RESPONSES TO LETTER DROP

## APPENDIX C

NAME REF.	COMMENTS/ SUGGESTIONS	OFFICER RESPONSE
1	Very much in favour of the proposed changes to the parking restrictions in Lower Bath Lane. Those who object will not be residents of Lower Bath Lane but will have worked out that they can 'work the system' and avoid the need to pay for their parking.	<b>Comments noted – support</b>
2	In favour of proposal	<b>Comments noted – support</b>
3	Agree with proposals as I think these were the original thoughts but somehow went wrong along the way. We pay forty pounds a year for the right to park outside our own houses ,this will I hope at least give us a better chance of achieving it.	<b>Comments noted – support</b>
4	Fully support the changes proposed to ensure that residents have better parking facilities. The extended restrictions on hours will make a big difference, in particular on Saturdays.	<b>Comments noted – support</b>
5	Need more restrictions on visitors parking in Bath Lane as I have to walk from the spaces by viaduct by the roundabout sometimes as no parking in Deane's park road either. This is especially dangerous as I have a baby and a 4 year old child and there is a drop into the water with no barrier. In cricket season it is the worst!!! Then it is extremely dangerous as cars parked everywhere on pavements and corners too.  Would also suggest providing a disabled space.	<b>Comments noted – support</b>
6	Fully in favour of proposed changes	<b>Comments noted – support</b>

7	In favour of the new proposed parking restrictions in lower bath lane. In the weekdays people from Deane's park rd who do not have a permit park in lower bath lane so they do not have to pay for a permit -they then leave the cars there all weekend, hence why there is not enough parking for the residents who live in lower bath lane	<b>Comments noted – support</b>
8	Extending the restrictions would be fantastic - of course we understand that visitors would still be able to park here but it would hopefully alleviate some of the problems we have.	<b>Comments noted – support</b>
9	Support the proposal to extend the times the restrictions apply in Lower Bath Lane from 8pm to 6pm, Monday to Saturday.	<b>Comments noted – support</b>
10	New parking regulations will be a very good idea.	<b>Comments noted – support</b>
11	Very much in favour of the new waiting restrictions. only concern is keeping the 2 hour waiting allowance, as several residents of Deanes Park Road have worked out that they do not need to purchase a permit if they work, as they can come home any time after 2pm & park in Bath Lane for free for the rest of the day & up to 2 hours in the morning. We regularly have Deanes Park residents taking up most of our very limited parking spaces in Lower Bath Lane.	<b>Comments noted – support</b>
12	Am in agreement with the latest proposals bringing the parking restrictions in line with Deanes Park Road. I think having two different restrictions in such a small area is confusing.	<b>Comments noted – support</b>
13	The bays should be for residents parking only, at all times. Visitors can use a visitor pass when visiting a resident. When the cricket season is on the cars should be allowed to park on the field as they do when there's a match.	<b>Comments noted – support</b>

# 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 – Yew Tree Drive Area, Sarisbury</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 Yew Tree Drive. Following consultations it is proposed to introduce waiting restrictions to overcome the concerns expressed.

**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 funded by Hampshire County Council.

**Risk Assessment:**  
There are no identified risks associated with this proposal.

**Appendices** Appendix A : Scheme drawing

# FAREHAM

## BOROUGH COUNCIL

### Executive Briefing Paper

**Date:** 11 February 2014

**Subject::** Traffic Regulation Order - Proposed Waiting Restrictions – Yew Tree Drive Area, Sarisbury

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

**Portfolio:** Public Protection

#### Supporting Information

##### Background

1. Yew Tree Drive presently forms part of a route linking junction 9 of the M27 with the A3051 Botley Road. Until 2013 it was not a through route as its western end was available for use by buses only.
2. It is the core road serving a number of residential streets, also a school, shops and other amenities. It does not have many frontages itself.
3. During 2013 some significant changes were made to the traffic flows along Yew Tree Drive, which commenced when roadworks were undertaken on the M27.
4. The roadworks were expected to result in delays to travel along the M27, which could lead to traffic diverting to other roads in the area while seeking routes to avoid the delays on the motorway. As a means of addressing this, Hampshire County Council opened up the Yew Tree Drive bus lane to all traffic.
5. Hampshire County Council also took the decision that following completion of the roadworks, they would extend the opening of the bus link for a further period to assess the effects on traffic flows in the area with the motorway fully re-opened.
6. Any parking on Yew Tree Drive means that two way traffic has difficulty passing. Although there are few frontages, there is a doctor's surgery which has its own parking facilities, but there are times when this becomes full and the parking spills over on to Yew Tree Drive. In combination with the extra traffic this leads to congestion, the result of which is a need to remove this parking in order that the traffic can keep moving.
7. In order to maintain traffic flows in this area it is proposed that parking should be prohibited at all times on Yew Tree Drive between its junction with Clydesdale Road and Sweethills Crescent. In addition, it is also proposed to prohibit parking in Clydesdale Road between its junction with Yew Tree Drive and Shire Close in

order to cater for possible displacement of parking from Yew Tree Drive. Clydesdale Road also serves a number of residential streets and would benefit from being kept clear of obstructions.

### **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. The proposal was formally advertised in December 2013 and a single response was received. This requested that the proposals should be extended further into Connemara Crescent.
11. The proposals cannot be extended at this stage without formal re-advertisement, but in any event any extension could result in a further extension being requested just beyond whatever point the restrictions end. It is suggested that the restrictions are introduced as advertised, but monitored with a review in future should it prove necessary.

### **Conclusion**

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



