

FAREHAM

BOROUGH COUNCIL

EXECUTIVE MEMBER DECISION MAKING (PUBLIC PROTECTION)

- Date:** Wednesday, 2 July 2014
- Time:** 1.00 pm
- Venue:** Executive Meeting 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:-

Key Decision(s)

Non-Key Decision(s)

- (1) Traffic Regulation Order - Proposed Waiting Restrictions - Upper Spinney, Warsash (Pages 1 - 6)**
- (2) Traffic Regulation Order - Proposed Waiting Restriction - Meadcroft Close, Warsash (Pages 7 - 14)**
- (3) Traffic Regulation Order - Proposed Waiting Restrictions - Osborne Road, Warsash (Pages 15 - 20)**
- (4) Traffic Regulation Order - Proposed Waiting Restrictions - Funtley Hill (Pages 21 - 26)**
- (5) Traffic Regulation Order - Proposed Waiting Restrictions - Brook Lane, Park Gate (Pages 27 - 32)**
- (6) Traffic Regulation Order - Proposed Waiting Restrictions - Western Way, Fareham (Pages 33 - 38)**
- (7) Traffic Regulation Order - Proposed Waiting Restrictions - Foxbury Grove, Portchester (Pages 39 - 44)**
- (8) Proposed Change to Experimental Traffic Regulation Order - South Street, Titchfield (Pages 45 - 48)**

P GRIMWOOD
Chief Executive Officer

www.fareham.gov.uk

24 June 2014

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BOROUGH COUNCIL

Report to the Executive Member for Public Protection for Decision

Portfolio:	Public Protection
Subject:	Traffic Regulation Order – Proposed Waiting Restrictions – Upper Spinney, Warsash
Report of:	Director of Environmental 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 amend a length of waiting restrictions and to obtain authorisation to implement a Traffic Regulation Order.

Executive summary:
In response to concerns received, this report proposes a change to the existing waiting restrictions in Upper Spinney.

Recommendation:
That the changes to waiting restrictions as shown at Appendix A are introduced as advertised.

Reason:
To address concerns raised by residents about parking in this residential cul de sac.

Cost of Proposals:
The cost of the proposal will be met by the Traffic Management Budget

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

Appendices Appendix A : Scheme drawing

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BOROUGH COUNCIL

Executive Briefing Paper

Date: 2 July 2014

Subject:: Traffic Regulation Order – Proposed Waiting Restrictions – Upper Spinney, Warsash

Briefing by: Director of Environmental Services

Portfolio: Public Protection

Supporting Information

Background

1. Waiting restrictions were introduced into Upper Spinney (and other roads) in this location in 2011, to address concerns about excessive and obstructive parking, which has been attributed to students from the nearby Warsash Maritime College.
2. The waiting restrictions that are currently in place in Upper Spinney were introduced in the northern (open) end of the cul de sac to address the parking concerns at the time, and in this they have been successful. However, further parking is now occurring in the closed end of the cul de sac which causes difficulties with turning movements and inconvenience to residents wishing to access their driveways.
3. The existing restrictions apply for two hours in the morning (10am to Midday) and two hours in the afternoon (2pm to 4pm). This was designed to prevent all day parking by non-residents, while allowing parking in between these times for residents and their visitors.
4. It is now proposed to reduce the restricted periods to apply 10am to 11am and 2pm to 3pm only, which should still prevent all day parking but allow additional unrestricted times for residents and their visitors.
5. It is also proposed that these restrictions are extended throughout the remainder of the cul de sac, with the turning area at the southern end being subject to a prohibition of waiting at all times, in order to keep the turning area free from obstructions.

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

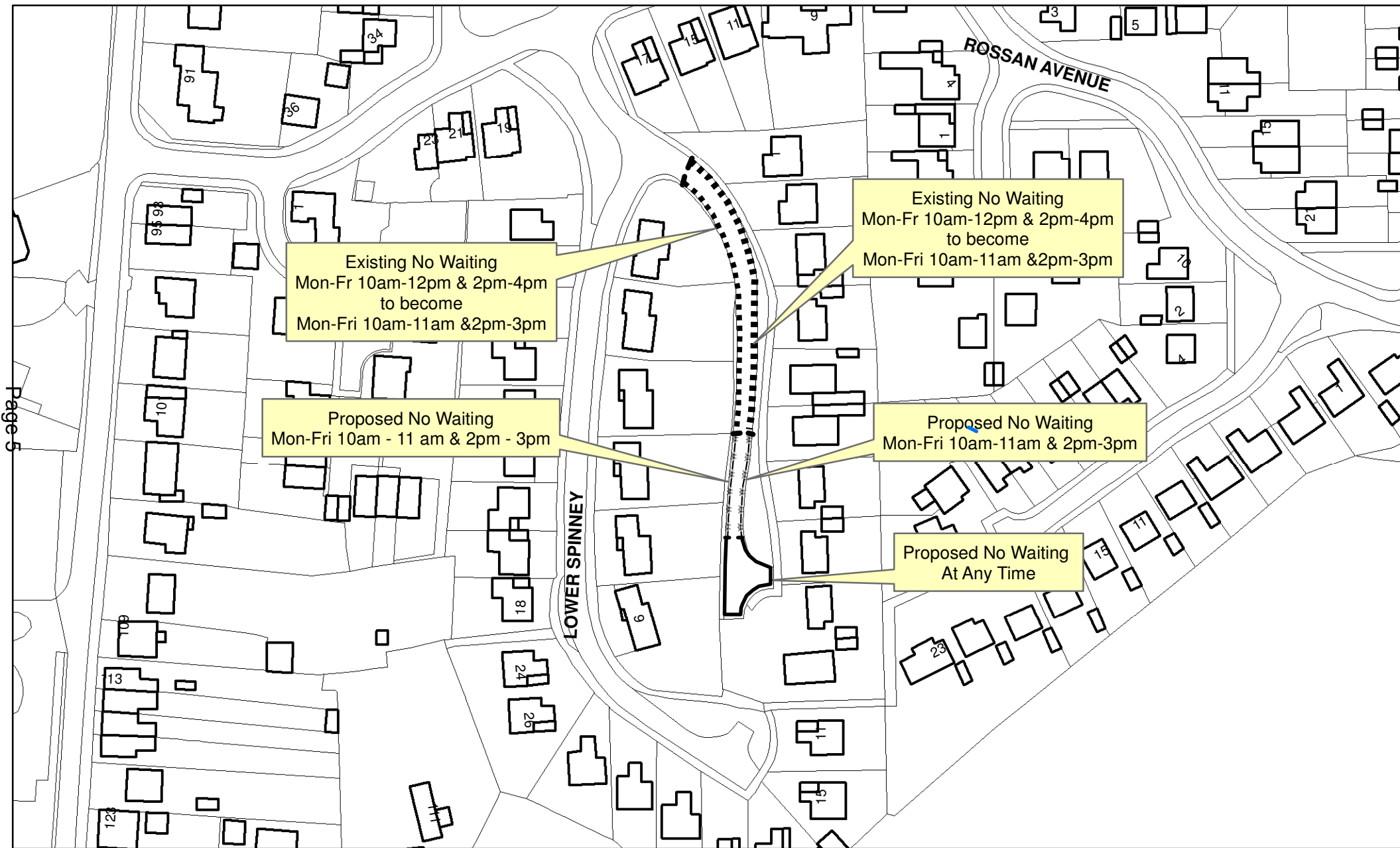
8. These proposals were notified to all residents in the cul de sac by letter in December 2013. A site meeting with residents was also held, which was attended by Councillor Cartwright as Ward Member, and also by representatives from the Police.
9. Most residents expressed support for the proposals, with the exception of two households which lie within the length that is already restricted.
10. A meeting was held with these householders, attended by the Traffic and Design Manager and the Head of Parking and Enforcement. It was noted that both properties had off road parking facilities for at least two vehicles.
11. Both householders asked that the restrictions outside their frontages could be removed altogether. This request was discussed at some length including that removal of the restrictions would leave them vulnerable to all day parking by others, but they were willing to accept this.
12. Nevertheless, it is only practical to provide TROs on a community basis, and in a short cul de sac such as Upper Spinney, the restrictions need to be provided as a single scheme to suit the wishes of the majority. It was on this basis that the proposals were advertised.
13. The proposal was formally advertised in May 2014 and one further comment was received in objection to the proposal, from someone who did not live in Upper Spinney but wished to park there. Their objection is outnumbered by the majority of the residents themselves who are in favour of the proposals.

Conclusion

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

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UPPER SPINNEY

SCALE - 1:1250 @ A4

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BOROUGH COUNCIL

Report to the Executive Member for Public Protection for Decision

Portfolio:	Public Protection
Subject:	Traffic Regulation Order – Proposed Waiting Restrictions, Meadcroft Close, Warsash
Report of:	Director of Environmental 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 amend a length of waiting restrictions and to obtain authorisation to implement a Traffic Regulation Order.

Executive summary:
In response to complaints about parking by local residents, this report proposes the introduction of waiting restrictions in Meadcroft Close.

Recommendation:
That the changes to waiting restrictions as shown at Appendix A are noted but not introduced at this time.

Reason:
To remove all day parking and reduce the risk of obstructions.

Cost of Proposals:
The cost of the proposal will be met by the Traffic Management Budget

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

- Appendices** Appendix A : Scheme drawing
Appendix B : Responses to letter drop

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BOROUGH COUNCIL

Executive Briefing Paper

Date: 2 July 2014

Subject:: Traffic Regulation Order - Proposed Waiting Restrictions, Meadcroft Close, Warsash

Briefing by: Director of Environmental Services

Portfolio: Public Protection

Supporting Information

Background

1. Complaints have been received from local residents about excessive and obstructive parking in Meadcroft close, which have been attributed to students from the nearby Warsash Maritime College.
2. Waiting restrictions have been introduced into a number of roads in the vicinity of Warsash Maritime College in recent years, in order to address complaints about parking by students. These have been successful in reducing the complaints, but parking has migrated to other streets. The complaints have reduced further out from the College, but they have nevertheless been received in respect of Meadcroft Close.
3. it has been proposed to introduce part time restrictions into Meadcroft Close, throughout its length, to apply 10am to 11am and 2pm to 3pm. This would prevent all day parking while leaving the road available at unrestricted times for parking by local householders and their visitors.

Consultations

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

Representations

6. These proposals were notified to all residents in the cul de sac by letter in February 2014.
7. The response to the proposals were mixed and can be found at Appendix B to this report, over 50% of the respondents objected to the proposals. On this basis,

it may be advisable to delay the implementation of these proposals until such time as there is a stronger mandate for them.

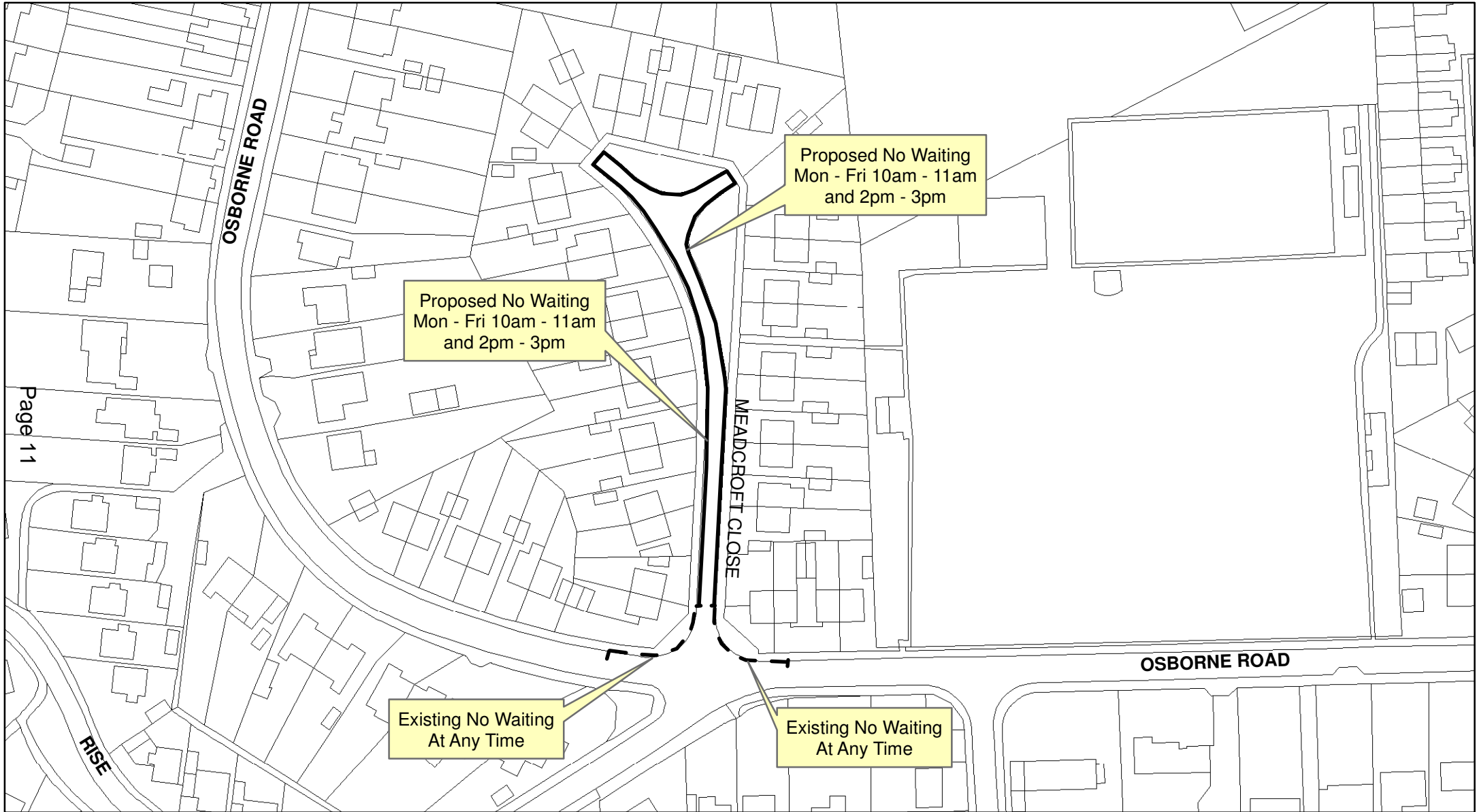
8. The proposal was formally advertised in May 2014, and three further objections were received to the proposals for this road.

Conclusion

9. It is recommended that the proposed waiting restrictions as advertised and detailed at Appendix A, are noted along with the responses to the proposal, but not introduced at this time.

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MEADCROFT CLOSE, WARSASH

SCALE - 1:1250 @ A4

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RESPONSES TO PUBLIC CONSULTATION

NAME REF.	COMMENTS/ SUGGESTIONS	OFFICER RESPONSE
1	Objection - further restrictions will affect any visitors who may come to visit during our holiday periods. Do not have any reservations about students parking if they park correctly as they come and go after my family leave for work and before we return.	Concerned about visitor parking, but this could be at least partly overcome by arranging visits around restricted times
2	Supports - Parking will be a benefit to all residents and ourselves as we have had problems parking across our driveway and restricting our entrance/ exit onto the roadway. We endeavour to park all our vehicles on our driveway and encourage our visitors to do so	
3	Objection - Concerned at the thought of parking restrictions in Meadcroft Close, Warsash. Restrictions will cause more problems for the residents than the odd student from the Warsash Maritime College parking here will make.	Some level of inconvenience is inevitable if all day parking by non-residents is to be tackled
4	Support - already have a car that's been left outside our neighbours house for the last week believe it could be one of the students, there is also issue of parking on footpaths and designated grass areas.	
5	Objection - further parking restrictions are not necessary and would be an inconvenience. Parking in the area has become more of a problem since the addition of the double yellow lines in Osborne road in to Meadcroft Close and the surrounding roads last year.	Some level of inconvenience is inevitable if all day parking by non-residents is to be tackled

6	Objection - against the introduction of any parking restrictions, although I live at the top of the close and not directly affected I have not seen a dramatic increase in vehicles.	Some level of inconvenience is inevitable if all day parking by non-residents is to be tackled
7	Objection? - believe all this is doing is moving the problem to another road and not tackling the root cause which is either insufficient space at the college or excessive parking charges at the college	Objection is based partly on their having three vehicles but only off street parking two. Part time restrictions should not cause unreasonable inconvenience.
8	Support - broadly in favour of your proposals for Meadcroft Close but would urge you to look at the issue of the bend in Osborne Road	
9	Support - proposal to prohibit parking between 10.00-11.00 and 2.00-3.00 seems a fair way to approach this problem	
10	Objection - issues with people parking within the Close and from my experience when they are parking here they are generally considerate to residents. The problem seems to be on Osborne Road at the junction with Meadcroft Close. Vehicles are regularly parked opposite each other with cars being parked on the pavement just prior to the double yellow lines. This causes visibility issues when pulling out of Meadcroft Close. It is also on a blind corner and cars coming up Osborne Road from the direction of Warsash Road are often confronted with another vehicle coming the other way which has the potential to cause an accident.	Some level of inconvenience is inevitable if all day parking by non-residents is to be tackled
11	Objection - do not intend to complain about the parking in Meadcroft Close, merely request that drivers refrain from double parking and allow access to driveways. Putting the suggested restrictions in place will only force the drivers to park elsewhere	Some level of inconvenience is inevitable if all day parking by non-residents is to be tackled
12	Support – In favour of proposals	

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Report to the Executive Member for Public Protection for Decision

Portfolio:	Public Protection
Subject:	Traffic Regulation Order – Proposed Waiting Restrictions, Osborne Road, Warsash
Report of:	Director of Environmental 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 amend a length of waiting restrictions and to obtain authorisation to implement a Traffic Regulation Order.

Executive summary:
 In response to concerns expressed by local residents, this report proposes the introduction of waiting restrictions around a bend in Osborne Road, to the north of its junction with Pitchponds Road.

Recommendation:
 That the changes to waiting restrictions as shown at Appendix A are introduced as advertised.

Reason:
 To remove all day parking and to improve road safety.

Cost of Proposals:
 The cost of the proposal will be met by the Traffic Management Budget

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

Appendices Appendix A : Scheme drawing

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BOROUGH COUNCIL

Executive Briefing Paper

Date: 2 July 2014

Subject:: Traffic Regulation Order - Proposed Waiting Restrictions, Osborne Road, Warsash

Briefing by: Director of Environmental Services

Portfolio: Public Protection

Supporting information

Background

1. Complaints have been received by local residents in respect of parking in Osborne Road to the north of its junction with Pitchponds Road, which has been attributed to students from the nearby Warsash Maritime College.
2. Waiting restrictions have been introduced into a number of roads in the vicinity of Warsash Maritime College in recent years, in order to address complaints about parking by students. These have been successful in reducing the complaints, but parking has migrated to other streets. The complaints have reduced as the parking has spread further out from the College, but they have nevertheless been received in respect of this section of Osborne Road.
3. Osborne Road links the busy Warsash Road with a number of residential streets in the southern part of Warsash. Heading north from its junction with Pitchponds Road, Osborne Road has housing on both sides and runs around a sweeping right hand bend. It is busy at certain times of day, particularly at school opening and closing times when parents use this road to gain access to and from the nearby school in Church Road.
4. Parking often takes place around this bend, mainly on the outside (west side), but sometimes on the inside too. This parking compromises forward visibility around the bend, and also causes inconvenience and obstruction to householders entering and leaving their driveways.
5. It is proposed to introduce part time restrictions along part of the west side of this bend, to apply 10am to 11am and 2pm to 3pm. This will prevent all day parking while leaving the road available at unrestricted times for parking by local householders and their visitors. Since the houses in this area have driveways, it is expected that the pressure on parking in this area will be reduced by virtue of these restrictions, with the remaining parking being less problematic than it is at

present. The proposals include that parking will be prohibited at all times on the inside of the bend.

Consultations

6. The Ward Councillors, County Councillor and Police were consulted on this proposal and all expressed their support. As part of this, a site meeting was held which was attended by Councillor Cartwright and Police representatives, where it was agreed that there are safety issues here which would benefit from the introduction of waiting restrictions.
7. The Statutory Consultees were consulted and no objections were received.

Representations

8. These proposals were notified to all residents along this section of Osborne Road by letter in December 2013.
9. The response to the letter drop was generally favourable, with just one objection received, and this recognised that there are concerns about parking in Osborne Road. A number of comments were made in the responses that parking by students at the college should be addressed by the college themselves which could avoid it taking place on residential streets, however there are no powers to oblige the college to do this unless they apply for further planning permission.
10. Other reservations were expressed including that off road parking is limited at some of the frontages, but it would nevertheless remain available except for two one hour periods during Mondays to Fridays, and throughout the weekends.
11. Five responses were received to the letter drop which were in support of the proposal.
12. The proposal was formally advertised in May 2014 and five further comments were received. Three of these expressed reservations about the proposals in general, citing that the problem may be moved rather than resolved, but recognising that restrictions in Osborne Road would be beneficial due to the hazardous nature of the bend in the road. The other two comments expressed support for the proposals.

Conclusion

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

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OSBORNE ROAD

SCALE - 1:1250 @ A3

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BOROUGH COUNCIL

Report to the Executive Member for Public Protection for Decision

Portfolio:	Public Protection
Subject:	Traffic Regulation Order – Proposed Waiting Restrictions, Funtley Hill
Report of:	Director of Environmental 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 amend a length of waiting restrictions and to obtain authorisation to implement a Traffic Regulation Order.

Executive summary:
 In response to complaints, this report proposes a change to existing waiting restrictions in Funtley Hill.

Recommendation:
 That the changes to waiting restrictions as shown at Appendix A are introduced as advertised.

Reason:
 To remove hazardous parking in Funtley Hill and to improve road safety.

Cost of Proposals:
 The cost of the proposal will be met by 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: 2 July 2014

Subject:: Traffic Regulation Order - Proposed Waiting Restrictions, Funtley Hill

Briefing by: Director of Environmental Services

Portfolio: Public Protection

Supporting Information

Background

1. The section of Funtley Hill under consideration lies shortly to the south of a sharp bend in the road, and a number of complaints had been received about the hazards caused by parking close to this bend.
2. Waiting restrictions were introduced into the lower part of Funtley Hill in October 2013 to address the parking concerns, but a short gap was left in the restrictions where parking was less of a hazard.
3. The reason for this being less hazardous was because parking could take place off the carriageway in this short section, behind the kerb and on the verge.
4. Since the introduction of the restrictions in 2013, the parking situation has improved and comments have been received expressing appreciation about the reduction of the hazards. However, parking in the short unrestricted section has worsened as it has become dominated by a small number of vehicles, often vans, and sometimes double parking now takes place here.
5. Letters were sent to all frontagers some weeks after the restrictions were introduced, asking them to exercise consideration in this, and stating that the gap in the restrictions may need to be filled in if there was not an improvement, but the situation has not improved.
6. It is therefore proposed that the gap in the waiting restrictions as shown on the accompanying drawing should be filled so that double yellow lining applies through this length.

Consultations

7. The Ward Councillors, County Councillor and Police were consulted on this proposal and all expressed their support. It should be noted that the Police registered concern that the removal of parked vehicles may lead to higher

speeds. However, on balance it is considered that the hazards presented by the parked vehicles is greater than the hazards of higher speeds, because the bend itself serves to prevent speeds from becoming too excessive.

8. The Statutory Consultees were consulted and no objections were received.

Representations

9. The proposal was formally advertised in May 2014 and no objections were received.

Conclusion

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



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SCALE - 1:1250 @ A4

FAREHAM

BOROUGH COUNCIL

Report to the Executive Member for Public Protection for Decision

Portfolio:	Public Protection
Subject:	Traffic Regulation Order – Proposed Waiting Restrictions, Brook Lane, Park Gate
Report of:	Director of Environmental 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 amend a length of waiting restrictions and to obtain authorisation to implement a Traffic Regulation Order.

Executive summary:
 In response to complaints received from local residents, this report proposes the introduction of waiting restrictions in Brook Lane, from its junction with the A27, southwards to its roundabout junction with Headland Drive.

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

Reason:
 To reduce hazardous and potentially obstructive parking.

Cost of Proposals:
 The cost of the proposal will be met by 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: 2 July 2014

Subject:: Traffic Regulation Order - Proposed Waiting Restrictions, Brook Lane, Park Gate

Briefing by: Director of Environmental Services

Portfolio: Public Protection

Supporting Information

Background

1. Brook Lane is a busy road which links the main A27 with the western part of Warsash. On the west side of Brook Lane shortly to the south of Pine Walk exists Post Office premises (sorting office), a medical centre, and further to the south a community hospital. On the east side throughout this section of Brook Lane are houses set back from the road, with their own driveways.
2. Prior to 2013 parking had increasingly been the subject of concern in Pine Walk, which had been attributed particularly to staff and visitors at the sorting office. This culminated in the introduction of waiting restrictions into Pine Walk in February 2013.
3. The presence of the houses on the east side of Brook Lane has meant that a small amount of parking has habitually taken place on the east side of the road, but until recent years this was rarely the subject of any concerns. However this parking has increased since the introduction of the restrictions in Pine Walk, and complaints have followed.
4. The width of Brook Lane is insufficient for parking to take place on both sides without obstructing the road, and the increased parking has followed the habitual parking by taking place along the east side of the road. However, this parking has led to numerous complaints, particularly about impaired visibility when leaving driveways
5. In order to address the complaints, a number of options were suggested to all affected frontagers in Brook Lane by letter drop, ranging from "Do nothing" to the provision of double yellow lines throughout the affected length of road, ie from the A27 southwards to the roundabout junction with Headland Drive. The intermediate options included degrees of part time waiting restrictions.

6. The responses to the letter drop were mixed, but the most apparent preference was to protect the driveways on the eastern side Brook Lane, in order to afford visibility protection to these driveways. This protection would be throughout the working day (8am to 6pm Mondays to Saturdays), outside these times the road is less busy and the concerns are reduced.
7. At the request of the County Councillor, and taking into account the feedback from the letter drop, the restrictions on the west side of Brook Lane have been designed to match those that exist in Pine Walk, which have been successful in removing long stay commuter parking.

Consultations

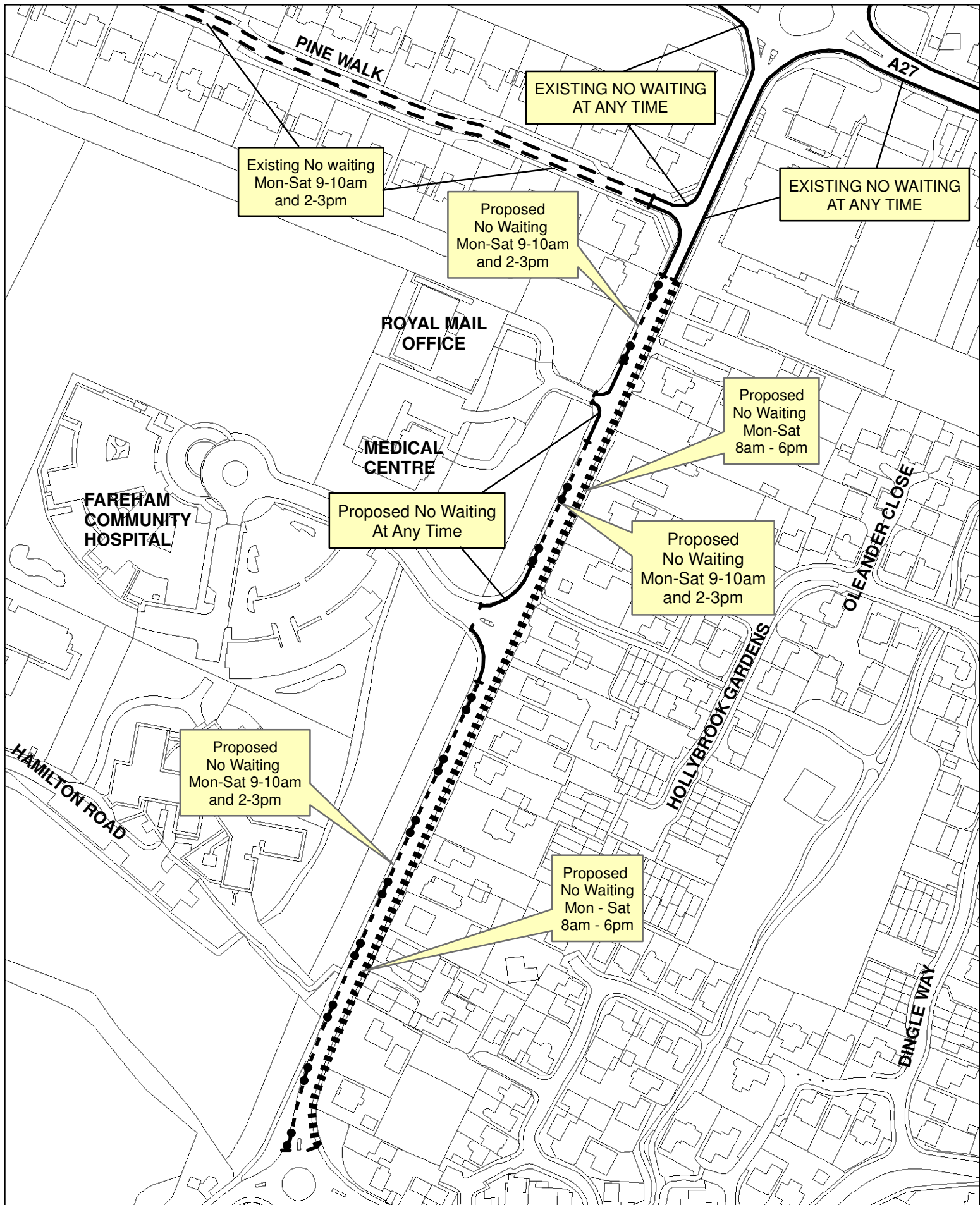
8. The Ward Councillors, County Councillor and the Police were consulted on this proposal and all expressed their support. The Statutory Consultees were consulted and no objections were received.

Representations

9. The proposal was formally advertised in May 2014 and no further objections were received. Comments made in response to the letter drop have already been considered above.

Conclusion

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



BROOK LANE, PARK GATE

SCALE - 1:2100 @ A4

FAREHAM

BOROUGH COUNCIL

Report to the Executive Member for Public Protection for Decision

Portfolio:	Public Protection
Subject:	Traffic Regulation Order – Proposed Waiting Restrictions, Western Way, Fareham
Report of:	Director of Environmental 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 alter a length of waiting restrictions and to obtain authorisation to implement a Traffic Regulation Order.

Executive summary:
In order to facilitate widening of the A27 dual carriageway, this report proposes a change to existing waiting restrictions in the service road to Western Road near to Fareham railway station.

Recommendation:
That the changes to waiting restrictions as shown at Appendix A are introduced as advertised.

Reason:
To facilitate widening of the A27 dual carriageway.

Cost of Proposals:
The cost of the proposal will be met by the 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: 2 July 2014

Subject:: Traffic Regulation Order - Proposed Waiting Restrictions, Western Way, Fareham

Briefing by: Director of Environmental Services

Portfolio: Public Protection

Supporting Information

Background

1. As part of their work to improve operating conditions for the Bus Rapid Transit system, Hampshire County Council are widening the westbound side of the A27 dual carriageway on its approach to Fareham railway station.
2. The land taken by this widening will encroach into the service road which runs parallel, which in turn will mean that there will no longer be room to accommodate parking. The present two hour limited waiting area will therefore require to be revoked, and all parking in this service road will need to be prohibited.

Consultations

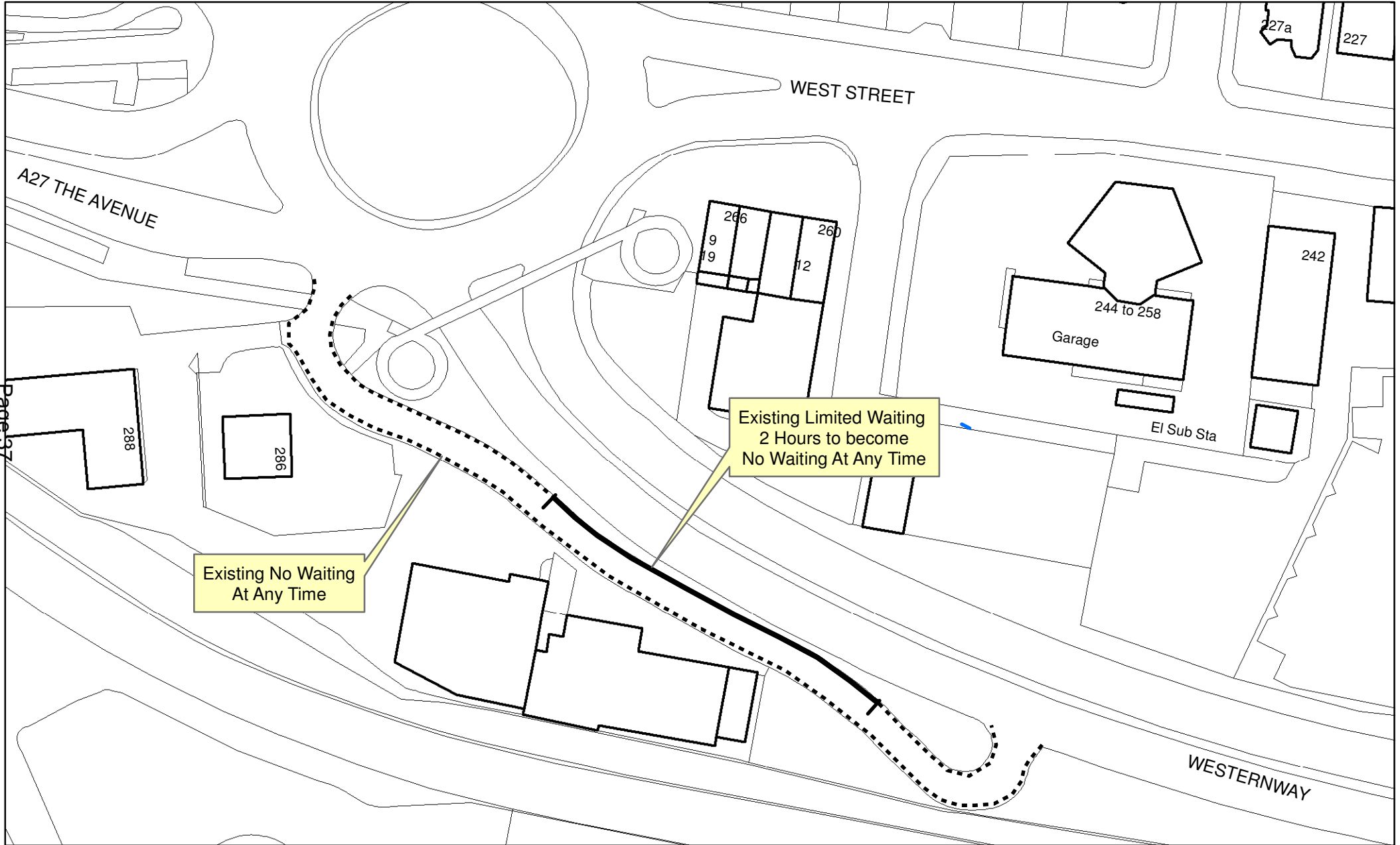
3. The Ward Councillors, County Councillor and Police were consulted on this proposal and all expressed their support.
4. The Statutory Consultees were consulted and no objections were received.

Representations

5. A consultation exercise with frontagers was carried out by Hampshire County Council prior to the involvement of Fareham Borough Council. It is understood that some objections were raised but these have been addressed by Hampshire County Council, and in the light of these they have asked that the TRO scheme should still proceed.
6. The proposal was formally advertised in May 2014 and no objections were received at this stage of the proposals.

Conclusion

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



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WESTERN WAY, FAREHAM

SCALE - 1:800 @A4

FAREHAM

BOROUGH COUNCIL

Report to the Executive Member for Public Protection for Decision

Portfolio:	Public Protection
Subject:	Traffic Regulation Order – Proposed Waiting Restrictions, Foxbury Grove, Portchester
Report of:	Director of Environmental 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 amend a length of waiting restrictions and to obtain authorisation to implement a Traffic Regulation Order.

Executive summary:
As part of the development of a new convenience store, it is proposed to restrict parking in Foxbury Grove.

Recommendation:
That waiting restrictions as advertised and shown at Appendix A are introduced.

Reason:
To minimise the risk of obstructive parking.

Cost of Proposals:
The cost of the proposal will be met by developer funding.

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

Appendices Appendix A : Scheme drawing

FAREHAM

BOROUGH COUNCIL

Executive Briefing Paper

Date: 2 July 2014

Subject: Traffic Regulation Order - Proposed Waiting Restrictions, Foxbury Grove, Portchester

Briefing by: Director of Environmental Services

Portfolio: Public Protection

Supporting Information

Background

1. A new convenience store has been opened on the southwest side of the junction of White Hart Lane and Foxbury Grove. As part of the planning permission for this, funding was taken in anticipation of a need to provide waiting restrictions.
2. White Hart Lane is a busy road feeding a large residential area in the south of Portchester, but it already has waiting restrictions. In the immediate vicinity of the new store. Foxbury Grove has waiting restrictions in the mouth of its junction with White Hart Lane, but to the south of this it is unrestricted.
3. Concerns have been expressed by the ward councillor and residents in respect of obstructive parking on this road caused by vehicles not wanting to use the on-site car park since the store has opened, and it is now appropriate to use the allocated funds to provide waiting restrictions.
4. It is proposed to prohibit parking during the period 8am to 7pm on Mondays to Fridays along both sides of Foxbury Grove, as far as its junction with Carberry Drive. This is to be enhanced at the junction with Carberry Drive to prohibit parking at all times in the mouth of this junction.

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

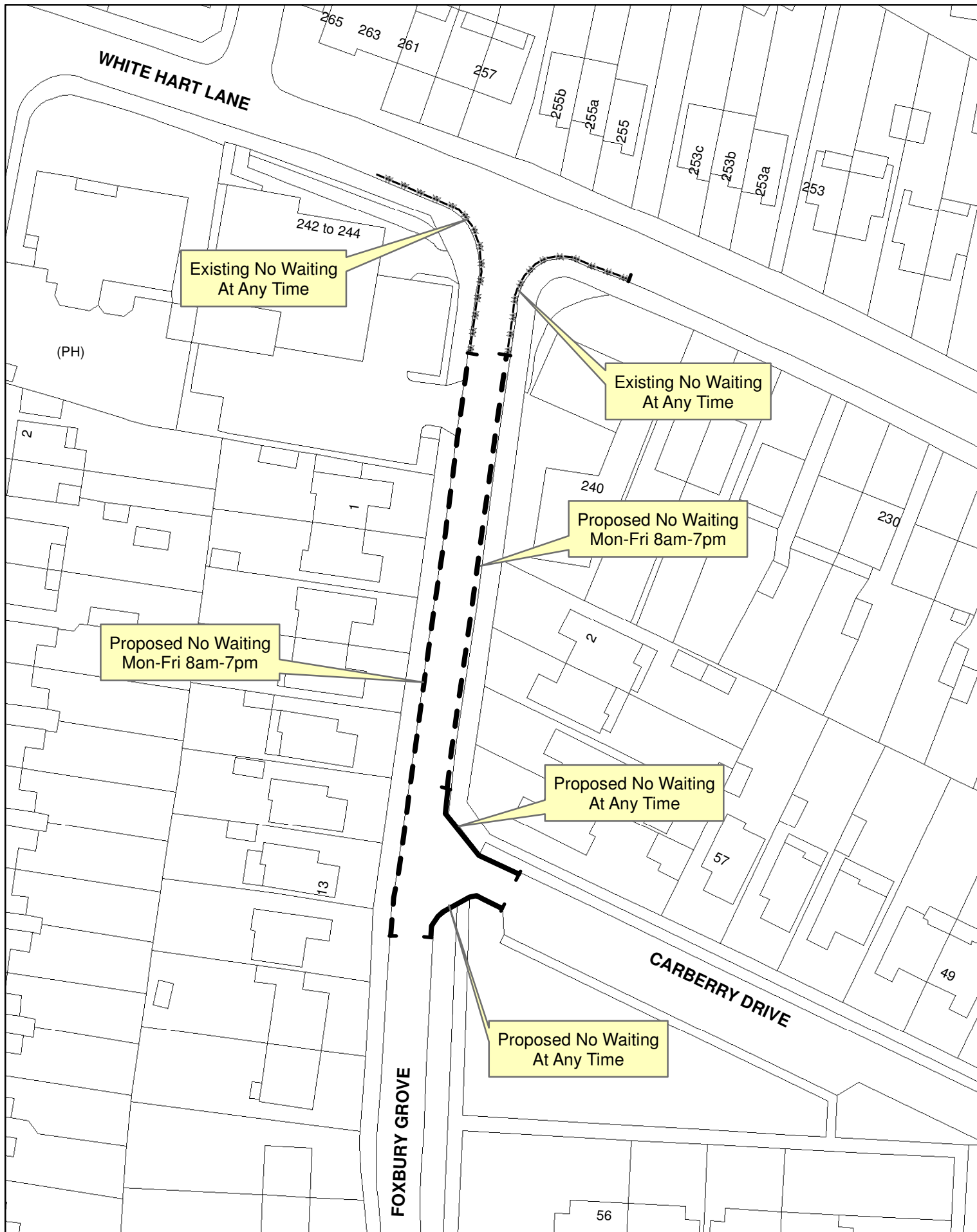
7. A letter drop was carried out in May 2014 shortly prior to the formal advertisement. Three objections were received, all of which stated that they were

opposed to the development of the convenience store, however two of these recognised that with the convenience store now in existence, it would be useful to have waiting restrictions.

8. Comment was also made that the restrictions would be useful over the weekend as well as during the week. During discussions with the local Councillors it was thought that weekend restrictions should not be necessary, however this situation can be monitored and further action taken in the future if weekend parking leads to further concerns.
9. The third objector remained opposed to the introduction of the waiting restrictions, expressing doubt about their value, and doubting also that they would be enforced. As and when the restrictions are introduced, the Civil Enforcement Team will be asked to pay attention to this area when their resources permit.
10. The proposal was formally advertised in May 2014 and no further objections were received.

Conclusion

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



FOXBURY GROVE, PORTCHESTER

SCALE - 1:700 @ A4

FAREHAM

BOROUGH COUNCIL

Report to the Executive Member for Public Protection for Decision

Portfolio:	Public Protection
Subject:	Proposed Change to Experimental Traffic Regulation Order – South Street, Titchfield
Report of:	Director of Environmental Services
Strategy/Policy:	
Corporate Objective:	A safe and healthy place to live and work

Purpose:
To seek approval from the Executive Member to vary an existing Experimental Traffic Regulation Order.

Executive summary:
Monitoring of the Experimental Traffic Regulation Order in South Street has led to an apparent means of improving the parking facility for drivers.

Recommendation:
That the Experimental Traffic Regulation Order is modified as shown at Appendix A.

Reason:
To create an additional short stay parking space in South Street for all users.

Cost of Proposals:
The cost of the proposal will be met 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: 2 July 2014

Subject:: Proposed Change to Experimental Traffic Regulation Order – South Street, Titchfield

Briefing by: Director of Environmental Services

Portfolio: Public Protection

Supporting Information

Background

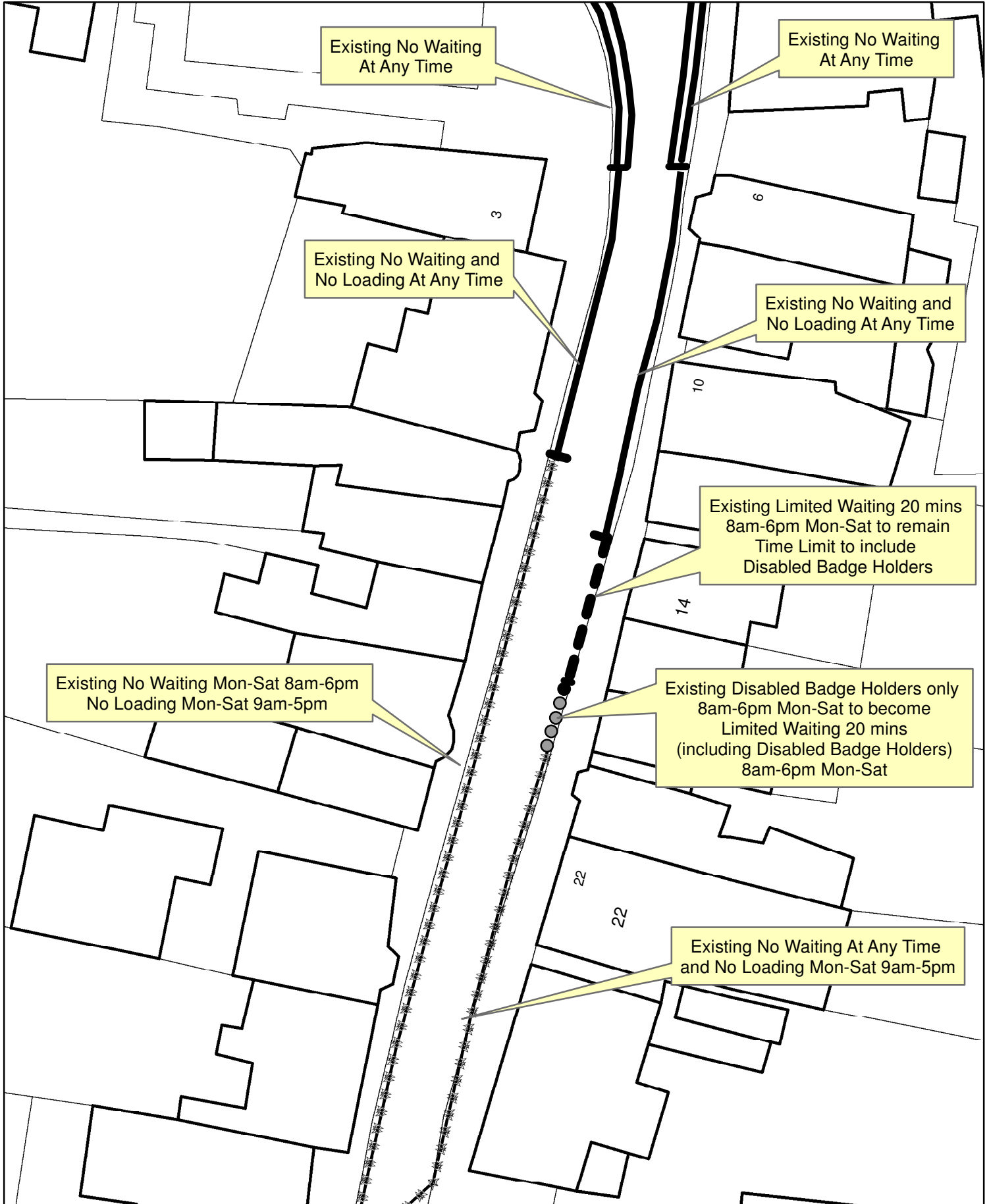
1. An Experimental Traffic Regulation Order (TRO) was introduced on 13th June 2014 in South Street Titchfield to address concerns about parking in this road which had led to obstructions and delays to traffic.
2. The Experimental TRO included the provision of a disabled bay, however observations leading up to its formal introduction and since, have shown that this facility is rarely used.
3. It is proposed that the replacement of this bay with short term parking for all users would be beneficial to the needs of this area. Disabled drivers would still be able to use the short term waiting in South Street when space is available, and be subject to the same conditions of use, i.e limited to 20 minutes.
4. As part of this, the time limit in the whole of the 20 minute waiting area in South Street is to apply also to disabled badge holders, this ensures that the bays are only used for 20 minutes.

Consultations

5. Separate consultations are not necessary at this time as all comments received will be taken into account when a Decision is made on whether or not the order is to be made permanent.

Conclusion

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



SOUTH STREET, TITCHFIELD



