

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

Date: Wednesday, 25 January 2017

Time: 1.00 pm

Venue: Council Chamber - 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 - Catisfield Lane, Titchfield (Pages 3 - 14)**
- (2) Traffic Regulation Order - Proposed Waiting Restrictions - Allotment Road, Sarisbury (Pages 15 - 20)**
- (3) Traffic Regulation Order - Proposed Waiting Restrictions - Coach Hill, Titchfield (Pages 21 - 24)**
- (4) Traffic Regulation Order - Proposed Waiting Restrictions - West Street Service Road, Portchester (Pages 25 - 30)**
- (5) Traffic Regulation Order - Proposed Waiting Restrictions - Swanwick Lane, Swanwick (Pages 31 - 34)**
- (6) Traffic Regulation Order - Proposed Waiting Restrictions - Locks Road, Locks Heath (Pages 35 - 40)**
- (7) Traffic Regulation Order - Proposed Waiting Restrictions - Southampton Hill, Titchfield (Pages 41 - 44)**
- (8) Traffic Regulation Order - Proposed Waiting Restrictions - Maylings Farm Road, Fareham (Pages 45 - 50)**
- (9) Traffic Regulation Order - Proposed Waiting Restrictions - Barbican Mews, Portchester (Pages 51 - 56)**
- (10) Traffic Regulation Order - Proposed Waiting Restrictions - Green Lane, Warsash (Pages 57 - 60)**

P GRIMWOOD
Chief Executive Officer

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17 January 2017

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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 – Catisfield Lane, Titchfield
Report of:	Director of Operations
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 at the junction areas of Catisfield Lane with Fishers Hill and Samuel Mortimer Close and to obtain authorisation to implement a Traffic Regulation Order.

Executive summary: This report considers the reasons for proposing waiting restrictions in Catisfield Lane.

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

Reason: To remove the risk of obstructions and to improve road safety.

Cost of Proposals: The cost of the proposals will be met by the Developer.

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

- Appendices**
- Appendix A: Scheme drawing as advertised
 - Appendix B: Summary of responses to public advertisement
 - Appendix C: Scheme drawing as recommended for implementation

Executive Briefing Paper

Date: 25 January 2017

Subject: Traffic Regulation Order - Proposed Waiting Restrictions – Catisfield Lane, Titchfield

Briefing by: Director of Operations

Portfolio: Public Protection

Supporting Information

1. Catisfield Lane runs between Highlands Road and Fishers Hill towards the western side of Fareham. It is a residential road with a mix of older and newer houses and is regularly used by traffic driving between the large residential areas served by Highlands Road and the industrial estates at Segensworth.
2. A new residential development has recently been completed (during 2016) on the former site of The Limes hotel, which now has the new name of Samuel Mortimer Close.
3. Parking in this area has been the subject of much concern since the development works commenced in 2013, as contractors vehicles have, despite repeated request not to do this, regularly parked in Catisfield Lane.
4. This parking led to complaints from a number of the residents, but the feelings about it have been very mixed. Some wanted the introduction of waiting restrictions, while others were convinced that this parking was only temporary and would stop once the development work was complete (on the grounds that parking would no longer be taking place by contractors vehicles).
5. In order to reduce the risk of parking in Catisfield Lane by the new householders, and as a separate issue to that of parking by contractors, money was taken from the Developers to provide waiting restrictions to prevent parking by the new residents along the development frontage. This was for safety reasons to counter any parking that might take place in the junction area of Catisfield Lane with and Samuel Mortimer Close.
6. Parking has been provided within Samuel Mortimer Close as part of the Planning requirements for the new development and the residents have been asked to use these designated parking areas rather than parking in Catisfield Lane. However, despite these requests some still choose to park in Catisfield Lane, and there is

no legal means of preventing them from doing this unless waiting restrictions are provided.

7. It might appear that there is little point in providing restrictions across the development frontage because parking does not take place there anyway. It takes place opposite, outside the cottages, and if it did so outside the development frontage then the road would become obstructed because it is not wide enough to accommodate parking on both sides simultaneously.
8. However, with this pressure from the new householders to park in Catisfield Lane, there is a risk that on any occasions that parking was not taking place outside the cottages, it could start to take place outside the new houses. In turn this would make parking even more difficult for those living in the cottages. At least with parking prevented on the opposite side of the road to the new cottages, this would overcome that risk.
9. As a result of all of these considerations, parking restrictions have been proposed as shown at Appendix A. These are designed to keep the junction areas clear for road safety reasons, and to protect against the risk of parking outside the new houses.
10. It should be noted that these proposals also extend to cover the junction area of Catisfield Lane with Fishers Hill, in order to cater for the risk of any future parking in that junction area which is close to the development.

Consultations

11. The Police, Ward and County Councillors have been consulted on this proposal and expressed their support.
12. The Statutory Consultees were consulted and no objections were received.

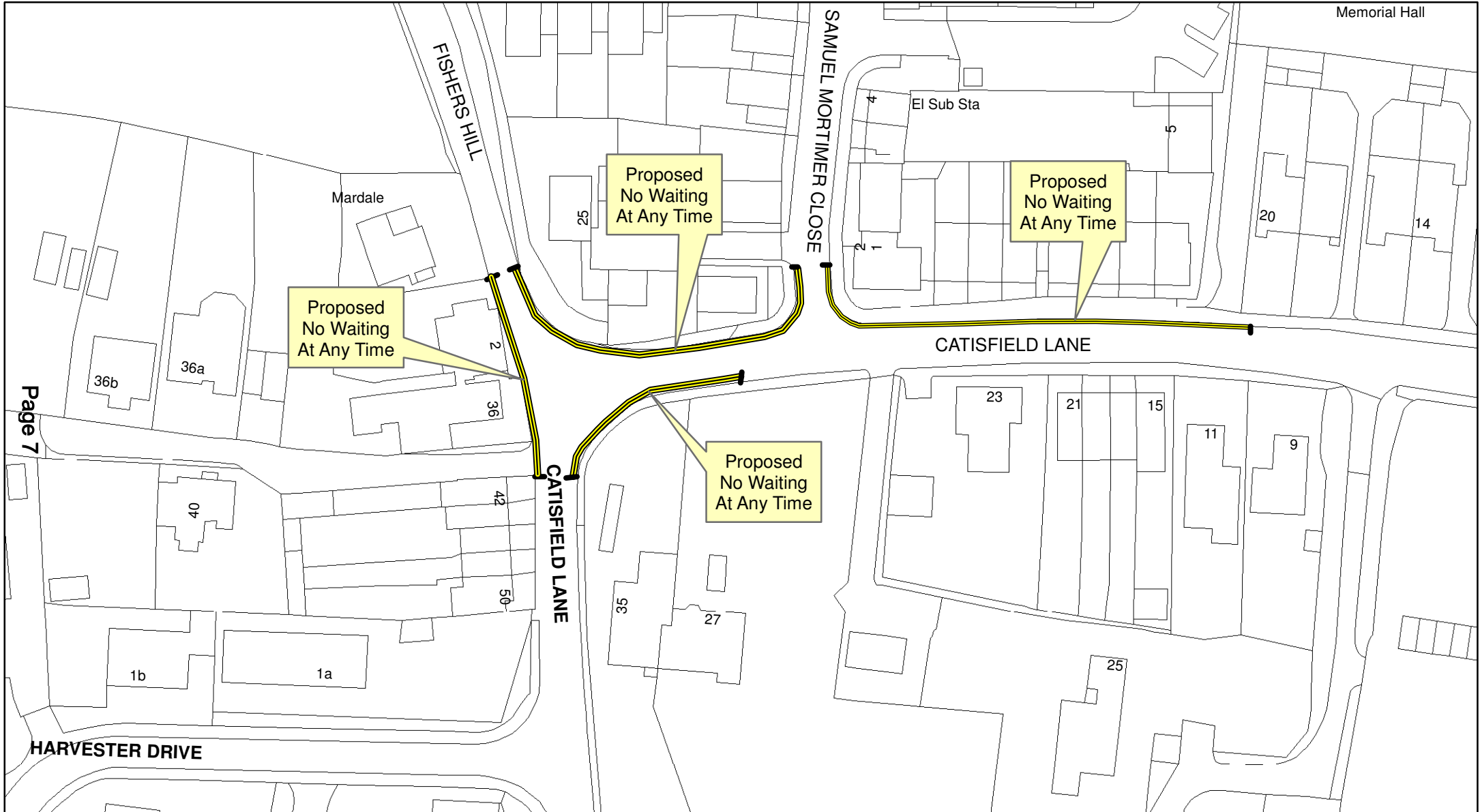
Representations

13. The proposal was advertised in December 2016 and 16 responses were received. Of these, 10 were objecting to the proposals, 3 were in support, 2 were in support with reservations, and one did not express a view as they focussed on making a separate request. These responses are summarised at Appendix B.
14. Many of those making comments also focussed on the speed and volume of the through traffic, however this proposal is not for that purpose. The speed and volume of through traffic was considered in detail by Hampshire County Council (HCC) some two years ago, including an extensive consultation exercise with local residents. No action was agreed at that time and any further pursuit of this should be directed to HCC. This has been explained to all those who have commented on this.
15. The main objections about the restrictions themselves is that parking does not take place around the junction area of Catisfield Lane with Fishers Hill, making the proposals here unnecessary.

16. While contractors vehicles were regularly parking on the southern-eastern side of this junction, recent observations have showed that this parking has subsided and no longer takes place any more than occasionally.
17. It is also true to say that parking on the western and north-eastern sides of this junction has never been a particular concern. Restrictions were proposed on these sides of the junction because it is normal traffic management practice to include junction areas into proposals if restrictions are proposed nearby or adjacent, as they are here, in order to prevent parking migrating to the junction itself. However, this particular junction is largely self-enforcing in this regard as drivers do not perceive it as an attractive place to park.
18. In addition, this junction is a focal point of the Catisfield conservation area, and both conservation officers and local residents would prefer not to have yellow lines around this junction for that reason.
19. However, the one issue that remains in this junction area is the south-eastern side, where parking is still a slight risk and where those who have supported the proposals would like to see the restrictions introduced. Recognising this, it is suggested that on the south-east side of the junction the proposals could be deferred at this stage but introduced at a later date should parking here become an issue. This could be monitored and then be the subject of a further short report in due course if necessary.

Conclusion

20. In conclusion, it would be reasonable to reduce the proposals to exclude the junction area of Fishers Hill and Catisfield Lane as shown at Appendix C, with a possible review of the south-eastern side of this junction area in due course.
21. It is therefore recommended that the proposed waiting restrictions are reduced from those as advertised, and implemented as shown at Appendix C.



Page 7

FISHERS HILL / CATISFIELD LANE, FAREHAM

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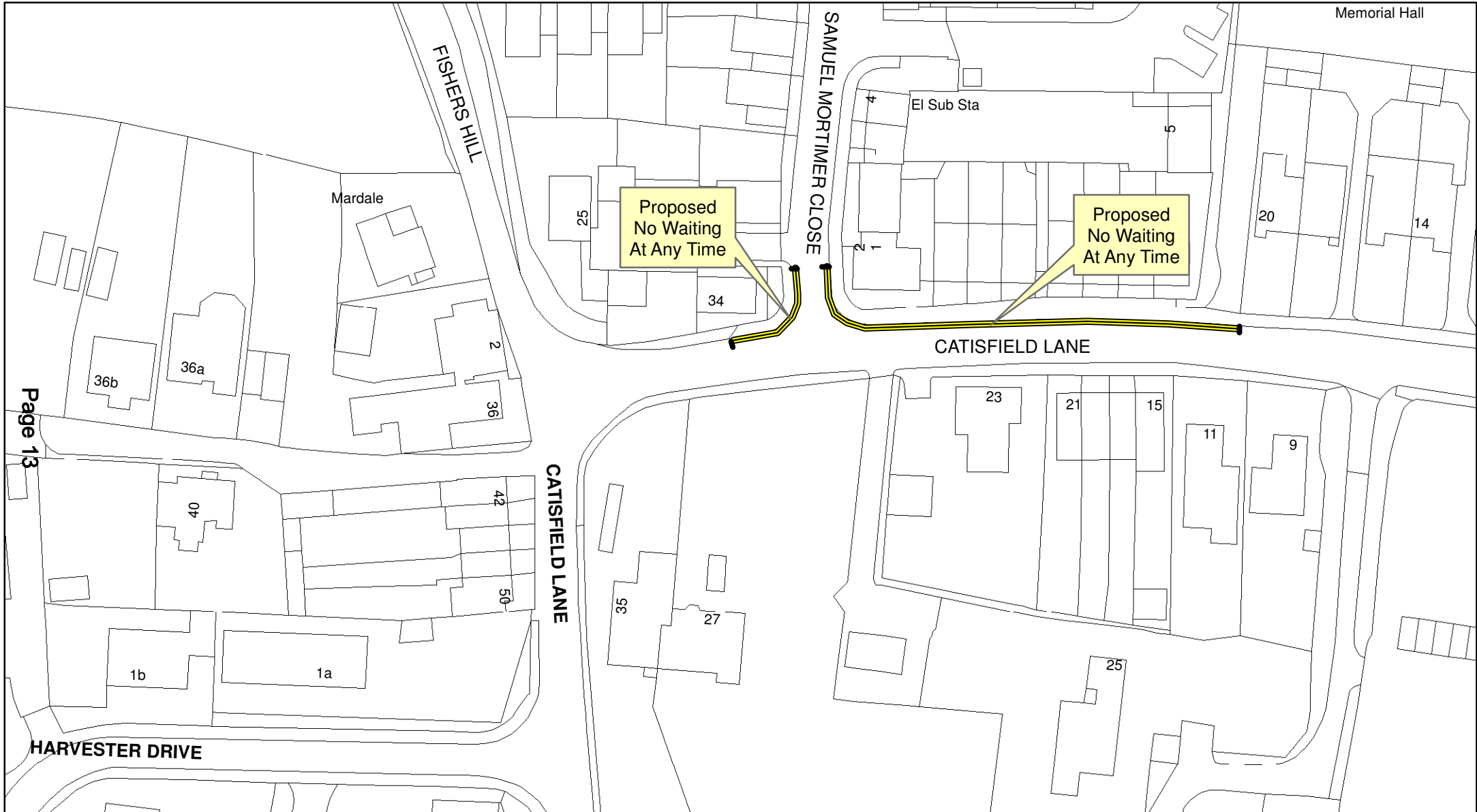
RESPONSES TO PUBLIC CONSULTATION

NAME REF.	COMMENTS/ SUGGESTIONS	OFFICER RESPONSE
1	<p>Objection - I would like to reiterate again that I am totally opposed to this proposal. Parking is already a nightmare and adding these restrictions, would only make matters considerably worse. We are already competing with the homes of the new estate to get a parking space and this would reduce the spaces available. I have actually had to park in the area of road in question myself this evening as there is absolutely no other space on the road, from one end to the other. Unlike others, the 4 original cottages do not have the luxury of a drive way, an allocated parking space or visitors bay. I would like the council to support us to find a workable solution to all the problems of parking, volume of traffic and speed and this recent proposal, would solve none of these.</p>	<p>A separate exercise is underway with the aim of providing off road parking for the cottages. The proposed restrictions should not make things any worse for the cottages, and will avoid the risk of the transfer of parking to the north side of the road</p>
2	<p>Support with reservations - It is clear that there are 2 motoring problems with Catisfield Lane. 1: There is insufficient parking space for residents cars, much less for visitors and delivery vehicles, both in the first leg of Catisfield Lane and in Samuel Mortimer Close, and 2: Fisher's Hill and Catisfield Lane from Highlands Road to the Fisher's Hill junction has become a "rat-run" to(in the morning) and from(in the evenings) Segensworth. Double yellow lines, as proposed,will only enable any dangerous parkers to be prosecuted. It must be said that up to the present there has been no such parking noted.but we are generally in favour of your proposals</p>	<p>This proposal is not intended to address concerns about through traffic. Modified proposals would go some way to addressing the reservations about the proposed yellow lines</p>
3	<p>Objection - We are sending this e-mail to notify you of our strong objection to the painting of yellow lines in the Catisfield Lane area, as this will not resolve the pressing problem of parking and speed of traffic transitioning this Lane.</p>	<p>These proposals are not intended to address concerns about the speed of traffic</p>

4	Support – I agree with the provision of double yellow lines as shown, but this only partly resolves the traffic safety as it is a rat run	Support noted, and this proposal is not intended to address concerns about through traffic
5	Objection - I wish to object to the above Order on the grounds that it is an unnecessary measure the need for which is not supported by conditions in Catisfield Lane. I would also query whether it fully meets the criteria in the Highway Authority's Traffic Management Policy. The proposed waiting restrictions cover lengths of road where parking does not commonly occur, and in some cases e.g. opposite the Old Post Office, where no vehicle has ever been seen to attempt to park.	Modified proposals address this point
6	Objection - I write to object to the above Order on the grounds that whilst there is a traffic problem in Catisfield Lane the published order will do nothing to it and rather might well make it worse by creating the effect of the through way.	The proposals as modified should prevent future unwanted parking rather than remove parking that already exists
7	Support with reservations - I welcome the plans as it should improve safety of all road users (vehicular and pedestrian) as they negotiate the junction of Fishers Hill with Catisfield Lane. I have previously contacted yourselves and the police when inconsiderate parking has caused road users to cross road lanes to continue their journeys either down Fishers Hill or into Catisfield Lane (south dead end). However, I do believe that you will receive many resident objections because this plan does not include a <u>residential parking scheme</u> for residents living on the south side of Catisfield Lane east of Samuel Mortimer Drive – they have no off-site parking of their own and rely on being able to park outside their homes – this area is currently being hijacked by residents and/or visitors to Samuel Mortimer Close	Comments noted, response also as at ref 1 above
8	No opinion expressed – Would like markings to protect their own driveway when the TRO is introduced	Comments noted

9	<p>Support - I am writing in support of the proposed painting of yellow lines along Catisfield Lane, Fishers Hill and Samuel Mortimer Close. I live at xx, Catisfield Lane and strongly feel that these parking restrictions would greatly reduce the chance of an accident or damage to buildings that are close to the road.</p>	Comments noted
10	<p>Support - My Partner and I own no xx Samuel Mortimer Close. We feel that the double yellow lines are essential for safety and traffic control on Catisfield Lane, it really has been a nightmare for the last 2 years and we really hope that this sorts out the issue. We are however concerned that the double yellow lines only come into our development for a few metres. The residents feel that the double yellows should continue further into the development to stop any parking and safety issues</p>	Comments noted
11	<p>Objection - I don't believe the proposed no waiting lines address the residents' parking and safety concerns, with the possible exception of the line proposed for the south side of Catisfield Lane (where the police cones were previously located). I have not seen anyone attempt to park in the other three proposed lined areas, though there is occasional parking on the pavement outside the new cottages on the north side of Catisfield Lane. The scheme does not provide the promised residents-only parking for the cottages on the south side of Catisfield Lane.</p>	Comments noted, revised proposals would address this
12	<p>Objection - I attended a meeting called by the Catisfield Village Association to discuss this proposal and the overwhelming opinion of the 30 or so attendees was that the proposal would do nothing to improve the traffic flow in Catisfield Lane and Fishers Hill. The main problem in Catisfield Lane is the volume and speed of traffic using Fishers Hill to access and come from the M27 via the Segensworth Business Park ,particularly at peak periods.</p>	This proposal is not intended to address concerns about through traffic
13	<p>Objection - Please accept this email, regarding my apprehension of the proposal of yellow lines and parking restriction within my community. They would do nothing to address the real problems which I believe you have been made aware of by several other residents and this seems to be a cheap and nasty solution. It would</p>	This proposal is not intended to address concerns about through traffic

	not deal with the volume of traffic or the speed in which the road is travelled.	
14	Objection - Please accept this e-mail as my total outrage of your proposal to the painting of yellow lines, and no waiting restrictions in the Catisfield Lane area and Fisher's Hill. I have lived here for three years now, and not once has anyone parked or waited outside of my property. Your proposals are totally unwarranted and would do nothing to resolve the issue of speeding around my corner, and traffic congestion. I have monitored parking for the last two months as I am a member of the committee on the Catisifeld Village Association and it is seldom that a car is now parked where you are proposing the yellow lines should be placed, in Catisifeld Lane.	This proposal is not intended to address concerns about through traffic. Modified proposals would go some way to addressing the objections about the proposed yellow lines
15	Objection - Whilst we appreciate and acknowledge the benefit of preventing waiting/parking in these areas for the purposes of safety, we do have concerns that the restriction of areas to park may compound the significant parking problems experienced by our neighbours in the original cottages to the south side of Catisfield Lane (No.s 9 and 11-21, opposite the new development) who are not fortunate enough to have allocated parking.	Modified proposals would go some way to addressing the objections about the proposed yellow lines
16	Objection - Please accept this e-mail as notification of my extreme objection to the painting of yellow lines in the Catisfield Lane area. This is completely unwarranted, useless as it does not solve any of the issues the council have been made fully aware of relating to parking & traffic congestion. The use of yellow lines can and will only impact the already existing issues with parking (that have still not been addressed) they will certainly not assist in traffic calming or congestion.	This proposal is not intended to address concerns about through traffic. Modified proposals would go some way to addressing the objections about the proposed yellow lines



Page 13

FISHERS HILL / CATISFIELD LANE, FAREHAM

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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 – Allotment Road, Sarisbury
Report of:	Director of Operations
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 in Allotment Road and to obtain authorisation to implement a Traffic Regulation Order.

Executive summary: This report considers the reasons for proposing waiting restrictions in Allotment Road.

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

Reason: To provide a drop off area for parents at school times and to facilitate unrestricted parking at other times.

Cost of Proposals: The cost of the proposals will be met by Fareham Borough Council's Traffic Management budget.

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

Appendices Appendix A: Scheme drawing

Executive Briefing Paper

Date: 25 January 2017

Subject: Traffic Regulation Order - Proposed Waiting Restrictions – Allotment Road, Sarisbury

Briefing by: Director of Operations

Portfolio: Public Protection

Supporting Information

1. Allotment Road runs between the busy A27 Bridge Road, and Barnes Lane which serves a large part of Warsash. Part way along this length is Sarisbury junior school, which lies shortly to the southwest of an area of allotments.
2. At present there is a length outside the school gate which is for buses only, but the Head teacher has asked that since buses no longer use this, it would be beneficial if this length could become available as a drop off and pick up area for children.
3. This would not require a specific Traffic Regulation Order for this purpose, the objective could be achieved by providing a waiting prohibition. This would allow stopping to drop off and collect passengers, while disallowing parking for any longer than just this purpose.
4. This was discussed with the Head teacher who agreed that these restrictions would be best applying only part time, ie 8.00-9.30am and 2.30-4.00pm on Mondays to Fridays (single yellow line with appropriate signing). This would allow parking here for school functions, or for their library vehicle visits (for example) outside these times, and also for parking for people using the nearby allotments at weekends or during summer evenings when the allotments may be busy

Consultations

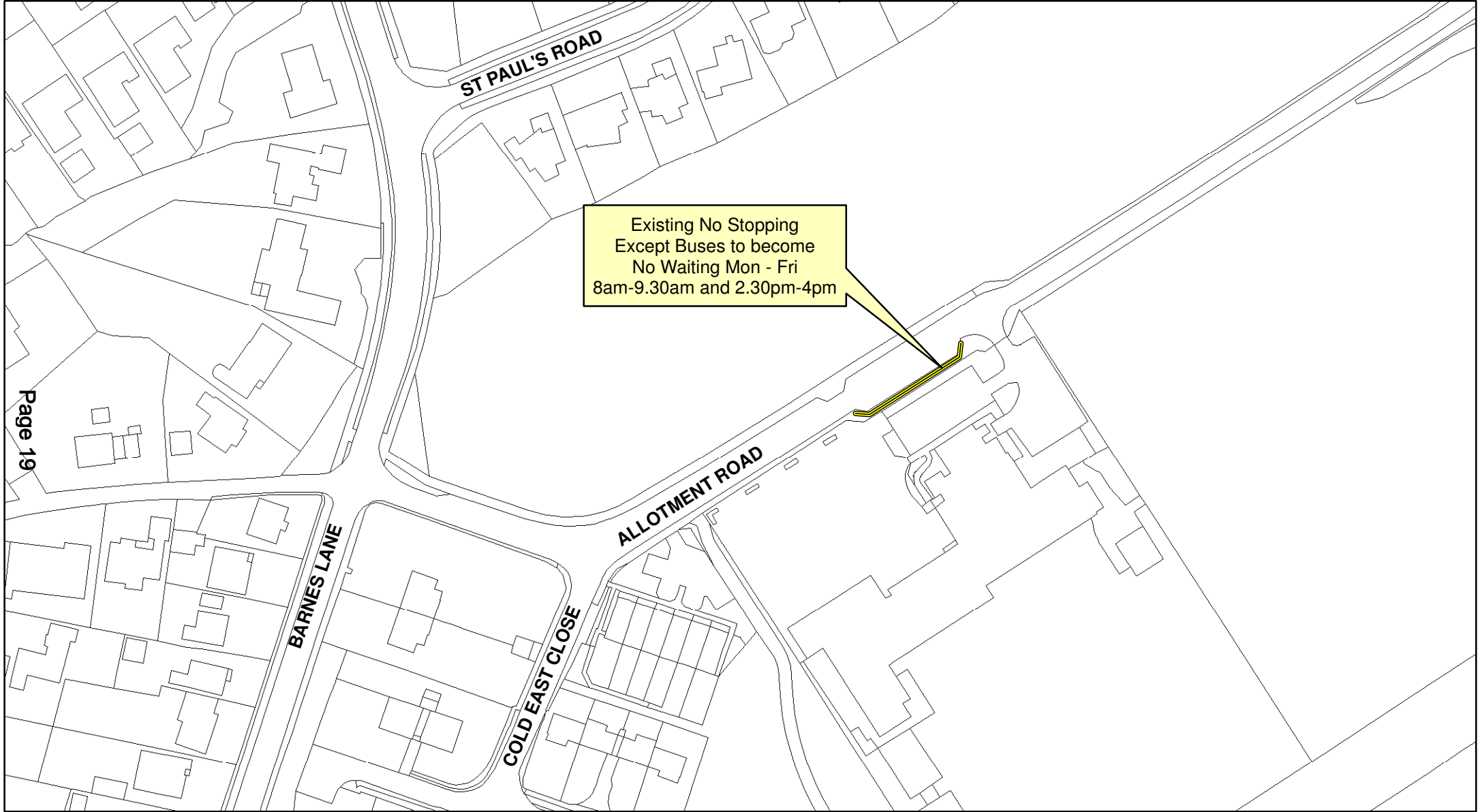
5. The Police, Ward and County Councillors have been consulted on this proposal and expressed their support.
6. The Statutory Consultees were consulted and no objections were received.

Representations

7. The proposal was advertised in December 2016, and a single response was received which was to enquire about parking for blue badge holders. This was clarified by reply to the respondent, which was to their satisfaction and no changes are needed to the proposal.

Conclusion

8. It is therefore recommended that the proposed waiting restrictions are implemented as advertised and shown at Appendix A.



Existing No Stopping
Except Buses to become
No Waiting Mon - Fri
8am-9.30am and 2.30pm-4pm

Page 19

ALLOTMENT ROAD, FAREHAM

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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 – Coach Hill, Titchfield
Report of:	Director of Operations
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 at three junction areas along Coach Hill and to obtain authorisation to implement a Traffic Regulation Order.

Executive summary: This report considers the reasons for proposing waiting restrictions along Coach Hill.

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

Reason: To remove the risk of obstructions and to improve road safety.

Cost of Proposals: The cost of the proposals will be met by Fareham Borough Council's Traffic Management budget.

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

Appendices Appendix A: Scheme drawing

Executive Briefing Paper

Date: 25 January 2017

Subject: Traffic Regulation Order - Proposed Waiting Restrictions – Coach Hill, Titchfield

Briefing by: Director of Operations

Portfolio: Public Protection

Supporting Information

1. Coach Hill runs westwards from the southern end of Titchfield village, towards Warsash Road. Complaints have been received about parking at the three road junctions along this length, i.e. the junctions with Gardner Road, Garstons Road (including Lower Bellfield almost opposite) and Posbrook Lane.
2. In order to address these concerns it is proposed to introduce waiting restrictions in these junction areas as shown at Appendix A.

Consultations

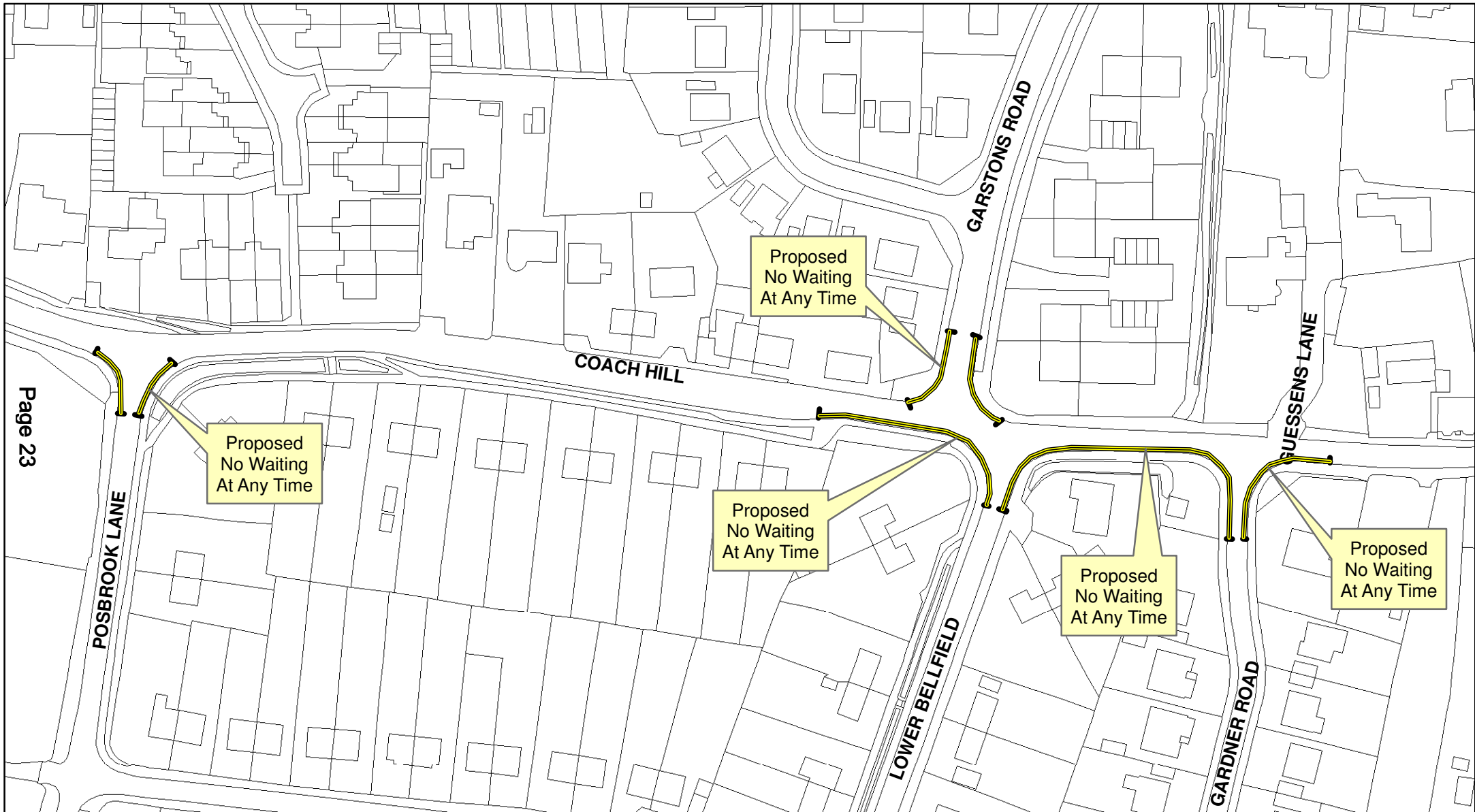
3. The Police, Ward and County Councillors have been consulted on this proposal and expressed their support. The Police expressed a minor concern that traffic speeds may increase as a result of the removal of parking but they recognised that this was outweighed by the safety aspects of the proposal.
4. The Statutory Consultees were consulted and no objections were received.

Representations

5. The proposal was advertised in December 2016 and no responses were received.

Conclusion

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



FAREHAM

BOROUGH COUNCIL

Report to the Executive Member for Public Protection for Decision

Portfolio:	Public Protection
Subject:	Traffic Regulation Order - Proposed Waiting Restrictions – West Street Service Road, Portchester
Report of:	Director of Operations
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 loading at the junction areas of West Street (service road) with The Queensway, The Close and The Kingsway and to obtain authorisation to implement a Traffic Regulation Order.

Executive summary: This report considers the reasons for proposing waiting restrictions in the junction areas described above.

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

Reason: To remove the risk of obstructions and to improve road safety.

Cost of Proposals: The cost of the proposals will be met by Fareham Borough Council's Traffic Management budget.

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

- Appendices** Appendix A: Scheme drawing
Appendix B: Responses to public advertisement

Executive Briefing Paper

Date: 25 January 2017

Subject: Traffic Regulation Order - Proposed Waiting Restrictions – West Street Service Road, Portchester

Briefing by: Director of Operations

Portfolio: Public Protection

Supporting Information

1. West Street service road runs parallel to the main A27 West Street, shortly to the east of the A27 junction with Cornaway Lane and Dore Avenue. Three residential streets lead off this service road, and complaints have been received for some years about parking in the junction areas of these roads with the main service road.
2. In order to address these concerns it is proposed to introduce waiting restrictions as shown at Appendix A. These vary in length in order to take into account the proximity of private accesses.

Consultations

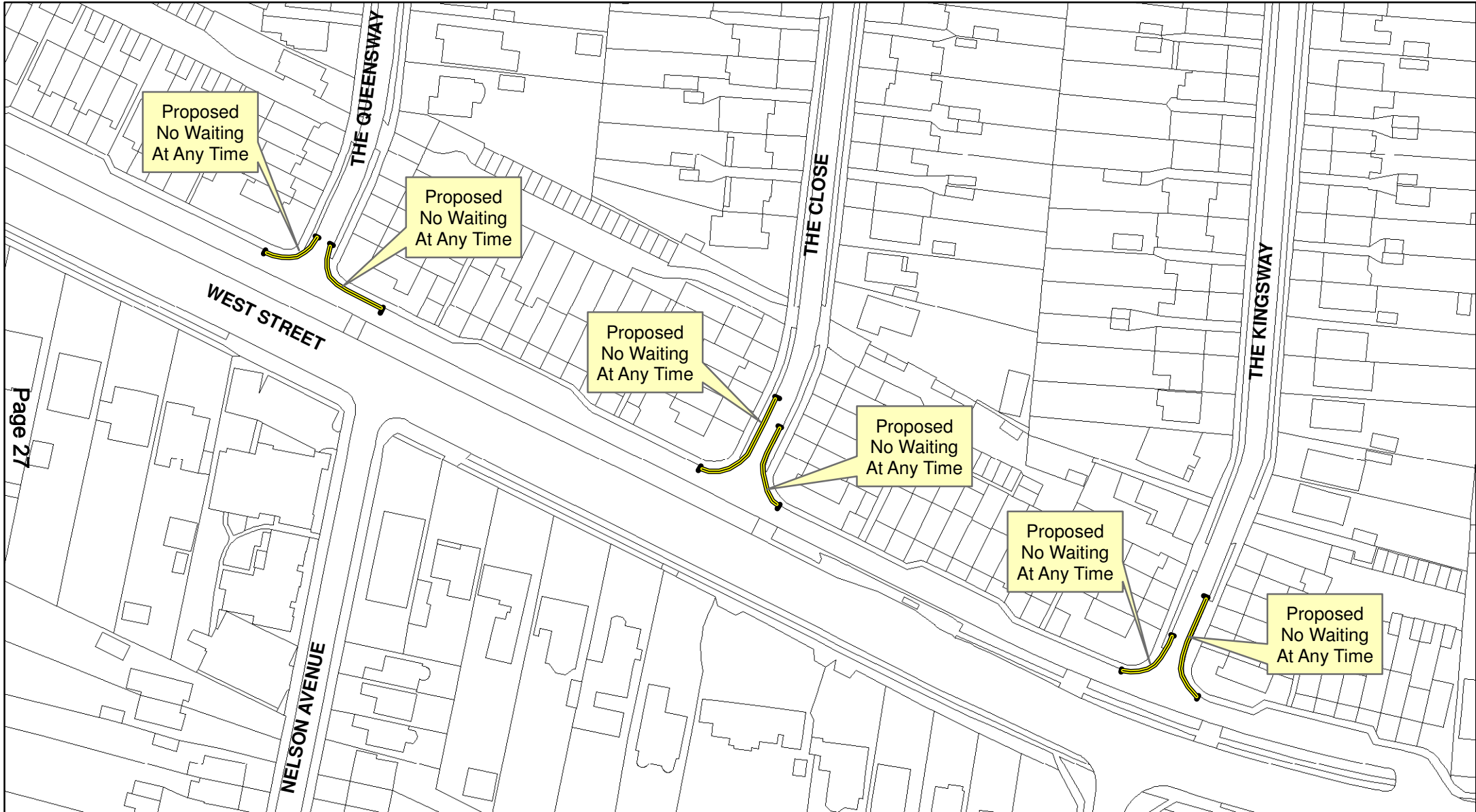
3. The Police, Ward and County Councillors have been consulted on this proposal and expressed their support.
4. The Statutory Consultees were consulted and no objections were received.

Representations

5. The proposal was advertised in December 2016 and 6 responses were received. Of these, 3 were in support, 2 were objections, and 1 expressed reservations although this did not clearly state an objection.
6. These responses are summarised at Appendix B and accompanied by officer comments. The main thrust of the replies to the objections is that some displacement of parked vehicles is inevitable with the introduction of waiting restrictions, but any inconvenience this causes is likely to be less of a concern than are the hazards caused by parking at junction areas.

Conclusion

7. The support for this proposal was not outweighed by the objections and it is therefore recommended that the proposed waiting restrictions are implemented as advertised and shown at Appendix A.



RESPONSES TO PUBLIC CONSULTATION

NAME REF.	COMMENTS/ SUGGESTIONS	OFFICER RESPONSE
1	Support - I am emailing to say that we fully support the above proposed order being residents in The Close who have often experienced severe difficulty in exiting this road by car due to persistent parking on corners.	Support noted
2	Support - As residents of The Close we have struggled for years to safely exit our road due to dangerous and inconsiderate parking on both sides of the junction with West Street (Service Road). We have previously raised the concern with Fareham Borough Council but were told that nothing could be done. We are very pleased that something is now going to be done to tackle this dangerous situation - it is long overdue and we trust that when the restrictions are in force, they will be monitored and enforced. Please also give serious consideration to imposing parking restrictions along the north side of West Street (Service Road) for a sensible number of metres (say ten) in both the easterly and westerly direction from the junction with The Close.	Support noted
3	Reservations expressed - it does not seem right that you have pushed this situation into an already over crowded small close, thought should have been given to this before you gave these extra cars our only available spaces to park the residents generally think of others, but not now it is becoming a bit of a fight for a space now	Parking can be monitored after introduction of the restrictions
4	Support - Surely the major consideration must be the safety of vehicles emerging from The Close. The vehicles using the service road often travel at or above 30 mph, making the emergence from The Close with vehicles close up to the corners. These vehicles mask oncoming vehicles from both directions until the vehicle emerging from The Close is at least far enough across the road to see around the	Support noted

	parked vehicles.	
5	Objection - I wish to object to the proposed parking restrictions amendment 45 order 2016 for the kingsway portchester. This will cause loss of parking spaces but will considerably increase the parking opposite 5 and 7 the kingsway which will cause an obstruction of the entry and exit of no 5 and no 7 the kingsways driveways and loss of access resulting in possible unsafe manoeuvres to gain access.	Some displacement of parking is inevitable but protecting the junction areas is necessary for road safety purposes
6	Objection - I wish to object to the above proposal. I am a resident of The Kingsway. If approved this measures will greatly affect residents near the West Street junction. The majority of these residents do not have off road parking. The implementation of the no waiting proposals will push the traffic north, east and west. This will put a strain on the available spaces to park. This will undoubtedly make the roads less, not more safe to negotiate. I also feel the roads are perfectly safe as they are. They need no yellow lines. I have never had an issue either as a motorist, cyclist or pedestrian. To summarise these proposals serve no useful purpose. Will decrease, not increase traffic through dispersal, and are completely unnecessary.	Some displacement of parking is inevitable but protecting the junction areas is necessary for road safety purposes

FAREHAM

BOROUGH COUNCIL

Report to the Executive Member for Public Protection for Decision

Portfolio:	Public Protection
Subject:	Traffic Regulation Order - Proposed Waiting Restrictions – Swanwick Lane, Swanwick
Report of:	Director of Operations
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 in a short length of Swanwick Lane and to obtain authorisation to implement a Traffic Regulation Order.

Executive summary: This report considers the reasons for proposing waiting restrictions in Swanwick Lane.

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

Reason: To remove the risk of obstructions and to improve road safety.

Cost of Proposals: The cost of the proposals will be met by Hampshire County Council.

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

Appendices Appendix A: Scheme drawing

Executive Briefing Paper

Date: 25 January 2017

Subject: Traffic Regulation Order - Proposed Waiting Restrictions – Swanwick Lane, Swanwick

Briefing by: Director of Operations

Portfolio: Public Protection

Supporting Information

1. Swanwick Lane runs between the A3051 Botley Road at Swanwick, and the main A27 at Lower Swanwick. It serves a number of local houses and has carried a level of traffic running between these A class roads for some years.
2. Since the opening of Yew Tree Drive to all traffic, the volume of through traffic using Swanwick Lane has increased leading to concerns being raised. In response Hampshire County Council have an ongoing programme to address concerns about speeding and road safety along this road, and one of the measures includes proposing an extension to existing waiting restrictions to the west of Anglers Way, as shown at Appendix A.

Consultations

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

Representations

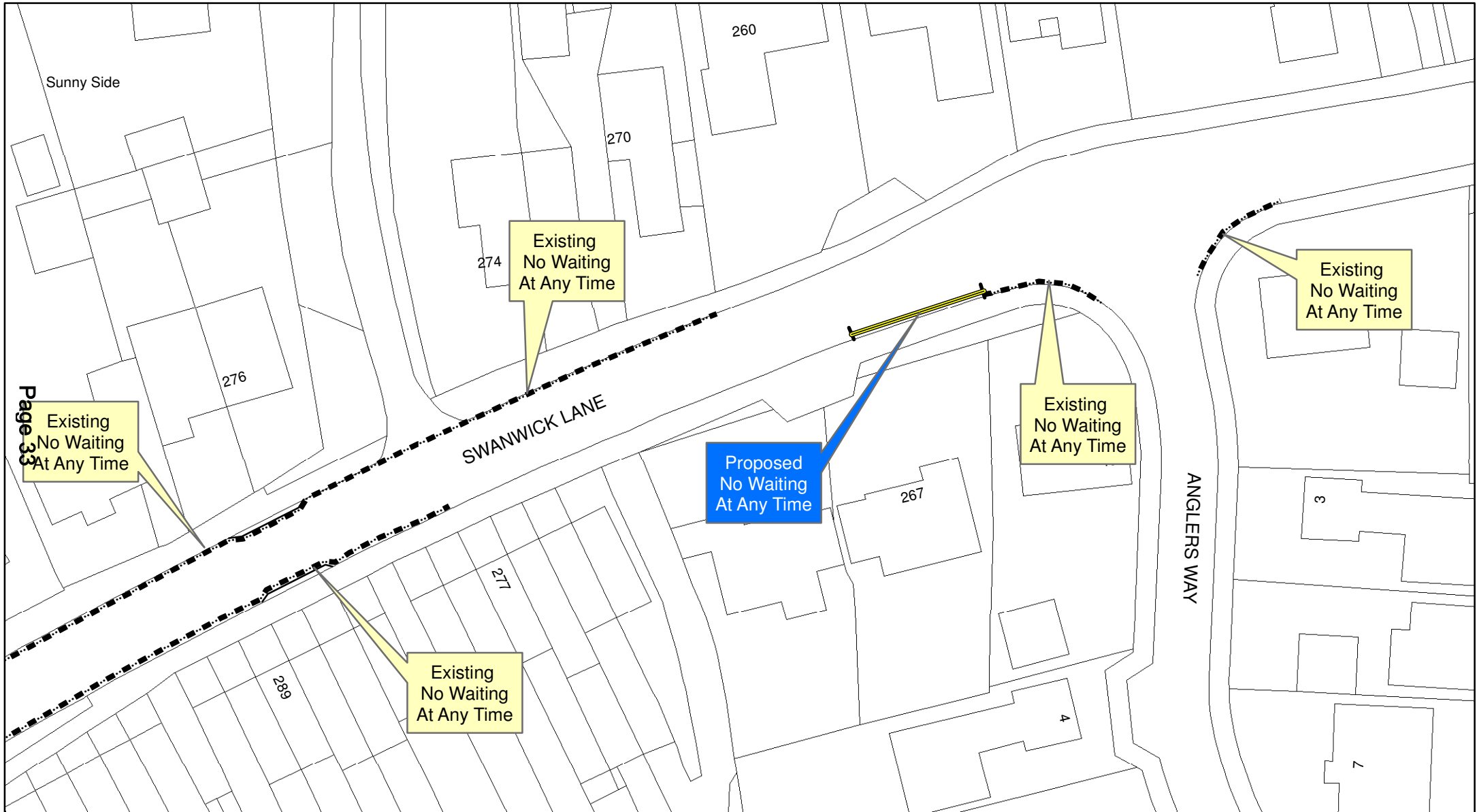
5. The proposal was advertised in December 2016. No responses were received.

Conclusion

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

FAREHAM

BOROUGH COUNCIL



Page 33

SWANWICK LANE, FAREHAM

SCALE - 1:500 @ 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 – Locks Road, Locks Heath
Report of:	Director of Operations
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 in Locks Road in the vicinity of a new residential development and to obtain authorisation to implement a Traffic Regulation Order.

Executive summary: This report considers the reasons for proposing waiting restrictions in Locks Road.

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

Reason: To remove the risk of obstructions and to improve road safety.

Cost of Proposals: The cost of the proposals will be met by the Developer.

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

Appendices Appendix A: Scheme drawing

Executive Briefing Paper

Date: 25 January 2017

Subject: Traffic Regulation Order - Proposed Waiting Restrictions – Locks Road, Locks Heath

Briefing by: Director of Operations

Portfolio: Public Protection

Supporting Information

1. Locks Road is one of a number of local distributor roads running along a north south alignment between Warsash and the busy A27.
2. Approximately midway along Locks Road a small housing development is proposed shortly to the south of Lambourne Drive, which will have its own separate junction with Locks Road.
3. In order to reduce the risk of parking taking place in a hazardous manner in this junction area it is proposed that waiting restrictions are introduced on both sides of Locks Road across the development frontage.
4. Either side of the development are other road junctions (with Locks Road), at Lambourne Drive to the north on the same side as the development, and at Maytree Close to the south on the opposite side. It would make sense to include both of these junctions as part of the proposals.
5. Shortly to the north of Lambourne Drive is a road narrowing / traffic calming feature, and just to the north of that is a bus stop on the eastern side of the road, after which double yellow lines already exist as part of the measures to protect the junction area with Centre Way and Church Road. The Ward Councillors have asked that these new proposals should take these features into account and extend northwards to meet the existing restrictions.
6. These proposals are shown at Appendix A.

Consultations

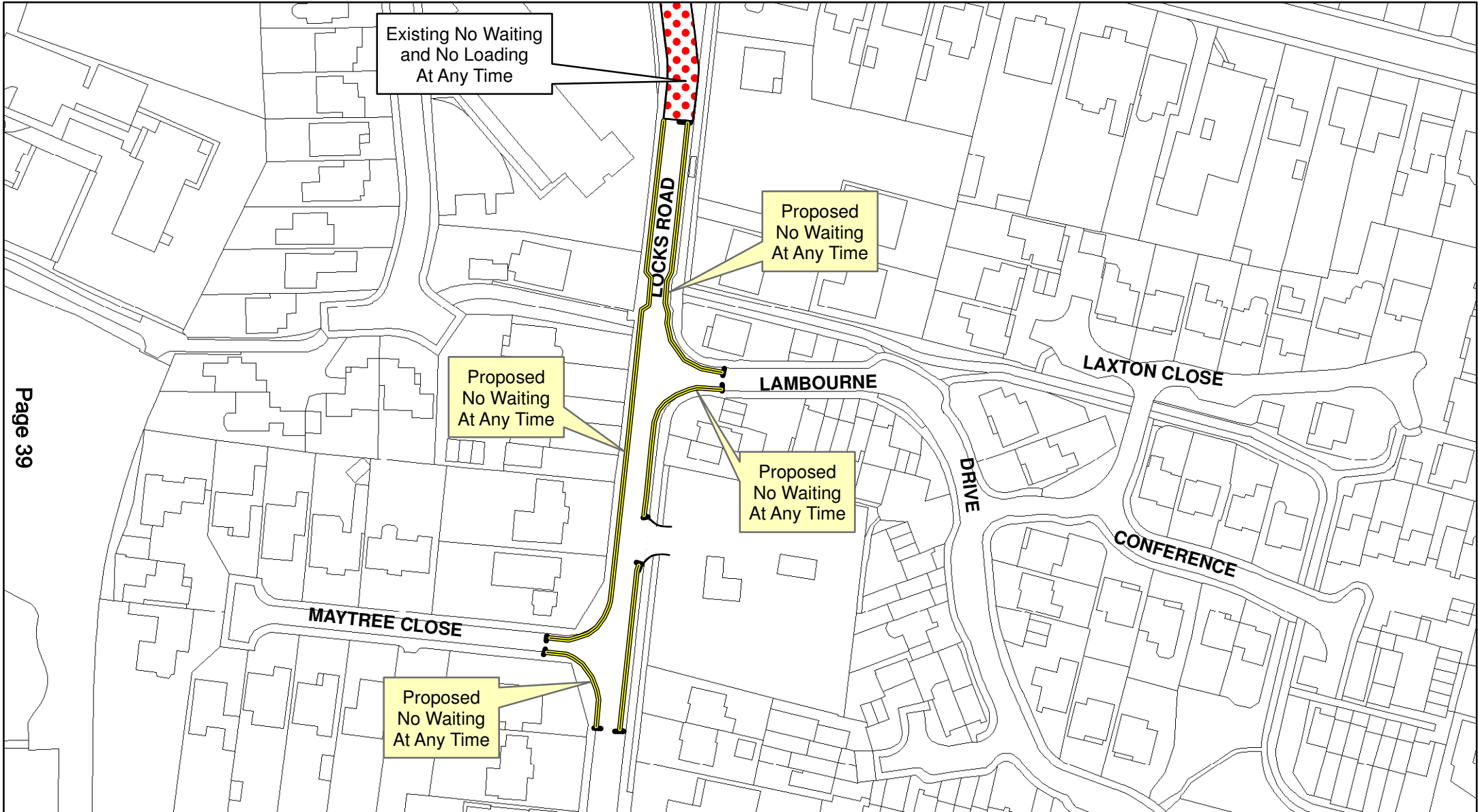
7. The Police, Ward and County Councillors have been consulted on this proposal and expressed their support.
8. The Statutory Consultees were consulted and no objections were received.

Representations

9. The proposal was advertised in December 2016. Two responses were received, the first of which was to express full support for them, but also concern that the new restrictions would not be enforced. This concern is noted and in practice these restrictions will be enforced as and when the resources to do so are available.
10. The second response was also in support, and to add a request that the restrictions should be extended into Mayfield Close where parking regularly takes place partly on the footways. Addressing the parking in Mayfield Close would be likely to be contentious with mixed views due to the parking pressures there. It should therefore be treated as a separate exercise in due course if concerns about this parking continue, but it does not need to be part of the present proposals for Locks Road.

Conclusion

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



FAREHAM

BOROUGH COUNCIL

Report to the Executive Member for Public Protection for Decision

Portfolio:	Public Protection
Subject:	Traffic Regulation Order - Proposed Waiting Restrictions – Southampton Hill, Titchfield
Report of:	Director of Operations
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 at the junction area of Southampton Hill with the A27 Southampton Road and to obtain authorisation to implement a Traffic Regulation Order.

Executive summary: This report considers the reasons for proposing waiting restrictions in Southampton Hill.

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

Reason: To remove the risk of obstructions and to improve road safety.

Cost of Proposals: The cost of the proposals will be met by Hampshire County Council.

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

Appendices Appendix A: Scheme drawing

Executive Briefing Paper

Date: 25 January 2017

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

Briefing by: Director of Operations

Portfolio: Public Protection

Supporting Information

1. Hampshire County Council are carrying out major improvement works to the A27 between the railway station roundabout in Fareham, and Segensworth roundabout to the south of the M27 junction 9.
2. Southampton Hill serves the north-western side of Titchfield village, and parking in the junction area of this road with the A27 has raised concerns, which Hampshire County Council are addressing as part of their works.
3. As part of these works they have asked that waiting restrictions could be introduced in the junction area of Southampton Hill with Southampton Road, as shown at Appendix A.

Consultations

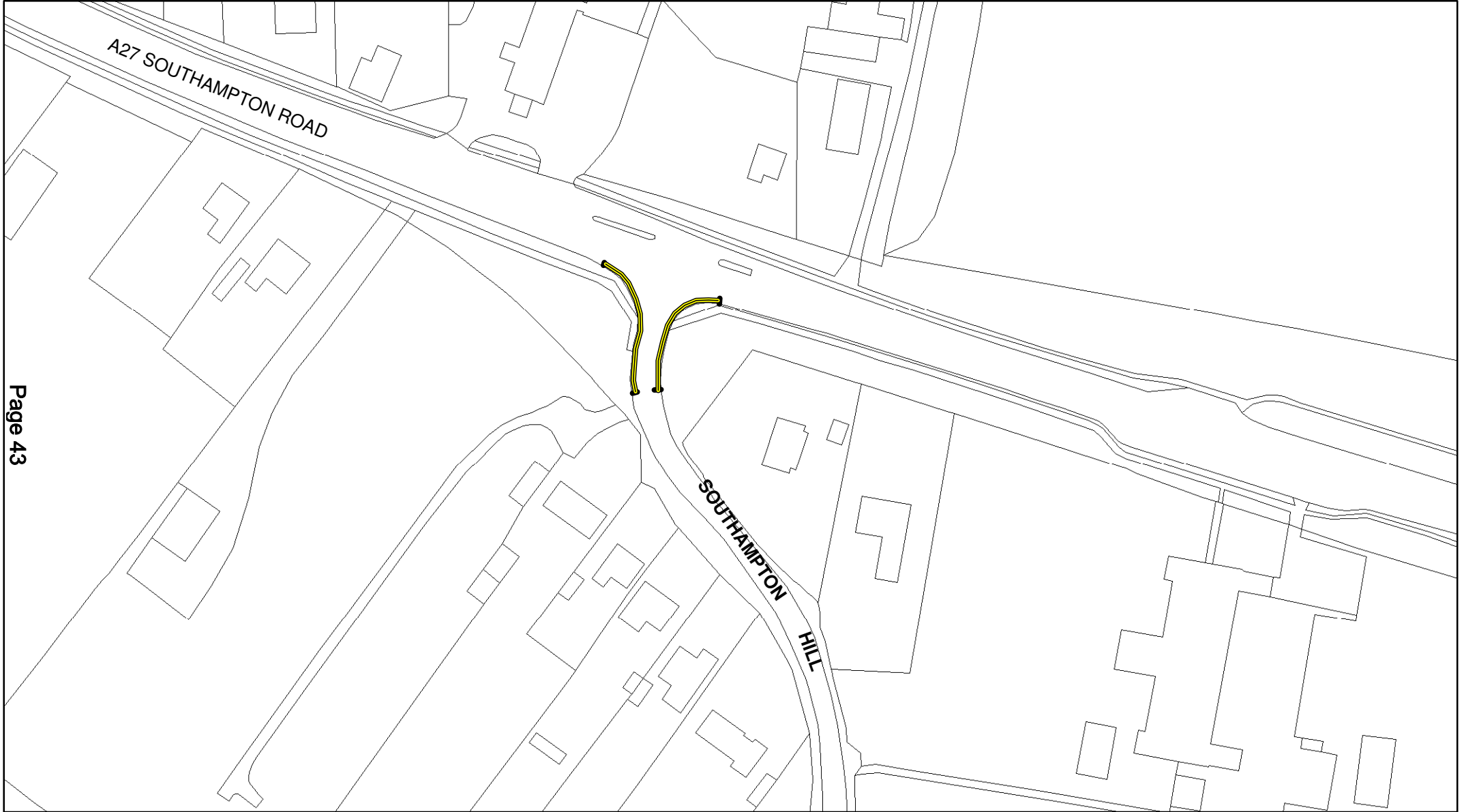
4. The Police, Ward and County Councillors have been consulted on this proposal and expressed their support.
5. The Statutory Consultees were consulted and no objections were received.

Representations

6. The proposal was advertised in December 2016. No responses were received.

Conclusion

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



Page 43

SOUTHAMPTON HILL, TITCHFIELD

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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 – Maylings Farm Road, Fareham
Report of:	Director of Operations
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 at the junction area of Maylings Farm Road with Miller Drive and to obtain authorisation to implement a Traffic Regulation Order.

Executive summary: This report considers the reasons for proposing waiting restrictions in Maylings Farm Road and Miller Driver.

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

Reason: To remove the risk of obstructions and to improve road safety.

Cost of Proposals: The cost of the proposals will be met by Fareham Borough Council’s Traffic Management budget.

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

Appendices Appendix A : Scheme drawing

Executive Briefing Paper

Date: 25 January 2017

Subject: Traffic Regulation Order - Proposed Waiting Restrictions – Maylings Farm Road, Fareham

Briefing by: Director of Operations

Portfolio: Public Protection

Supporting Information

1. Maylings Farm Road runs between Miller Drive and Kiln Road in the northern part of Fareham. It accommodates housing and local businesses, and is regularly used by through traffic driving between the northern and central areas of Fareham.
2. Parking at the southern end of Maylings Farm Road has been the subject of numerous concerns, and it is proposed to introduce waiting restrictions to remove the hazards that this parking causes in this junction area.
3. The proposal extends into Miller Drive for some 35 metres to the east of the junction in order to protect the bus stop that exists here, as well as improving visibility for vehicles exiting from Maylings Farm Drive into Miller Drive. The proposed restrictions are shown at Appendix A.

Consultations

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

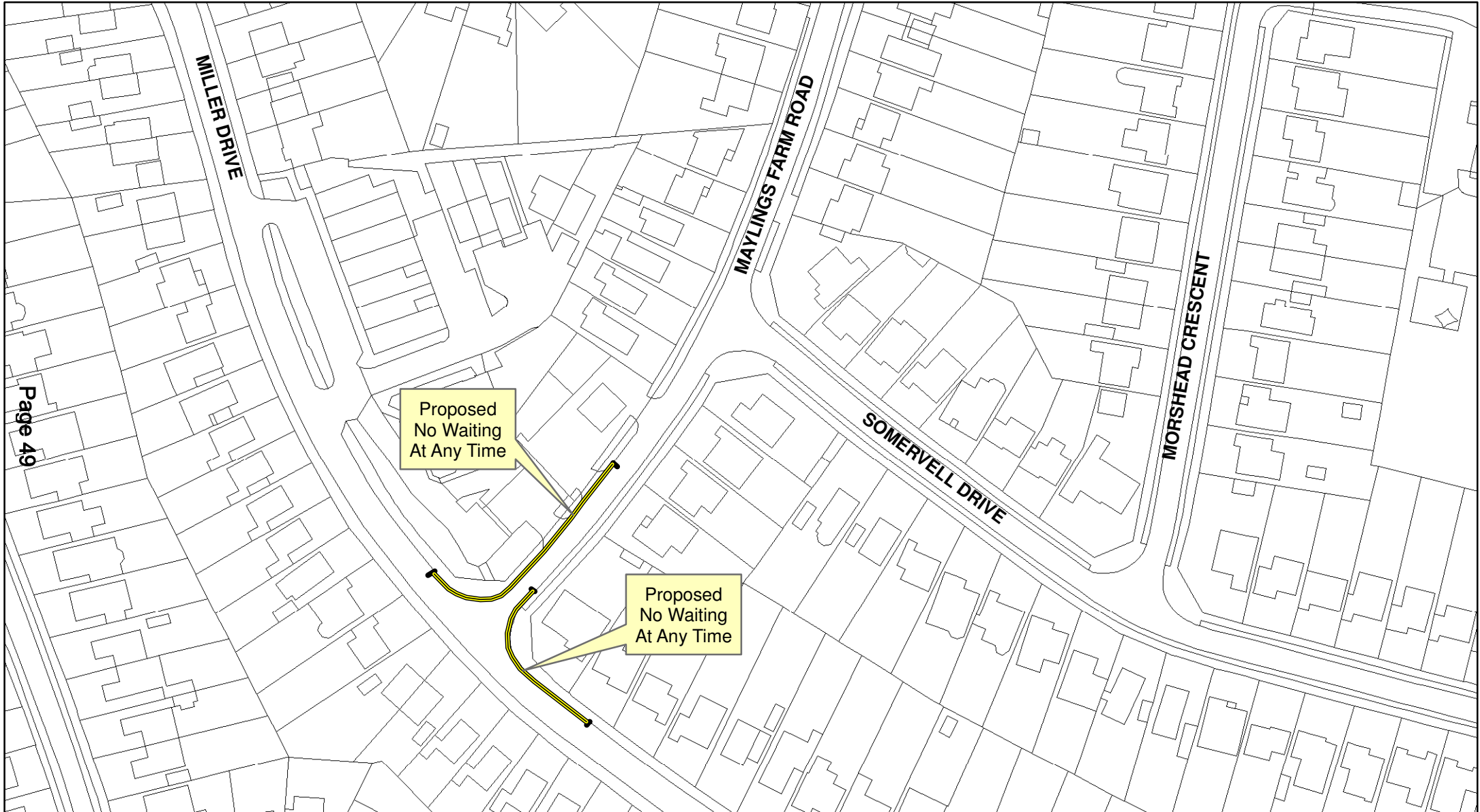
Representations

6. The proposal was advertised in December 2016. Two responses were received, both of which recognised the need for the restrictions and asked that they might be taken further.
7. Consideration was given to taking the restrictions further before they were advertised, however it was recognised at that stage that all this would achieve would be to displace the parking to other locations where pressures would then increase further.
8. The proposals were carefully designed as a compromise between addressing concerns about parking in the junction area, and the recognised risk of

displacement. The restrictions can be monitored and reviewed in due course, but at this stage they are believed to be the optimum as they stand.

Conclusion

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



Page 49

MAYLINGS FARM ROAD, FAREHAM

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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 – Barbican Mews, Portchester
Report of:	Director of Operations
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 in a length of Barbican Mews and to obtain authorisation to implement a Traffic Regulation Order.

Executive summary: This report considers the reasons for proposing waiting restrictions in Barbican Mews.

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

Reason: To remove the risk of obstructions and to improve road safety.

Cost of Proposals: The cost of the proposals will be met by Fareham Borough Council's Traffic Management budget.

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

Appendices Appendix A: Scheme drawing

Executive Briefing Paper

Date: 25 January 2017

Subject: Traffic Regulation Order - Proposed Waiting Restrictions – Barbican Mews, Portchester

Briefing by: Director of Operations

Portfolio: Public Protection

Supporting Information

1. Barbican Mews is a residential cul de sac leading eastwards off Castle Street, shortly to the north of its junction with White Hart Lane.
2. As part of the programme to introduce waiting restrictions in Castle Street in February 2015, restrictions were introduced into the mouth of Barbican Mews. However since then, a number of complaints have been received about parking beyond the restricted area, which includes a road narrowing feature and a right angled bend.
3. Despite it not being appropriate to park on a road narrowing feature, it happens anyway particularly at school opening and closing times, and this parking also takes place around the tight bend which causes concerns on road safety grounds.
4. It was not expected that people would park in these areas when the earlier restrictions were introduced because it was hoped that drivers would exercise greater road safety awareness, but that has not always proved to be the case.
5. Extending the existing restrictions through these features would only involve a fairly short extension to them, but it would provide a significant improvement in road safety. The proposals are shown at Appendix A.

Consultations

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

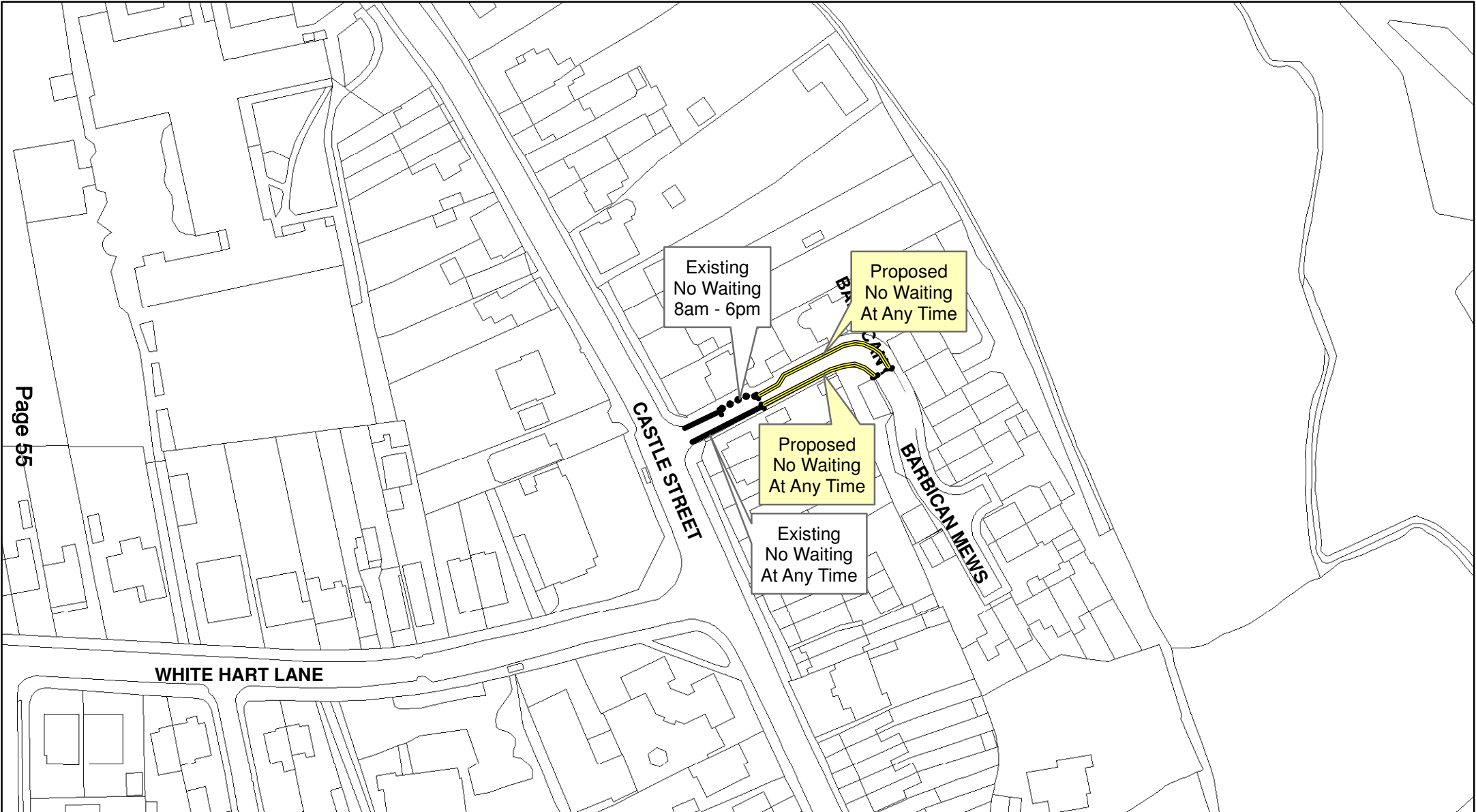
Representations

8. The proposal was advertised in December 2016 and four responses were received.
9. Three of these were in support, the fourth supported them in part but asked that they could be reduced to accommodate a length of parking. The length where the

reduction was requested is the same length that has been causing concern, and those in support would disagree with this reduction.

Conclusion

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



FAREHAM

BOROUGH COUNCIL

Report to the Executive Member for Public Protection for Decision

Portfolio:	Public Protection
Subject:	Traffic Regulation Order - Proposed Waiting Restrictions – Green Lane, Warsash
Report of:	Director of Operations
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 in Fleet End Road at its junction with Green Lane and to obtain authorisation to implement a Traffic Regulation Order.

Executive summary: This report considers the reasons for proposing waiting restrictions in Fleet End Road.

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

Reason: To remove the risk of obstructions and to improve road safety.

Cost of Proposals: The cost of the proposals will be met by Fareham Borough Council's Traffic Management budget.

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

Appendices Appendix A : Scheme drawing

Executive Briefing Paper

Date: 25 January 2017

Subject: Traffic Regulation Order - Proposed Waiting Restrictions – Green Lane, Warsash

Briefing by: Director of Operations

Portfolio: Public Protection

Supporting Information

1. Green Lane is a private road serving a number of houses off Fleet End Road in Warsash. Parking in Fleet End Road has been registered as a concern when it takes place close to the junction with Green Lane, and in order to address this it is proposed to introduce waiting restrictions as shown at Appendix A.

Consultations

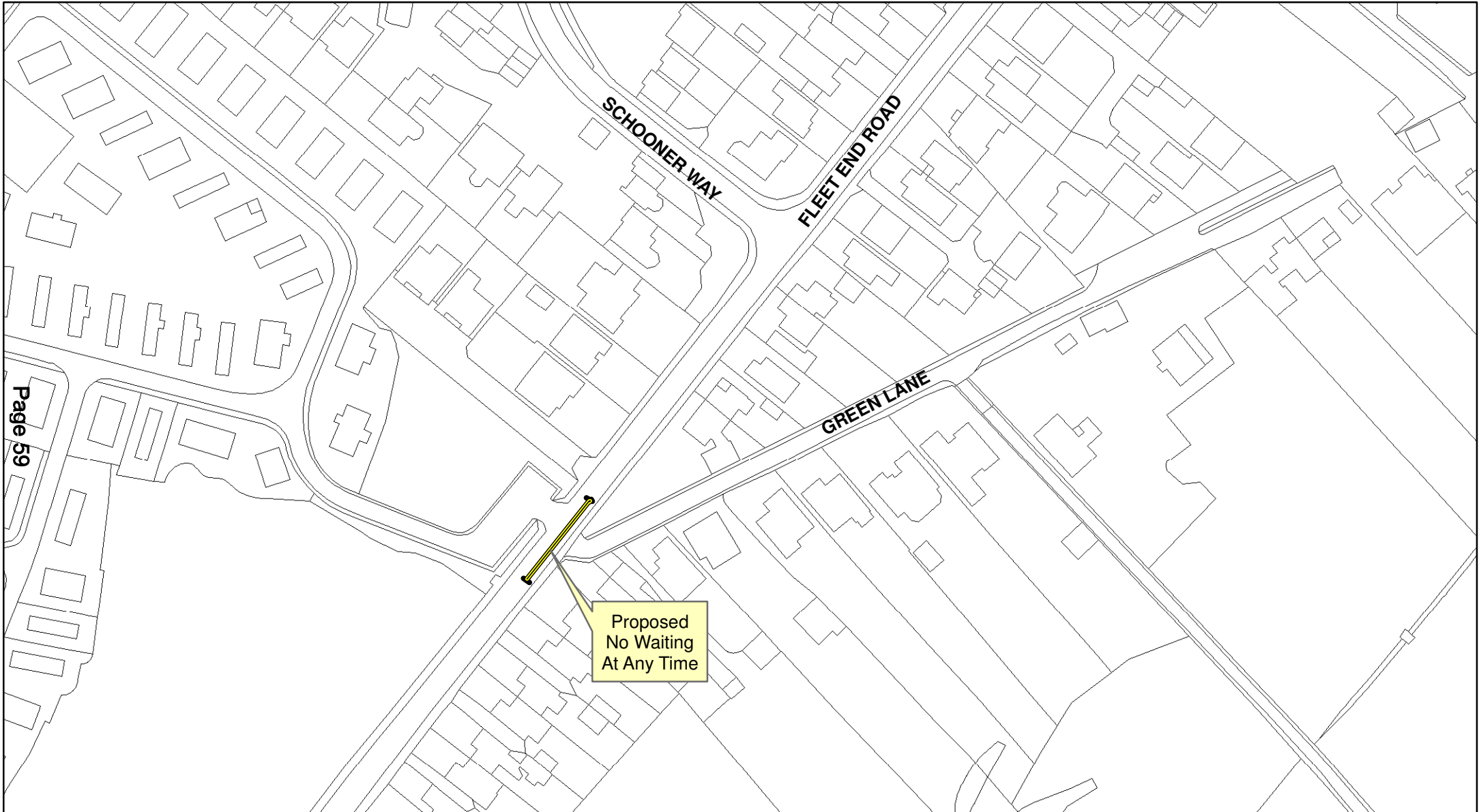
2. The Police, Ward and County Councillors have been consulted on this proposal and expressed their support.
3. The Statutory Consultees were consulted and no objections were received.

Representations

4. The proposal was advertised in December 2016. No responses were received.

Conclusion

5. It is therefore recommended that the proposed waiting restrictions are implemented as advertised and shown at Appendix A.



Page 59

FLEET END ROAD, WARSASH

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