

FAREHAM

BOROUGH COUNCIL

Report to the Executive Member for Public Protection for Decision

Portfolio:	Public Protection
Subject:	Traffic Regulation Order - Proposed Waiting Restrictions – Stow Crescent, Fareham
Report of:	Director of Planning and Regulation
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 Stow Crescent and to obtain authorisation to implement a Traffic Regulation Order.

Executive summary:

This report considers the reasons for proposing waiting restrictions in Stow Crescent.

Recommendation:

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

Reason:

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

Cost of Proposals:

The cost of the proposals will be met by Fareham Borough Council's Refuse and Recycling budget.

Risk Assessment:

There are no identified risks associated with this proposal.

Appendices Appendix A : Scheme drawing (as advertised)
 Appendix B : Scheme drawing (as recommended)

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Executive Briefing Paper

Date: 12 January 2016

Subject:: Traffic Regulation Order - Proposed Waiting Restrictions – Stow Crescent, Fareham

Briefing by: Director of Planning and Regulation

Portfolio: Public Protection

Supporting Information

Background

1. Stow Crescent is a loop road leading off Highlands Road and back to it, to the south of Gudge Heath Lane.
2. A residential development, Collingwood Court, has recently been constructed in Stow Crescent, with a short access road (Gibraltar Close) between (but on the opposite side of Stow Crescent to) Barfleur Close and Triumph Close. Parking along the southern side of Stow Crescent between these roads causes difficulty when accessing Gibraltar Close by large vehicles, and a white bar marking has been provided to deter parking from taking place here, this white bar marking is not enforceable.
3. This has been partially successful, but a small number of drivers have ignored this marking and parked on the white bar, which has then caused particular difficulties when larger vehicles such as refuse collection vehicles, have required access into Gibraltar Close.
4. The white bar marking is only an advisable marking and is not backed by an enforcement capability which has led to regular difficulty with refuse collection, and no clear means of overcoming it. The provision of restrictions here to prohibit waiting at all times would allow the issue of penalty charge notices for contravention of the restriction, and assist in the removal of obstructions. This proposal is shown at Appendix A.

Consultations

5. The Police, Ward and County Councillors have been consulted on this proposal. The Police expressed their support but neither of the Ward Members did so, and one of them has expressed concerns.
6. The Statutory Consultees were consulted and no objections were received.

Representations

7. The proposal was advertised in November 2015 and no responses were received from members of the public. However, the response from one Ward Member was in the form of an objection, along with a comment that he also represented the views of some of the local residents.
8. The concern was that this proposal would remove a useful parking facility for local residents and was more than was necessary to keep the road clear for refuse collection and other large vehicles.
9. Following this concern, further discussions were undertaken with the Ward Councillor and the refuse and recycling team. It was suggested that a revised proposal should cover the same length of road but be for a shorter period of operation, namely 8.30am to 12.30pm on Mondays to Fridays only. This would leave this section of Stow Crescent available for parking every afternoon and overnight, and also at weekends.
10. This revised proposal was agreed by all parties.

Conclusion

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