

# 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 – Green Road, Stubbington</b>
<b>Report of:</b>	Director of Operations
<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 in Green Road and to obtain authorisation to implement a Traffic Regulation Order.

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

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

**Reason:** To address concerns and complaints about parking in the junction area of Green Road with Mays Lane.

**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:** 6 September 2016

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

**Briefing by:** Director of Operations

**Portfolio:** Public Protection

## Supporting Information

1. Green Road is a residential cul de sac leading off Mays Lane which lies to the north of the centre of Stubbington village.
2. Complaints have been received about parking in Green Road near to its junction with Mays Lane, which leads to hazards when vehicles are manoeuvring around this junction area.
3. The proposed restrictions are designed to remove parking hazards in this area, and to provide a clearer passage for vehicles entering and leaving Green Road.

## 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 July 2016 and a single response was received. This expressed initial agreement, but also a reservation about whether the proposed length of 25 metres was necessary. Concerns were cited about whether this may lead to parking on the grass further along the road, or on a bend further along the road.
7. The concerns are acknowledged, but with any parking restriction there is a risk that the parking will be displaced to other locations which may carry their own concerns. It is suggested that parking close to the junction area is arguably more hazardous than it is further along the road, and so the even if parking does take place elsewhere as a result, there should still be a net reduction in the road safety hazards in the area.
8. It was also suggested that the restricted length could be reduced. However it has been found in similar situations elsewhere that shorter restrictions do not entirely overcome the hazard. This is because two vehicles entering a side road such as Green Road together, can lead to the second one braking sharply before clearing

the main road, if parking is taking place less than 25 metres from the junction, while there is an oncoming vehicle passing that parked vehicle.

9. While this may happen infrequently, it is nevertheless a risk and in similar locations this has led to shunt accidents on the main road.

### **Conclusion**

10. It is therefore recommended that the proposed waiting restrictions are implemented as advertised and shown at Appendix A. In respect of the concerns expressed, these should be monitored with a view to possible modifications, but only if a clear need to do so, arises.