

# 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 – Anjou Crescent, Fareham</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 Anjou Crescent and to obtain authorisation to implement a Traffic Regulation Order.

**Executive summary:** This report considers the reasons for proposing waiting restrictions in Anjou Crescent, which are designed to address complaints about long stay parking.

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

**Reason:** To address concerns and complaints about long stay parking in Anjou Crescent.

**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 as advertised  
Appendix B : Objections to public advertisement  
Appendix C : Petition  
Appendix D : Scheme as recommended for implementation

# Executive Briefing Paper

**Date:** 6 September 2016

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

**Briefing by:** Director of Operations

**Portfolio:** Public Protection

## Supporting Information

1. Anjou Crescent is a service road adjacent to Blackbrook Road in Fareham, which serves a number of retail outlets. Parking is available on both sides of this service road, and is presently unrestricted throughout.
2. Complaints have been received verbally, in writing and via Ward Councillors that parking is taking place in a manner which is hazardous and obstructive, and can deter customers from using the retail facilities that exist.
3. Parking around the junction areas with Blackbrook Road can be hazardous, and parking across vehicular entrances is obstructive. There have also been complaints that parking takes place by some vehicles for several days at a time, which reduces the turnover of the available parking, for its intended use by users of the retail facilities.
4. On the south side, parking takes place parallel to the kerb, while on the north side it takes place in echelon fashion in marked spaces. The south side has a number of vehicular entrances, which have the effect of separating the parking into five sections which can accommodate two vehicles each. The echelon parking on the north side can accommodate 11 vehicles, with a separate width part way along being designated for pedestrian use, linking via a short footpath to a bus stop in each direction on Blackbrook Road.
5. The parking on the south side, which is effectively the “outside” of the Crescent, sometimes spreads to the junction area with Blackbrook Road. This can be hazardous and so it is proposed to protect these junction areas with short lengths of “No waiting at any time”.
6. Parking on the north side (or “inside”) does not normally take place in the junction areas because this would prevent the passage of vehicles along Anjou Crescent. However it would be prudent to restrict the junction areas in tandem with the proposed restrictions for the junction areas around the outside of the Crescent. The restrictions on the “inside” would run as far as the ends of the echelon parking section.

7. In respect of the remainder of the Crescent, it has been proposed to restrict the parking to two hours throughout. This would provide parking for most of the practical needs of shoppers using the retail outlets here.
8. In this type of situation, it is normal to propose a maximum restriction, which can then be reduced upon receipt of comments from interested parties, if it is deemed appropriate to do so.

### **Consultations**

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

### **Representations**

11. The proposal was advertised in July 2016 and a number of responses were received, all objecting to the proposals. These are shown in Appendix B, along with a standard officer response that the recommended proposals are in recognition of the concerns.
12. A petition was also received, containing 470 signatures, this is shown at Appendix C.
13. A Freedom of Information request was also received.
14. To summarise the objections including the comments made via the petition, these were principally fears about displacement of parking into Blackbrook Road, along with concerns about where people with genuine longer term needs (such as shop staff and residents) would be able to park. There were additional comments made such as fears about obstruction of vehicular accesses in Anjou Crescent, but the above are the main concerns.
15. Having received and analysed the comments, it is clear that to limit the parking throughout Anjou Crescent to a two hour maximum, would upset a sizeable number of people. However, to take no action at all would fail to recognise the concerns about long term parking.
16. It is therefore suggested that some reduction in the proposals is appropriate, If parking outside the shops was left as two hours (on the outside or south side of the Crescent), this would allow a good turnover of 10 spaces for shop customers. Coupled with this, it is suggested that white bar markings could be provided in between the two hour waiting areas, in order to protect the vehicular entrances.
17. On the inside (north side) of the Crescent, the 11 echelon parking spaces could be made 24 hour waiting. While this may appear to have little value, this could nevertheless be enforced if complaints about instances of long term parking occur in the future. Aside from this, shop staff and residents would have a facility that is effectively unrestricted, at least for 24 hours at a time. This should be appropriate for all "all day" and overnight parking needs.

### **Conclusion**

18. It is therefore recommended that the proposed waiting restrictions are implemented as shown at Appendix D.