



Report to the Executive Member for Public Protection for Decision

Portfolio:	Public Protection
Subject:	Traffic Regulation Order - Proposed Loading Restrictions - Stow Crescent
Report of:	Director of Regulatory and Democratic 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 introduce loading restrictions and to obtain authorisation to implement a Traffic Regulation Order.

Executive summary:

This report addresses concerns about parking in Stow Crescent, between its junctions with Highlands Road and Glenesha Gardens. There are existing restrictions along this length which prohibit waiting at all times, but there are parking and safety problems here caused by blue badge holders and others.

Following consultations, it is proposed to introduce loading prohibitions and a loading area for use by commercial vehicles only.

Recommendation:

That loading restrictions are introduced as shown at Appendix A.

Reason:

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

Cost of proposals:

The cost of the proposal 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 : Proposed loading restrictions](#)



FAREHAM BOROUGH
COUNCIL

www.fareham.gov.uk

Executive Briefing Paper

Date: 20 November 2012

Subject: Traffic Regulation Order - Proposed Loading Restrictions - Stow Crescent

Briefing by: Director of Regulatory and Democratic Services

Portfolio: Public Protection

Supporting Information

Background

1. Concerns have been expressed by local residents and Ward Members in respect of parking in Stow Crescent, between its junctions with Highlands Road and Glenesha Gardens.
2. There are existing restrictions along this length which prohibit waiting at all times, however parking regularly takes place on these restrictions while shoppers visit the nearby shops, particularly the adjacent Co-op. (On the southern side of the road to the east of the Co-op, parking is not possible due to the presence of vehicular entrances).
3. It is not simply a matter of increasing the enforcement in this area because much of this parking is by drivers displaying blue badges, which entitles them to park on double yellow lines so long as they do not cause hazards or obstructions by doing so.
4. In practice parking in this area is hazardous, because vehicles travelling along Stow Crescent towards Highlands Road, often need to overtake vehicles which are parked on the double yellow lines outside the Co-op. In doing so they are then in conflict with vehicles turning into Stow Crescent from Highlands Road. This latter flow of vehicles is high as this manoeuvre is necessary to gain access to the parking spaces outside the Highlands Road shops.
5. It is not easy to enforce against hazardous parking by blue badge holders because this requires police action. Enforcement by Fareham Borough Council's Civil Enforcement Officers (CEOs) can only be for direct contravention of restrictions, such as where loading restrictions exist, and at present these restrictions do not exist here.
6. The present situation is further complicated by other drivers (non blue badge holders) who claim they park here for loading, while in practice they are actually shopping. While this can be enforced by CEOs, they cannot be there at all times. Even when CEOs are in attendance, this is contentious as many drivers will argue that they were only stopping to load rather than to do their shopping, and this can be difficult for the CEOs to dispute.

7. Taking all of this in to account, enforcement in this area would be much easier to carry out if the restrictions were more prohibitive, i.e. by introducing a prohibition of loading at all times. This would serve to considerably reduce the hazards caused by vehicle conflicts in this area.
8. This should not cause undue inconvenience for blue badge holders, because they have a reserved space available nearby, outside the Highlands Road shops. In addition there is an abundance of parking available for all drivers outside these shops.
9. As part of the proposals, and in recognition of the need for deliveries to the Co-op, part of the proposals is to provide a loading area for loading by commercial vehicles only. This would be located to serve the off road loading bay for the Co-op, which lies a relatively safe distance away from Highlands Road.

Consultations

10. The Ward Councillors, County Councillor and the Police have been consulted on this proposal and all offered their support.
11. The Statutory Consultees have been consulted and no objections were received.

Representations

12. The proposal was formally advertised in January 2013, prior to which a letter drop was carried out to frontagers along the affected length of road.
13. No objections were received from members of the public, but a representation was received from the manager of the Co-op, asking to discuss this further. A site meeting was then held with Co-op manager, and this was also attended by Councillor Whittingham.
14. It was agreed that the provision of the loading bay, which would be restricted for the use of commercial vehicles only, would cater for the needs of the Co-op.

Conclusion

15. It is therefore recommended that the restrictions are implemented as shown at Appendix A to this report.