

FAREHAM

BOROUGH COUNCIL

Report to the Executive Member for Public Protection for Decision

Portfolio: Public Protection
Subject: Traffic Regulation Order - Proposed Waiting Restrictions - St Mary's Road, Stubbington
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 waiting restrictions and to obtain authorisation to implement a Traffic Regulation Order.

Executive summary:
This report addresses concerns in respect of parking at the junction areas of St Mary's Road with Mays Lane and with Titchfield Road.

Following consultations, it is proposed to introduce waiting restrictions for short lengths at both ends of St Mary's Road.

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

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

Cost of Proposals:
The cost of the proposal will be met from the Traffic Management budget.

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

Appendices [Appendix A : Scheme drawing \(junction with Mays Lane\)](#)
[Appendix B : Scheme drawing \(junction with Titchfield Road\)](#)

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Executive Briefing Paper

Date: 4 June 2013

Subject: Traffic Regulation Order - Proposed Waiting Restrictions - St Mary's Road, Stubbington

Briefing by: Director of Regulatory and Democratic Services

Portfolio: Public Protection

Supporting Information

Background

1. St Mary's Road runs on an east-west alignment between Titchfield Road and Mays Lane. Complaints have been received in respect of parking close to the junctions at both ends of this road.
2. Vehicles approaching these junctions past parked vehicles in St Mary's Road have to do so directly in the path of vehicles which are turning in from the main roads. This can lead to vehicles braking sharply when turning in, and this is particularly hazardous when there are vehicles following close behind. This is very often the case as both Titchfield Road and Mays Lane are busy roads.
3. Removing parking from the junction areas would serve to reduce the hazards in these locations, and accords with the Highway Code.

Consultations

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

Representations

6. The proposal was formally advertised in April 2013; two objections were received, and one comment in support.
7. The two objections were both querying the need for these restrictions, one focussed on the Highway Code and lack of other evidence not being sufficient to justify them, and the other expressing concern about the encouragement of through traffic that may result from them.
8. In terms of the Highway Code and any other justifications, there is no requirement that there must be accidents or other problems in order to justify the

provision of waiting restrictions. In law the public highway is for the passage and re-passage of traffic, and parking on it is only tolerated where it does not cause problems or complaints.

9. In this instance complaints have been received in respect of parking at both ends of the road, and the provision of restrictions has been supported by the Police, the Ward Councillors and the County Councillor.
10. In terms of the encouragement of through traffic, this has been the subject of some concern but keeping the junction areas clear from obstructions is unlikely to have a significant effect on this practice.
11. Traffic has been observed to divert from Titchfield Road in the morning peak period in order to avoid queuing on that road, for example, but drivers' decisions to do this are unlikely to be swayed away from doing so just because of parking at the junction. Indeed if there was any particular obstruction at the junction sufficient to persuade drivers to stay in the traffic queue, this would emphasise the need to free up the junction area from parking for safety reasons.

Conclusion

12. Taking all of the above considerations into account it is therefore recommended that the proposed waiting restrictions are implemented as advertised and detailed at Appendices A and B to this report.