

FAREHAM

BOROUGH COUNCIL

Report to the Executive Member for Public Protection for Decision

Portfolio:	Public Protection
Subject:	Traffic Regulation Order – Proposed Waiting and Loading Restrictions – South Street, Titchfield
Report of:	Director of Environmental Services
Strategy/Policy:	
Corporate Objective:	A safe and healthy place to live and work

Purpose:

To inform the Executive Member of concerns in respect of parking in South Street, and to obtain authorisation to introduce an Experimental Traffic Regulation Order to address these concerns.

Executive summary:

This report considers the parking situation in South Street which has led to the possibility of the withdrawal of the local bus service.

The report recognises that waiting restrictions are not welcomed by local traders, and therefore recommends the introduction of a Traffic Regulation Order on an experimental basis for a 12 month period. The aim of this experimental order is to try and address the situation with restrictions which are targeted at retaining the bus service, while minimising the disruption to local traders. During the first 6 months of the experimental order any objections to the order can be made.

Recommendation:

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

Reason:

To improve road safety and reduce the risk of obstructions.

Cost of Proposals:

The cost of the proposal will be met by Hampshire County Council.

Risk Assessment:

There are no identified risks associated with this proposal.

Appendices Appendix A: Original proposals
Appendix B: Revised proposals

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Executive Briefing Paper

Date: 8 April 2014

Subject:: Traffic Regulation Order - Proposed Waiting and Loading Restrictions – South Street, Titchfield

Briefing by: Director of Environmental Services

Portfolio: Public Protection

Supporting Information

Background

1. South Street is a historic street running southward from the centre of Titchfield village. It is fronted by houses and shops on both sides, which lie behind footways.
2. This road forms part of a bus route serving the village centre, however buses are frequently delayed by vehicles parking on South Street. First Bus have identified an increasing trend in incidents on South Street from 13% to 27% and 34% of all incidents in the area year on year, when buses have come into physical contact with other vehicles, and also with street furniture while seeking to avoid parked vehicles.
3. As a result, If nothing is done it is certain that First Bus will irreversibly remove the 4A bus service from Titchfield, however if they were to do this it would leave some parts of the community without access to buses. First Bus have stated that the 4A service which runs through South Street is marginal in profitability terms, however the service is well used and the passengers are important customers.
4. In order to address the parking concerns, the very first consideration from the outset was to provide double yellow lining throughout the northern section of South Street and remove all parking. This would need to be coupled with loading restrictions in order to protect this part of the route from parking by blue badge holders, whose parking has frequently exacerbated the obstructive parking.
5. However, it was quickly recognised that this would have a detrimental effect on local traders, and so a modified set of waiting and loading restriction proposals was developed, with the twin objectives of freeing up the route from obstructions, while maintaining some suitable parking for the shops along South Street.
6. These proposals were presented at the Special CAT meeting held on 25th February at St Peters Church in Titchfield, and are shown at Appendix A to this

report. Consideration has since been given to the comments made at the meeting, and numerous other comments made in this regard. This has led to a revision of the proposals which is shown at Appendix B.

7. It is acknowledged that two petitions have been received in respect of this matter. One was targeted at retaining all of the limited parking on South Street; this petition had 835 signatures while the other was specifically aimed at retaining the bus service, this petition had 147 signatures. These petitions reflected what are essentially opposing views, but both sets of views have been expressed on many occasions by others already, and have been fully considered in preparing this report.
8. The petitions were presented to the Public Protection Policy Development and Review panel for consideration on 11th March 2014, the petition in respect of retention of the bus route was forwarded to First Bus and Hampshire County Council, whilst the petition in respect of retaining all limited parking was forwarded to the Executive member for Public Protection for consideration when making his decision in respect of the experimental TRO for South Street.
9. It is recognised that the introduction of waiting restrictions is not welcomed by local traders, and a number of residents have expressed support for the traders in this, which was effectively the main thrust of one of the petitions. A relaxation of the proposed loading and unloading restrictions would permit deliveries to be made outside these times.
10. However, without these measures being introduced in the near future, the bus service is unlikely to be retained, and a number of other residents (as in the second petition) have expressed their alarm at the possibility of the bus service being withdrawn.
11. In recognition of comments received, the loading restriction times in South Street have been relaxed, but the parking will still need to be reduced in order for the buses to be able to pass through safely.
12. There will still be some 20 minute spaces along South Street, there will also be a couple of 30 minute waiting spaces in West Street, but following concerns and comments made by local residents the double yellow lines will now not be removed.
13. Blue Badge holders will be allowed to park on the double yellow lines in West Street, providing they do not cause an obstruction, and they will also benefit from a dedicated space in South Street.
14. A request was also made that two bollards on the pavement at the junction of South Street and West Street be set back, Hampshire County Council have advised that they will move these bollards back by approximately 300mm.
15. It is therefore recommended that the proposals as shown at Appendix B are introduced, but on an experimental basis in order to inform everyone if it is needed or not, as it is an experimental order it will allow changes to be made to them should it prove necessary.

16. It follows that the consultation period will run parallel to the experimental period, and if it is decided to make the order permanent, this will be the subject of a further report in due course. Representations received during the first 6 months of the experimental TRO will be considered in that further report.

Consultations

17. The Ward Councillors, County Councillor and Police were consulted on this proposal. The Police expressed their support. However some reservations were expressed in recognition of the concerns of local traders by the ward and county councillors, but the proposals were supported in order to retain the bus service, and on the understanding that the experimental order can be changed if necessary.