

FAREHAM

BOROUGH COUNCIL

Report to the Executive Member for Public Protection for Decision

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

Purpose:

To seek approval from the Executive Member to vary an existing Experimental Traffic Regulation Order.

Executive summary:

Monitoring of the Experimental Traffic Regulation Order in South Street has led to an apparent means of improving the parking facility for drivers.

Recommendation:

That the Experimental Traffic Regulation Order is modified as shown at Appendix A.

Reason:

To create an additional short stay parking space in South Street for all users.

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 : Scheme drawing

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Executive Briefing Paper

Date: 2 July 2014

Subject:: Proposed Change to Experimental Traffic Regulation Order – South Street, Titchfield

Briefing by: Director of Environmental Services

Portfolio: Public Protection

Supporting Information

Background

1. An Experimental Traffic Regulation Order (TRO) was introduced on 13th June 2014 in South Street Titchfield to address concerns about parking in this road which had led to obstructions and delays to traffic.
2. The Experimental TRO included the provision of a disabled bay, however observations leading up to its formal introduction and since, have shown that this facility is rarely used.
3. It is proposed that the replacement of this bay with short term parking for all users would be beneficial to the needs of this area. Disabled drivers would still be able to use the short term waiting in South Street when space is available, and be subject to the same conditions of use, i.e limited to 20 minutes.
4. As part of this, the time limit in the whole of the 20 minute waiting area in South Street is to apply also to disabled badge holders, this ensures that the bays are only used for 20 minutes.

Consultations

5. Separate consultations are not necessary at this time as all comments received will be taken into account when a Decision is made on whether or not the order is to be made permanent.

Conclusion

6. It is recommended that the proposed waiting restrictions are implemented as advertised and detailed at Appendix A.