

FAREHAM

BOROUGH COUNCIL

Report to the Executive Member for Public Protection for Decision

Portfolio:	Public Protection
Subject:	Traffic Regulation Order – Proposed Waiting Restrictions – Havelock Road, Warsash
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 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 considers the introduction of waiting restrictions into Havelock Road, to address concerns expressed by local residents.

Recommendation:

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

Reason:

To provide a clearer route for the passage of vehicles and to improve road safety.

Cost of Proposals:

The cost of the proposals will be met by the Traffic Management Budget.

Risk Assessment:

There are no identified risks associated with this proposal.

Appendices Appendix A : Scheme drawing
Appendix B : Scheme drawing

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Executive Briefing Paper

Date: 6 November 2014

Subject:: Traffic Regulation Order – Proposed Waiting Restrictions – Havelock Road, Warsash

Briefing by: Director of Environmental Services

Portfolio: Public Protection

Supporting Information

Background

1. Havelock Road is a cul de sac which lies near to a small shopping area in Warsash Village, close to the clock tower roundabout. It provides the access route to a number of blocks of flats near to its junction with Newtown Road at its eastern end, and further into the cul de sac it serves a number of houses, most of which have off road parking available.
2. Complaints have been received about parking in Havelock Road, including the concern being that this parking is by non-residents of this road. This parking sometimes takes place in a manner which obstructs the footways so that pedestrians are forced to walk in the road. Parking which is wholly on the carriageway leads to obstructions to the passage of larger vehicles.
3. Proposals have been drawn up offering varying levels of restriction, and these were presented to local residents by means of a letter drop. The options were :
 - Do nothing
 - Prohibit waiting 10.00 to 11.00am and 2.00 to 3.00pm (Mon-Fri)
 - Prohibit waiting 8.00am to 6.00pm (Mon-Fri)
 - Prohibit waiting at all times

All except the first of these to include “No waiting at any time” along the narrow section part way along Havelock Road.

4. Analysis of the responses to the letter drop revealed that the most favoured response was the third option, ie prohibit waiting 8am to 6pm, but some of these stated that they would prefer that the restrictions also applied on Saturdays.
5. Concern was expressed about possible obstructions to vehicular entrances and to the passage of vehicles wishing to gain emergency access, however to cater

for every possible eventuality is not practical and some onus must be placed upon drivers to exercise their legal obligation to park without causing obstruction.

6. In the event that these situations do arise with any regularity as and when the proposals have been introduced then the measures can be reviewed if it appears appropriate to do so, but in the interim then any issues of obstruction must remain a matter for the police.
7. A number of other comments were made, including requests for a residents parking scheme on the basis that some of the parking which causes obstructions, is by non-residents of Havelock Road. However, residents parking schemes are intended for larger town centre areas and are not intended for smaller areas such as this.
8. Concerns were also expressed about parking which obstructs the footway along the northern side of Havelock Road, between the entrance road to Newtown Court and the narrow section further to the west.
9. Based on these responses, it was therefore agreed to publicly advertise the most favoured option, ie Option 3.

Consultations

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

Representations

12. The proposal was advertised in September 2014 as shown at Appendix A, with the restrictions to apply 8am to 6pm on Mondays to Saturdays, and a prohibition of waiting at all times along the narrow section part way along the road.
13. Seven responses were received to this advertisement, six of which were objecting to it, with one making observations but agreeing that some action is necessary. The primary concern of the objectors was the inconvenience that would be suffered by those who have little or no alternative parking facility. These objections included reiteration of earlier comments about the unfairness of this proposal, given that some of those parking in Havelock Road are non-residents.
14. In order to best address all of the concerns, and given that a residents parking scheme is not an option, it is suggested that a compromise could be reached whereby a reduced set of proposals is implemented. It is unlikely that any measures would satisfy everyone, however an approximation to the second option as in para 3 above (but to also include Saturdays), is thought to be the best compromise.
15. This would prohibit parking for one hour in the mornings and afternoons on Mondays to Saturdays, and would have the effect of removing at least some of the non-residential parking that has led to the objections.

16. It would also retain parking for residents and their visitors before 10.00am; between 11.00am and 2.00pm; any time after 3.00pm; and all day on Sundays. This would go some way towards addressing the objections about the inconvenience of losing parking facilities.
17. A variation would be to retain the restriction between 8.00am and 6.00pm, along the north side of Havelock Road between the entrance road to Newtown Court and the narrow section further to the west. The revised proposal is shown at Appendix B.

Conclusion

18. It is recommended that waiting restrictions are implemented as shown at Appendix B.