

FAREHAM

BOROUGH COUNCIL

EXECUTIVE MEMBER DECISION MAKING (PUBLIC PROTECTION)

- Date:** Tuesday, 2 December 2014
- Time:** 3:30 pm
- Venue:** Executive Meeting Room - Civic Offices
- Executive Member:** Councillor T M Cartwright, MBE, Deputy Leader



1. Report Published

To consider the following matters for decision for which reports have been published:-

Non-Key Decision(s)

- (1) **Traffic Regulation Order - Proposed Waiting Restrictions - Church Road, Warsash** (Pages 1 - 8)
- (2) **Traffic Regulation Order - Proposed Waiting Restrictions - Castle Street, Portchester** (Pages 9 - 24)
- (3) **Traffic Regulation Order - Proposed Waiting Restrictions - Bridge Road (service road), Sarisbury** (Pages 25 - 28)
- (4) **Traffic Regulation Order - Proposed Waiting Restrictions - Coldeast Close, Sarisbury** (Pages 29 - 34)
- (5) **Traffic Regulation Order - Proposed Waiting Restrictions - Titchfield Park Road, Titchfield** (Pages 35 - 46)
- (6) **Traffic Regulation Order - Proposed Waiting Restrictions - Segensworth Road, Titchfield** (Pages 47 - 54)
- (7) **Traffic Regulation Order - Proposed Waiting Restrictions - Southampton Road, Titchfield Common** (Pages 55 - 64)

P GRIMWOOD
Chief Executive Officer

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24 November 2014

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BOROUGH COUNCIL

Report to the Executive Member for Public Protection for Decision

Portfolio:	Public Protection
Subject:	Traffic Regulation Order – Proposed Waiting Restrictions – Church 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 Church Road, to address concerns expressed by local residents and the police.

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 : Proposals as advertised
Appendix B : Proposals as recommended

FAREHAM

BOROUGH COUNCIL

Executive Briefing Paper

Date: 2 December 2014

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

Briefing by: Director of Environmental Services

Portfolio: Public Protection

Supporting Information

Background

1. Church Road runs south from Warsash Road and serves a sizeable area in the south of Warsash. Part way along it lies Hook with Warsash Primary School, and in common with many other schools, parking outside it at opening and closing times leads to congestion.
2. Concerns have been expressed by local residents and also by the police, that parking shortly to the north of the school is potentially hazardous, and the police have asked that waiting restrictions be introduced to counter this.
3. It is proposed that the existing “No waiting at any time” is extended by a short length to the north of the existing length (where School Keep Clear markings also exist), and that this restriction is also applied at the junction with Sandycroft.
4. In between these lengths, it has been proposed that waiting restrictions should be introduced to apply during the period 8.30-9.30am and 2.30-4.00pm on Mondays to Fridays.

Consultations

5. The Ward Councillors, County Councillor and Police were consulted on this proposal and all expressed their support, however one of the Ward Councillors asked that the afternoon period could be shortened to apply for one hour only.
6. Further discussions took place with the Ward Councillor in the context that this type of restriction is often best made slightly longer (time wise) than necessary, in order to accommodate possible changes of opening times for the school (presently 8.50am to 3.30pm) He remained keen to keep the afternoon restriction to one hour if possible.

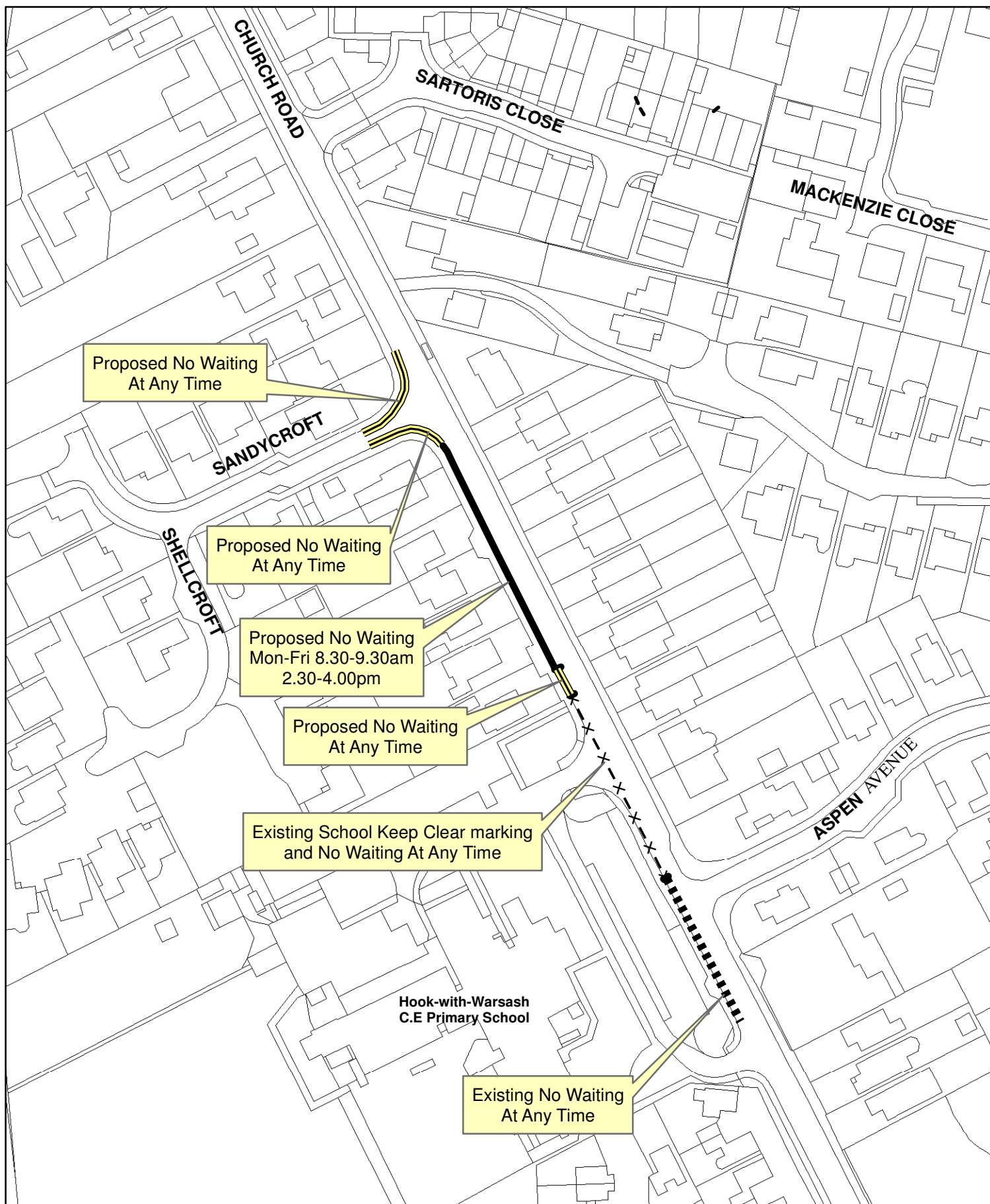
7. The morning proposal is already for one hour, the afternoon proposal is longer because picking up generally takes more time than dropping off, but it would be possible to reduce the afternoon period to one hour.
8. The Statutory Consultees were consulted and no objections were received.

Representations

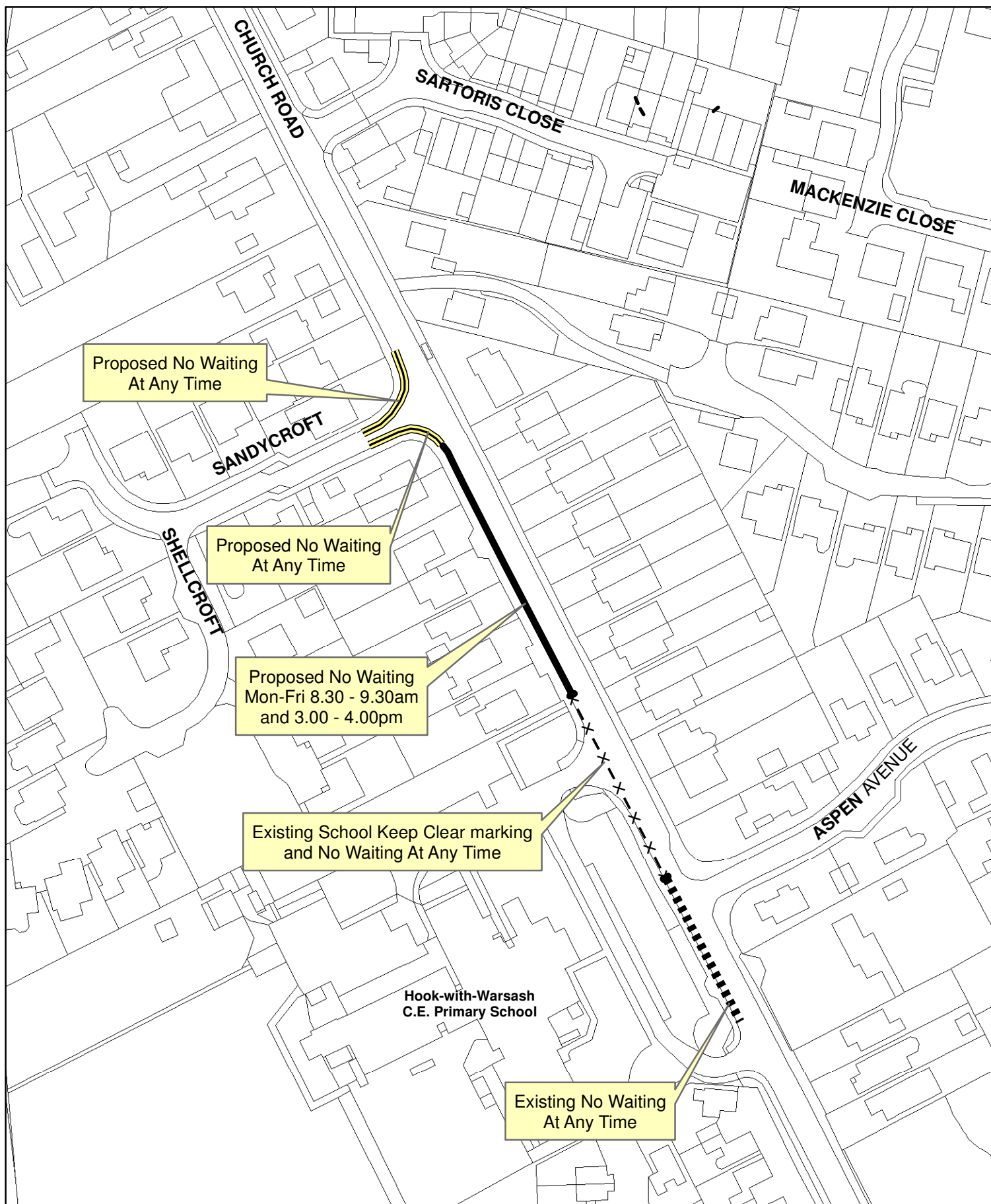
9. The proposal was advertised in September 2014 as shown at Appendix A, and two comments were received, both also asking that the restrictions could be made to apply over a shorter period. In addition it was requested that the restrictions could be made to apply during term time only, and that the proposed length of "No waiting at any time" could be incorporated into the timed restrictions.
10. The regulations governing Traffic Regulation Orders provide for them to be applied on specified dates, but since term dates vary every year then specifying dates is not practical.
11. In recognition of the comments received including those made by the Ward Councillor, it is suggested that the restrictions could be reduced to apply during the period 3.00-4.00pm only, and that these timed restrictions could incorporate the length which was proposed as "No waiting at any time."
12. Given the relatively short length of the proposal, along with the fact that parking would remain available at other times of day, this should not cause too much inconvenience. Loading and unloading for passengers and goods would also be permitted at all times within these new restrictions.

Conclusion

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



CHURCH ROAD, WARSASH



CHURCH ROAD, WARSASH

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BOROUGH COUNCIL

Report to the Executive Member for Public Protection for Decision

Portfolio:	Public Protection
Subject:	Traffic Regulation Order – Proposed Waiting Restrictions – Castle Street, Portchester
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 Castle Street, to address concerns expressed by local residents and Ward Members.

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

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 : Proposals as advertised
 - Appendix B : Proposals as recommended
 - Appendix C : Responses to letter drop
 - Appendix D : Responses to formal consultation

FAREHAM

BOROUGH COUNCIL

Executive Briefing Paper

Date: 2 December 2014

Subject:: Traffic Regulation Order – Proposed Waiting Restrictions - Castle Street, Portchester

Briefing by: Director of Environmental Services

Portfolio: Public Protection

Supporting Information

Background

1. Castle Street runs south from the main A27 in Portchester. It serves a sizeable housing area, and part way along its length it has a junction with White Hart Lane which runs to the West. South of this junction, Castle Street is a lengthy cul de sac which ends at Portchester Castle.
2. Concerns have been expressed by local residents and also by Ward Members in respect of overspill parking from the car parks at the Castle, which regularly occurs at weekends and bank holiday periods. At these times the car parks at the castle are unable to accommodate all of its visitors, who then search for the nearest available spaces to park, which are along Castle Street itself.
3. Castle Street has houses along both sides, some of which have off road parking available, although even among those who do; some park on the road because their cars cannot all be accommodated off road.
4. When parking spills over from the car parks at the castle, this often leads to congestion in Castle Street, which is particularly problematic as some of its visitors arrive by coaches which are unable to pass along the road. Obstruction of larger vehicles such as coaches also has concerning implications for the passage of emergency vehicles which, even if they were able to pass along the road themselves, could be held up behind coaches and other vehicles which could not move forwards.
5. For these reasons it has been proposed to prohibit parking along the eastern side of Castle Street throughout its length between White Hart Lane and the point where the road widens, near to the “Cormorant” public house.
6. This prohibition would apply from 8.00am to 7.00pm in order that parking for residents can be accommodated overnight. However, the restrictions would need

to apply every day of the week as all days are vulnerable to high levels of parking when the weather is fine.

7. A letter drop was carried out to all (approximately 100) frontagers who would be directly affected by this proposal. In response to the letter drop, 8 replied to express their support to the proposal, and 5 to express their objection. A further 3 were particularly concerned about the length of time that the restrictions applied, but indicated that they would be happier if the time restrictions were shortened. These are summarised at Appendix C.
8. Those who expressed their objections included comment that the restrictions would unfairly penalise the residents.
9. Some further comments were received expressing concern that parking would be displaced into Barbican Mews, a short cul de sac lying shortly to the north of White Hart Lane.
10. Taking these comments into account, waiting restrictions have therefore been advertised to apply throughout the east side of Castle Street to the south of Barbican Mews as far as the Cormorant public house, and also for a short length into Barbican Mews itself. These are shown at Appendix A.
11. With regard to Barbican Mews, these restrictions are to apply as far as the carriageway narrowing feature for road safety reasons, but further into the cul de sac it is thought to be far enough away from the Castle that there should be no major direct effects of the new proposals. This can nevertheless be monitored as and when they come into force.
12. The length of time for the restrictions in Castle Street has been advertised to be the same as in the letter drop, but further consideration is given to making them apply for shorter times below.

Consultations

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

Representations

15. The proposal was advertised in September 2014 as shown at Appendix A, and 11 representations were received, however 4 of these (all objectors) had already expressed their views in response to the letter drop. These are summarised at Appendix D, along with officer responses.
16. To summarise these responses, the objections were on the grounds that parking would be made difficult for residents, however it is not possible to remove the obstructive parking that has led to the concerns, without providing restrictions. The length of time that these restrictions would apply is considered further below.

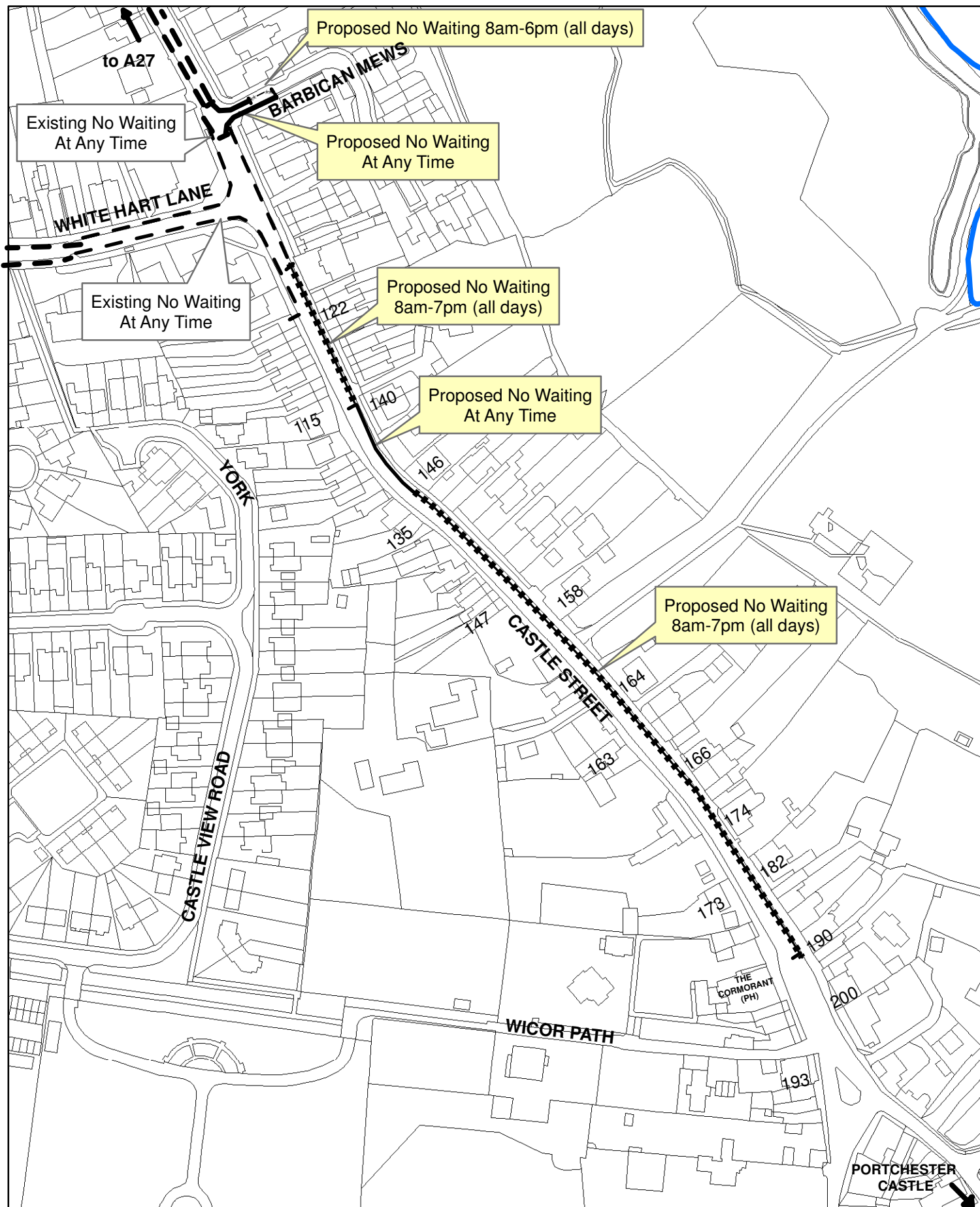
17. Concern was also expressed that speeding may result if parking is removed. This will be monitored, but the removal of parking along one side of the road is necessary in order to reduce the risks of congestion.
18. Another comment made was to express concern that the restrictions in Barbican Mews did not go far enough. Parking already occurs in Barbican Mews and will not be entirely due to parking displaced from Castle Street, and in any event the proposals have already been modified to include part of Barbican Mews.
19. As stated above, this can be monitored and further action taken if necessary, and will be subject to a further report as required. However, it is not thought that this concern warrants immediate action purely on the basis of the proposals for Castle Street.
20. Some further comments have been made reiterating concerns that were expressed in response to the letter drop about the restrictions causing inconvenience to local residents, particularly because of the length of time that they have been proposed to apply.
21. In view of the concerns expressed about the length of times that the restrictions have been proposed, it is recommended that the restrictions can be reduced to apply 10am-5pm instead of 8am-7pm. This will afford more parking for local residents and their visitors, while still covering the peak times that people park to visit the castle. These new times are shown at Appendix B.
22. In respect of the proposed "No waiting at any time" restrictions outside Nos. 140-146, this length is particularly hazardous when vehicles are parked on the inside of the bend and it is therefore proposed that this aspect should not be changed.

Summary

23. The foregoing summarises the principal factors as follows:
 - Overspill parking at Portchester Castle has led to numerous complaints including problems of congestion and obstructions in Castle Street
 - Waiting restrictions were proposed to address the concerns, to apply 8am-7pm (on all days) on the east side of Castle Street, and at all times on the bend outside Nos. 140-146.
 - Responses to a letter drop (to all directly affected residents) was mixed, leading to a reduction in the recommended times during which the restrictions apply, to 10am-5pm (all days), and to the addition of restrictions in Barbican Mews.

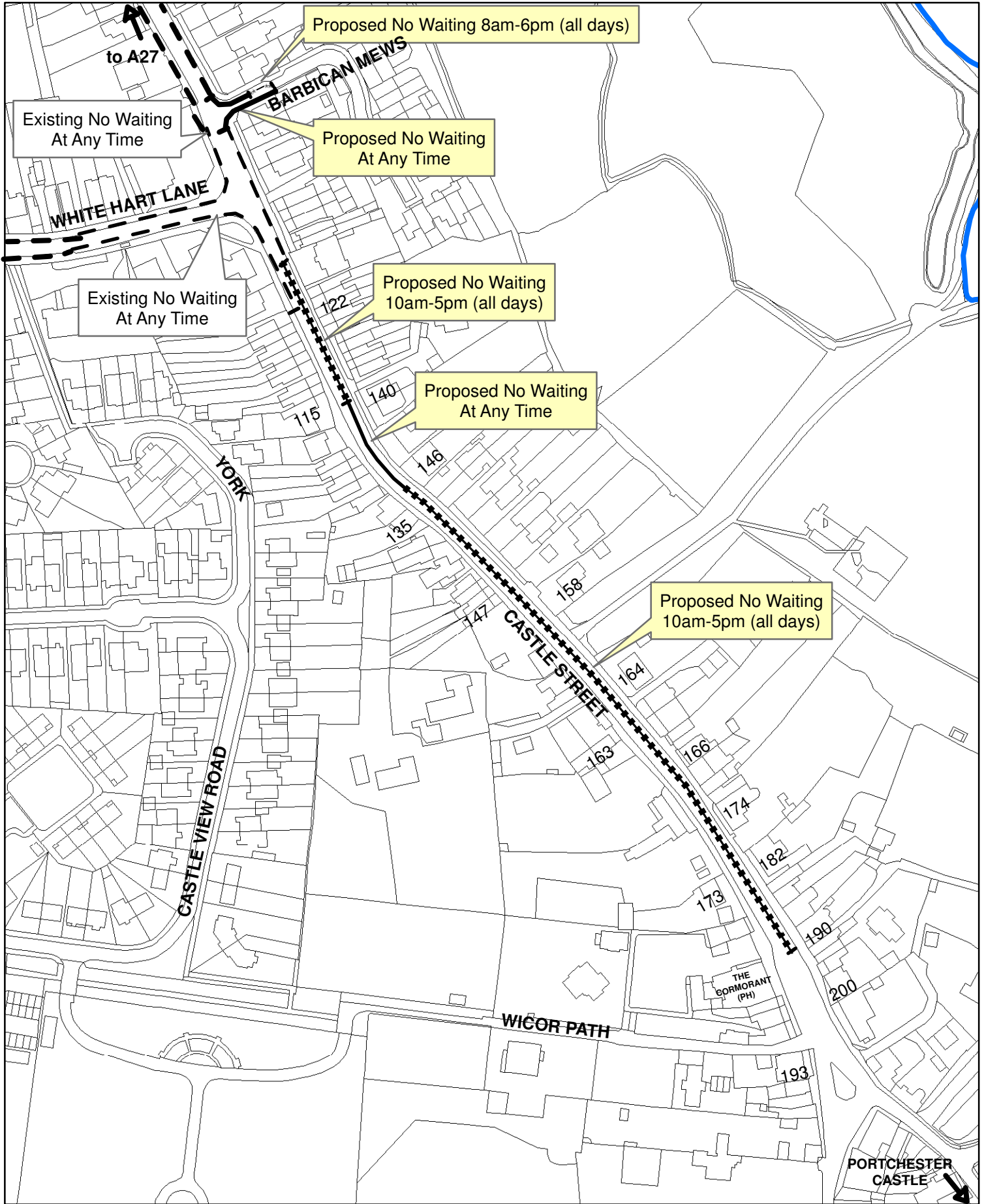
Conclusion

24. It is recommended that the proposed waiting restrictions are reduced from those as advertised, and implemented as detailed at Appendix B.



CASTLE STREET, PORTCHESTER

SCALE - 1:2000 @ A4



CASTLE STREET, PORTCHESTER

SCALE - 1:2000 @ A4

APPENDIX C

RESPONSES TO LETTER DROP

NAME REF.	COMMENTS/ SUGGESTIONS	OFFICER RESPONSE
1	<p>Partial support – Not opposed to proposals in general but objects to some aspects. Neighbours opposite (on the bend) park their 5 vehicles outside their house which acts as traffic calming, if waiting restriction proposed goes ahead speeding will increase. Restriction should end by 5pm as most people are already home by then.</p>	<p>Reduction of the time restriction would mitigate or overcome this objection</p>
2	<p>Objection - The proposals suggested are a gross over reaction to an occasional problem. Identifying the key times and dates - perhaps April to September, 11am-4pm? during weekends and Bank Holidays, would give far more insight into the actual issues. In the event of permanent restrictions outside 144-146 traffic calming and pedestrian safety needs to be addressed and dealt with. Perhaps coach parties could use the coach/lorry park at the rear of the precinct.</p>	<p>Reduction of the time restriction would mitigate or overcome this objection</p>
3	<p>Support - it remains a matter of regret that the problem of parking at the castle, not just access, has never been properly addressed. Reliance on just a single, narrow, residential street as the sole means of access to two unsightly and often inadequate car parks is a lamentable example of town planning.</p>	<p>N/A</p>
4	<p>Partial support - The proposed timings seem to be unreasonable for residents. If time restrictions <u>are</u> implemented they should at least allow for normal commute to work hours. 'No parking between 09.00 and 17.00' and on weekdays only would be more appropriate. The congestion problem does tend to be seasonal and is aggravated by</p>	<p>Reduction of the time restriction would mitigate or overcome this objection</p>

	visitor parking when the Castle car park is full.	
5	<p>Support - I have seen the chaos that occurs on busy weekends and bank holidays, when parking on both sides of the street causes gridlock. Even when parked properly, there is insufficient width for coaches and fire engines to safely negotiate the narrow road, due to the increase in width of modern cars. The hours of restriction do not need to apply every day of the week, as the problem of parking congestion is mainly at weekends and Bank Holidays, and rarely in the winter months. However, the restriction around the dangerous corner from 140-146 should be extended further south to perhaps 150, to ensure a clear run around the corner, and apply all the time 24/7. Designated passing areas which could accommodate several cars at a time, could allow some parking but also let traffic flow more freely.</p>	N/A
6	<p>Partial support – Please with action but concerned that the measures proposed will only address one of the symptoms of the problem rather than resolving the root cause. In fact restricting parking to one side to the street, without taking any other actions, will actually make the underlying problem even worse, as there will still be the same number of cars attempting to park in a reduced number of available spaces.</p>	Parking on the public highway can only be tolerated where it does not compromise safety or risk obstruction
7	<p>Object - The proposed restrictions will affect my day to day living dramatically. I have 2 young children and work full time therefore parking outside of my house is essential. The thought of having to leave my car out of view or getting home to find I cannot park in my own street is very unnerving. Whilst I appreciate that the parking in this street is currently not ideal, I believe the restrictions yourself and your team have put forward is merely moving the problem and not at all solving it. It will no doubt completely disrupt all residents without driveways and leave us competing for spaces.</p>	Parking on the public highway can only be tolerated where it does not compromise safety or risk obstruction

8	<p>Objection - The parking can be particularly difficult at the best of times especially with customers visiting the Cormorant Public House. If you restrict parking on the East side of the road then it will create chaos for residents who live on the West side!! Many on the East side have off road parking but this does not allocate for all of their cars thus leaving them to park some on the road too. So again if you restrict them they will also be parking on our side of the street.....where are we going park our cars?.</p>	<p>Parking on the public highway can only be tolerated where it does not compromise safety or risk obstruction</p>
9	<p>Support - It is only in the last few years that there has been a serious problem with traffic jams. The problems began when people started to park on the east side of the bend between 140-146. I suggest that first instance it is worth putting double yellow lines on that bend and seeing if that resolves the problem.</p>	<p>N/A</p>
10	<p>Objection - we agree that parking restrictions on the bend between 140 and 146 are probably overdue we do not support your other proposals and we would ask you to reconsider as they would have a detrimental effect on our way of life at this time. We are also concerned that currently, when the east side of the street is clear, passing vehicles already mount the pavements which although alleviates the traffic congestion poses a serious risk to the safety of members of the public walking on the pavement, indeed my dogs and I have already had a number of close encounters with moving vehicles on the path.</p>	<p>Parking on the public highway can only be tolerated where it does not compromise safety or risk obstruction</p>
11	<p>Support - The proposed No Waiting area has long been badly needed. The restriction should stop at 182 as it is quite wide there, I would also suggest that parking on the pavement should be banned and imposed by a fine. The no waiting times I think should be a little more lenient and be from 9am - 6pm.</p>	<p>N/A</p>

12	Objection - Astonished at the lack of consideration for the residents. Disgusted at the notion of parking on the eastern side of being restricted. Often, at busy times the parking situation on the road is difficult, and frequently required to park on the eastern side. Should these changes transpire, we would often be forced to park a great distance from the house.	Parking on the public highway can only be tolerated where it does not compromise safety or risk obstruction
13	Support - fully support	N/A
14	Support - This is just about the best news we could hear. So far, I have seen at least one or two incidents each summer where either a fire engine or an ambulance cannot get down the road due to the double parking throughout. Above all, it's the bad and aggressive behaviour of those visitors which irritates the most - rude, ignorant, impatient, thoughtless. So, to say that we welcome the proposals is a huge understatement!	N/A
15	Support - fully support proposals as stated in letter.	N/A
16	Support - Fully support. The only down side that I can foresee (other than the inconvenience of households with multiple cars) is that it could leave the street open to speeding.	N/A

Summary

Approximately 100 letters delivered

No. written to express support – 8

No. written to express reservations – 3. These could be addressed by reducing the time periods of the restriction

No. written to express objection – 5

RESPONSES TO FORMAL ADVERTISEMENT

NAME REF.	COMMENTS/ SUGGESTIONS	OFFICER RESPONSE
1	<p>Objection - The placement of parking restrictions down one side of the street will only serve to provide a `rat run` for motorists, some of which reach speeds of 70mph on occasion. When cars park both sides motorists are forced to reduce their speed and proceed in a more cautious manner. There have been many complaints to the police regarding this over many years as they will verify, however as they are often unable to attend or unable to do anything complaints are not always reported. would like to know what proposals have been made to address the problem of people driving full speed on the pavement outside 144 and 146 when no cars are parked on the east side</p>	<p>This will be monitored, but the present occurrences of obstruction cannot be addressed without some removal of parking, and this bend is one of the major causes of obstructions and hazards</p>
2	<p>Objection - concerned that the measures proposed will only address one of the symptoms of the problem rather than resolving the root cause and hence must object to the proposal in its current format. In fact restricting parking to one side of the street, without taking any other actions, will actually make the underlying problem even worse, as there will still be the same number of cars attempting to park in a reduced number of available spaces.</p>	<p>This will be monitored, but the present occurrences of obstruction cannot be addressed without some removal of parking</p>
3	<p>Objection - to the proposed traffic order for the following reasons:- 1. If all vehicles are to be parked on the western side of Castle Street, there will be insufficient room to pass oncoming traffic. Suggest that sections of the western side of the road are kept clear to allow for passing places. 2. No waiting Mon – Sun 8am – 7pm - The parking restriction is needed at the weekends and then only <u>up until 5pm</u> by which time 80% of visitors have gone home. 3. We request that the parking restriction (ie the current proposal of No waiting Mon – Sun 8am – 7pm) extends in front of our</p>	<p>This will be monitored and it is recommended that the times for the restrictions are shortened from those originally proposed</p>

	<p>property (214 Castle Street) as this is one of the more dangerous (and bottleneck) areas of the road. When cars also park on the eastern side of the road outside of our property, there is insufficient room for emergency vehicles to access the Castle. <u>Extending the restricted parking in front of No 214</u> would prevent this problem occurring. We attach a marked up copy of the Ordnance Survey Map to assist. We support the 'no waiting at any time' proposals.</p>	
4	<p>Support - in the interest of road safety, would request that No Waiting at Any Time be imposed along the whole length of Barbican Mews.</p>	<p>Additional restrictions in Barbican Mews can be investigated further in due course</p>
5	<p>Objection - strongly object to the proposed parking restrictions outside the properties of 182,184,186,188 and 190 Castle street, Portchester as they are unnecessary and will only add to the chronic parking problems caused by visitors not having adequate parking for visiting the Castle and the reluctance of the Cormorant Public House to promote the use of their car park.</p>	<p>This will be monitored, but the present occurrences of obstruction cannot be addressed without some removal of parking</p>
6	<p>Objection - can't still see no value to be found in pushing all of the cars from the eastern side of the street onto the western side, which is already overly congested at weekends. One must assume these 'complaints' you have received have been penned by visitors to the castle and dog walkers, as I have yet to speak to a resident of the street who supports these plans</p>	<p>This will be monitored, but the present occurrences of obstruction cannot be addressed without some removal of parking</p>
7	<p>Objection - CONGESTION only takes place on a few days in the year usually in the summer at the weekend. For the rest of year, about 360 days, congestion is not a problem. SPEEDING has always been a problem in Castle Street but with increased numbers of cars UNRESTRICTED PARKING has created a DETERRENT especially outside 144-146. This becomes a natural 'pinch-point' with the positive effect of calming traffic speed and increasing safety. Removing any parking spaces will make daily life extremely difficult for residents who have no off-road parking and will have to vie with those who currently park on the east side. Not everyone can, or would want to walk distances to access their homes especially at night. I do appreciate that there</p>	<p>This will be monitored, but the present occurrences of obstruction cannot be addressed without some removal of parking, and this bend is one of the major causes of obstructions and hazards</p>

	is no right to this but hope that it will be taken into consideration.	
8	Objection - I have no real objection to stopping cars parking on the bend as it does hinder a poor driver or a foreign coach driver, although it does also hinder the speeding cars driven by young men that we have to frequently call the police about, but I do object to the restrictions for the rest of the road.	This will be monitored, but the present occurrences of obstruction cannot be addressed without some removal of parking
9	Support - As a resident of Barbican Mews, I am writing to ask that the yellow lines that are being considered for the entrance, are extended to cover the whole of the Mews.	Additional restrictions in Barbican Mews can be investigated further in due course
10	Support - fully supportive of the introduction of double yellow lines into Barbican Mews and would like to see them extended to cover the whole mews and for 24 hours a day (at the moment they only go up to the pinch point at the entrance to the mews) as there is a real danger of the people living in Castle Street parking here when their double yellow lines are introduced.	Additional restrictions in Barbican Mews can be investigated further in due course
11	Support - would like to see the whole length of Barbican Mews to have No Waiting at Any Time because of displacement when Castle Street restrictions are implemented.	Additional restrictions in Barbican Mews can be investigated further in due course
12	Partial support - can understand the need for restrictions but would like them reduced to apply 10am-5pm. Supports the no waiting at any time on the bend outside Nos 140-146	This accords well with the recommendations of the report

Summary

No. written to object – 7 (of which 4 have written previously)

No. written to support – 4

No. written in partial support – 1, which would be satisfied by the recommendation

FAREHAM

BOROUGH COUNCIL

Report to the Executive Member for Public Protection for Decision

Portfolio:	Public Protection
Subject:	Traffic Regulation Order – Proposed Waiting Restrictions – Bridge Road (service road), Sarisbury
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 a service road that runs parallel to Bridge Road, to address concerns expressed by local residents.

Recommendation:
That the waiting restrictions as shown at Appendix A 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

FAREHAM

BOROUGH COUNCIL

Executive Briefing Paper

Date: 2 December 2014

Subject:: Traffic Regulation Order – Proposed Waiting Restrictions - Bridge Road (service road), Sarisbury

Briefing by: Director of Environmental Services

Portfolio: Public Protection

Supporting Information

Background

1. Bridge Street service road runs parallel and to the north of the A27 Bridge Road, a short distance to the west of Barnes Lane and serving New Inn Court. It is a one way street which serves a small number of retail outlets, as well as some private houses.
2. A parking area is available to the east of New Inn Court, but to the west is a narrow section where parking sometimes impedes the flow of vehicles, particularly those involved with deliveries to the local shops.
3. Following concerns about this parking, it is proposed to introduce a prohibition between 8am and 6pm on Mondays to Saturdays, along the northern side of the road (the southern side already has a prohibition of waiting at all times). This would create a clear route during the working day, while leaving parking available for local residents and their visitors overnight and on Sundays.

Consultations

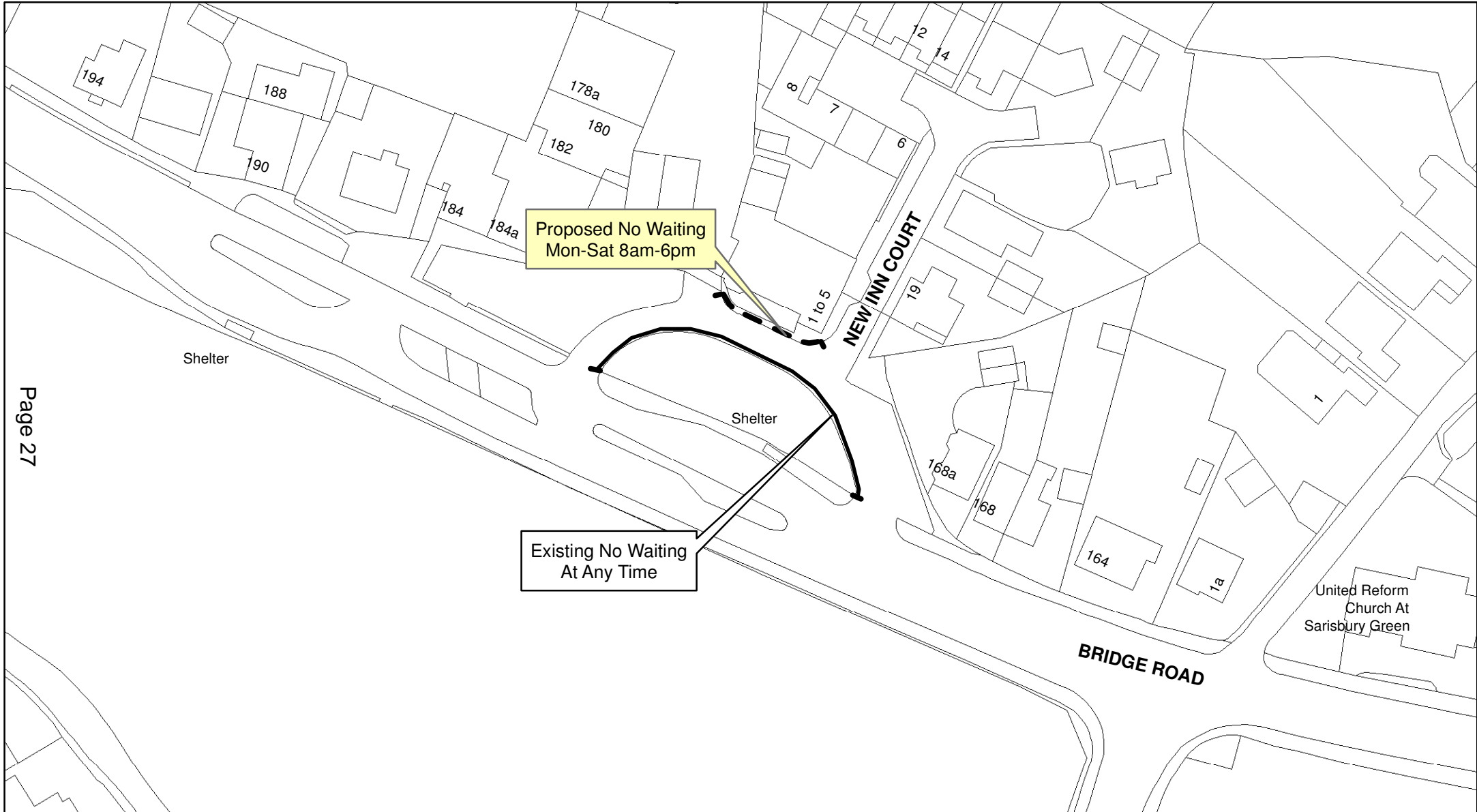
4. The Ward Councillors, County Councillor and Police were consulted on this proposal and all expressed their support.
5. The Statutory Consultees were consulted and no objections were received.

Representations

6. The proposal was advertised in October 2014 as shown at Appendix A, and no comments were received.

Conclusion

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



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BRIDGE ROAD, SARISBURY GREEN

SCALE - 1:800 @ A4

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BOROUGH COUNCIL

Report to the Executive Member for Public Protection for Decision

Portfolio:	Public Protection
Subject:	Traffic Regulation Order – Proposed Waiting Restrictions – Coldeast Close, Sarisbury
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 Coldeast Close, to address concerns expressed by local residents.

Recommendation:
That the waiting restrictions as shown at Appendix A 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

FAREHAM

BOROUGH COUNCIL

Executive Briefing Paper

Date: 2 December 2014

Subject:: Traffic Regulation Order – Proposed Waiting Restrictions - Coldeast Close, Sarisbury

Briefing by: Director of Environmental Services

Portfolio: Public Protection

Supporting Information

Background

1. Coldeast Close is a cul de sac which leads off Allotment Road, to the south of the main A27 in Sarisbury. Within its length it has a loop road and a spur, which can be seen on the drawing at Appendix A.
2. The configuration of this is such that there is a junction area within the cul de sac, but parking takes place around this junction area which has led to complaints by a number of the local residents.
3. Following this concern a site meeting was held, which was attended by officers and Members from Fareham Borough Council. Word had spread locally, and this meeting was well attended by local residents, who strongly supported the introduction of waiting restrictions around this junction area.
4. The proposed restrictions which prohibit waiting at all times, are shown at Appendix A.
5. These proposals were circulated to local residents by means of a letter drop in September 2014, which led to two responses. Both of these appreciated the need for the restrictions, but expressed concern that the parking would displace to other locations which are also potentially problematic.
6. These comments are noted, but they do not present a strong reason not to continue with the proposals. The most appropriate approach would be to monitor the performance of the restrictions and take further action in the future if it appears necessary and appropriate to do so.

Consultations

7. The Ward Councillors, County Councillor and Police were consulted on this proposal and all expressed their support.

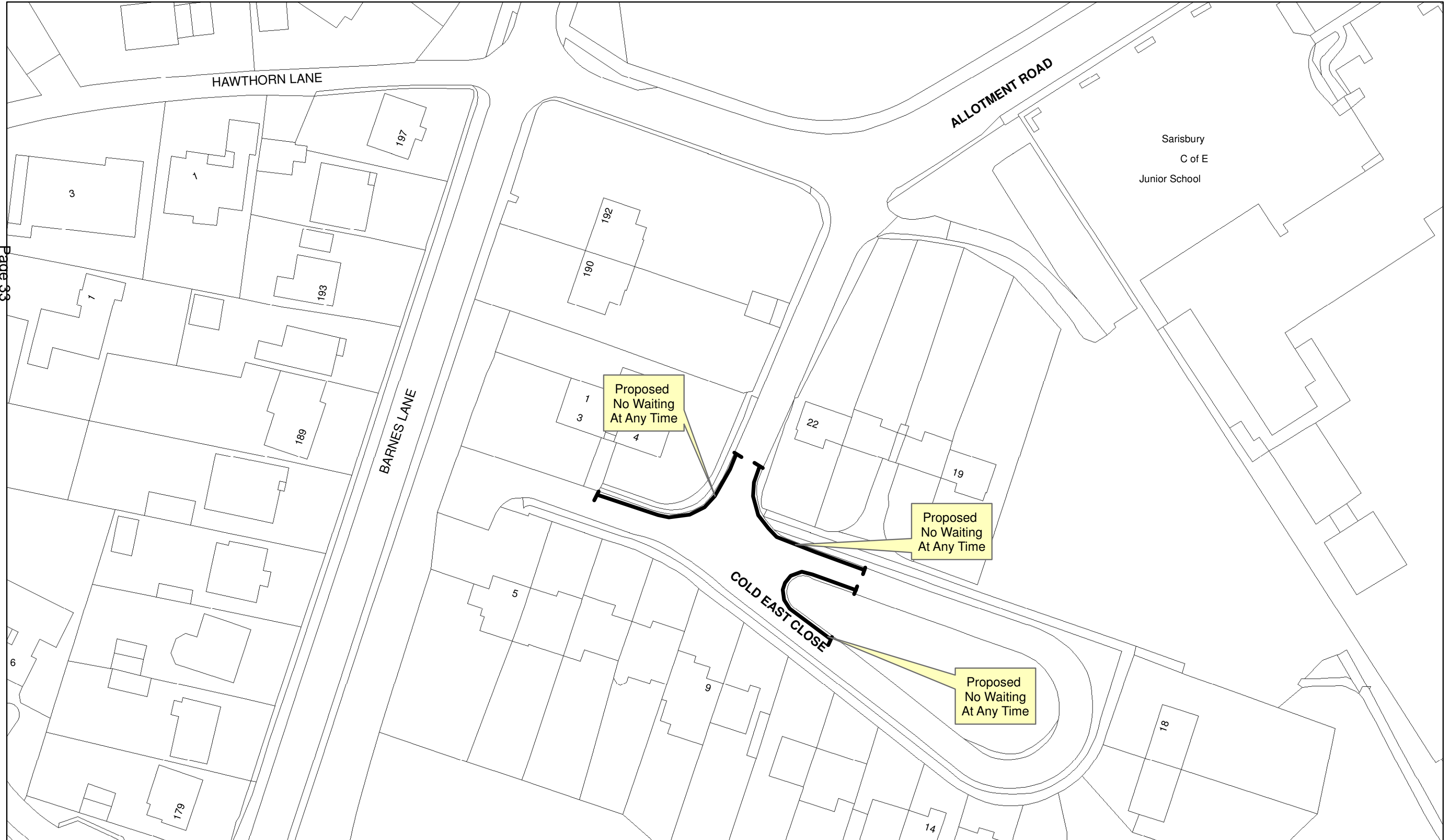
8. The Statutory Consultees were consulted and no objections were received.

Representations

9. The proposal was advertised in October 2014 as shown at Appendix A, and no further comments were received

Conclusion

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



Coldeast Close, Fareham

SCALE - 1:900 @ A3

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FAREHAM

BOROUGH COUNCIL

Report to the Executive Member for Public Protection for Decision

Portfolio:	Public Protection
Subject:	Traffic Regulation Order – Proposed Waiting Restrictions – Titchfield Park Road, 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 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 Titchfield Park Road, to address concerns expressed by local residents.

Recommendation:
That the waiting restrictions as shown at Appendix A 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 : Responses to letter drop

FAREHAM

BOROUGH COUNCIL

Executive Briefing Paper

Date: 2 December 2014

Subject:: Traffic Regulation Order – Proposed Waiting Restrictions - Titchfield Park Road, Titchfield

Briefing by: Director of Environmental Services

Portfolio: Public Protection

Supporting Information

Background

1. Titchfield Park Road runs southwards from Segensworth Road, linking to the main A27 Southampton Road. Not far from its northern end is a sizeable industrial estate which generates a significant amount of parking by its employees.
2. Although parking is provided on site at most of these premises, some parking spills over into Titchfield Park Road, which has led to numerous complaints from local residents. Parking in this area also spills over into other roads, which are the subject of separate reports.
3. Titchfield Park Road has houses along both sides throughout its length and these have off road parking available, although there are times when the residents themselves have overspill parking for themselves and/or their visitors which takes place on the road.
4. In order to address the complaints, it is proposed to prohibit parking for one hour in the morning (10.00-11.00am) and another in the afternoon (2.00-3.00pm). These restrictions would apply on weekdays only and would have the effect of preventing the all day parking that is leading to the complaints, while leaving a good part of each day as well as weekends, available for residents and their visitors.
5. This has been suggested to all residents of Titchfield Park Road via a letter drop (to approximately 80 houses) which was carried out in September 2014. Responses were received from 28 of the residents, all except 4 of whom were expressing their support. Their comments are summarised at Appendix B, along with officer responses.

6. The main comment that was made other than in support or opposition was to request that the restrictions were extended around the junction with Segensworth Road. This has been done and is the subject of a separate report.

Consultations

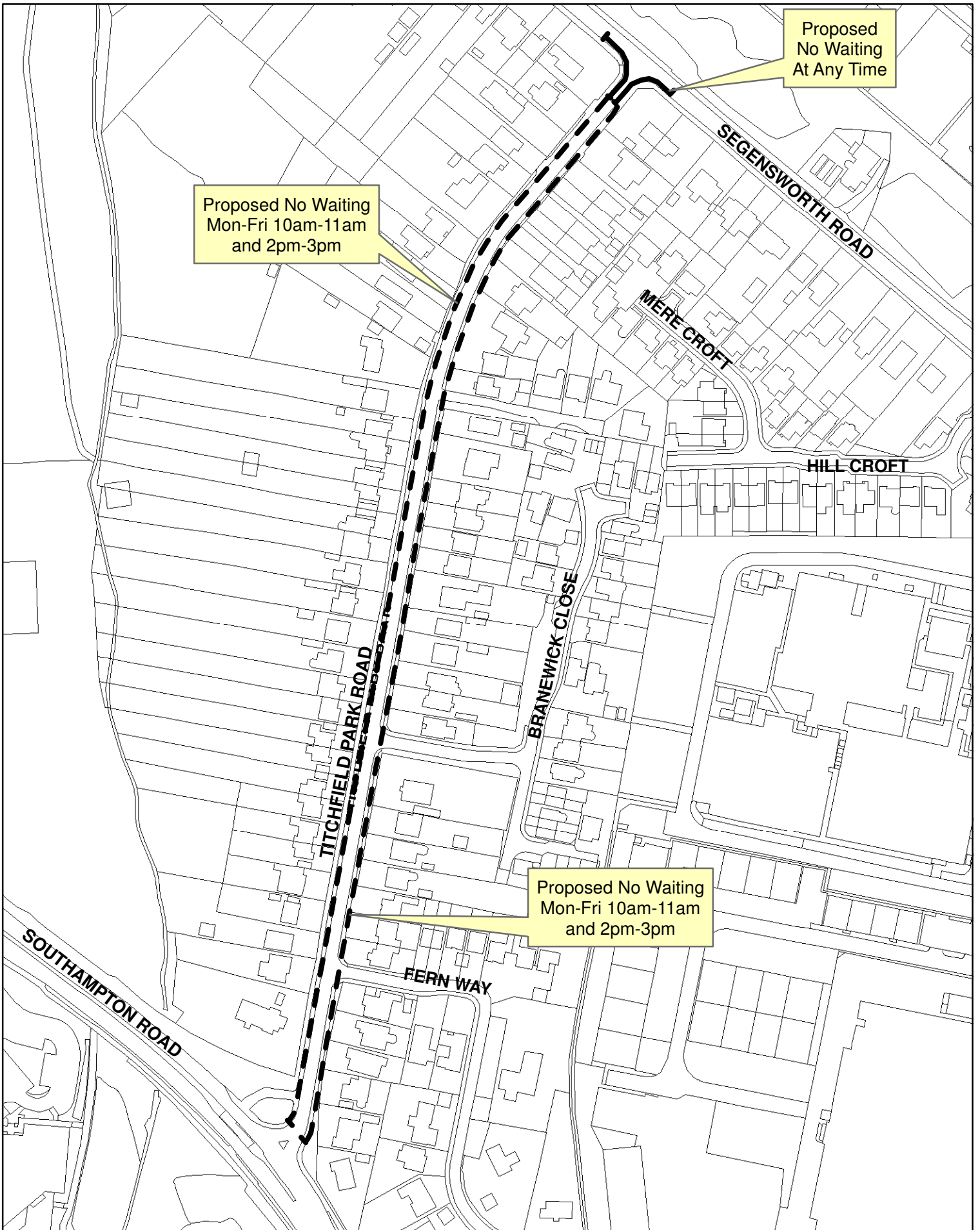
7. The Ward Councillors, County Councillor and Police were consulted on this proposal and all expressed their support.
8. The Statutory Consultees were consulted and no objections were received.

Representations

9. The proposal was publicly advertised in October 2014 as shown at Appendix A, and two further comments were received. Both of these were from commuters expressing concern that they wished to use this road to park for work purposes and would be inconvenienced by these proposals.
10. These concerns are not considered to outweigh the views of the local residents, and in any event the primary function of the public highway is for the passage of traffic, with parking on it only being tolerated where it does not lead to problems of obstruction, road safety, or other concerns.

Conclusion

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



TITCHFIELD PARK ROAD - WAITING RESTRICTION

SCALE - 1:2200 @ A4

RESPONSES TO LETTER DROP

NAME REF.	COMMENTS/ SUGGESTIONS	OFFICER RESPONSE
1	Support - the proposal of prohibiting parking for one hour in the morning and for one hour in the afternoon, trying to drive down this road during week days and especially at the junction turning into Segensworth road is becoming increasingly dangerous.	
2	Support - delighted that FBC have taken this approach as over the last few months have encountered many a near miss when leaving TPR onto Segensworth Road. the main culprits are staff from Quindell Insurance on the business park.	
3	Support - an increasing problem on weekdays. However, would suggest that in the morning 9.00-10.00 would be a more appropriate time to restrict parking. This would ensure that the road was then clear for residents leaving for or returning from work. Also parents, like myself that are returning from school runs would be able to get back into our driveways without having to negotiate other vehicles.	
4	Support - fully supportive of the measure. Many thanks to Fareham Council for listening and taking action, this is great news and is the best and least disruptive solution to the current parking problems.	
5	Support - very pleased as it's becoming a nightmare, parking so close to the junctions is dangerous. The business park should allow enough spaces for employees, it's just ridiculous. Please allow double yellows around bends.	

6	Support - parking in Segensworth Road too close to the end junction, when turning right out of the road you cannot see. There should be consideration for residents, I believe residents should be given parking permits for any visitors or workmen.	
7	Support - Anxious to have the yellow lines around the junction of Titchfield Park Road & Segensworth Road. I live in the property on the (westerly) corner and I can only hope that the yellow lines will extend right from my front driveway on Titchfield Park Road to my rear driveway on Segensworth Road otherwise cars will only park at the bus stop on Segensworth Road - they quite often do.	
8	Partial support - The prohibition periods are too short and too late. The first 'no parking' period should begin at 08:00 and last until 10:00. This allows for the residents to leave home without difficulty. The intention is to prevent all day parking, then the second 'no parking' period should run between 15:00 and 16:00. This would enable parents to have a clear run to and from the local schools. The 'no parking' area at the junction should be extended. As a result of the blind corner near the Segensworth Road end, it is very difficult to see oncoming traffic particularly when travelling toward Segensworth Rd from the direction of the A27 when vehicles are parked so close to the corner.	This will be monitored but it is anticipated that removal of the all day parking will relieve or remove the concerns expressed
9	Support - Fully support recommendations to resolve the parking issues in TPR.	
10	Support - The intended restrictions will be very good. This is a residential road and there wasn't too much of a problem before the parking started so it may not occur again.	
11	Support - Some means of parking restriction definitely needs to be applied. There is nothing wrong with your proposal but I would welcome a stricter restriction of parking for 2 hours only as in some other areas.	
12	Support - The proposal you have put forward about restricted parking is great news and we are all for it and I think many people in our road will agree to.	

13	Support - Thank You so much for acting on this stressful situation. The proposal is very good and should be implemented as soon as possible. It has become unbearable living in Titchfield Park Road over the last few months because of these inconsiderate people parking irresponsibly	
14	Support - Received via a message on machine, she stated that she was very happy with the proposals and felt it was about time she thanked the council instead of making a complaint and hoped it would all go well.	
15	Support - The extension of the proposed no waiting ant any time at the junctions with Segensworth Road to include the bend in the road would be a good way of solving the biggest problem as well as the proposals in the letter.	
16	Partial support - concerns are the parking opposite Fern Way, Branewick Close where it made turning by large delivery vehicles and refuse collection trucks very difficult and the parking near the A27 end of the road where cars in particular come into Titchfield Park Road at some speed due to the sweeping corner.	This will be monitored
17	Objection - As much as the cars are dangerous and an inconvenience at times i do not think that the proposed no waiting plans should go ahead. These plans will considerably worsen the inconvenience of parking and thus living down our road. It will simply shift the parking dilemma from the commuters to the residents. This will make living and parking down the road an absolute nightmare and i do not feel like the parking problems should be our responsibility. Although i agree something should be done i would rather nothing was done if this is the answer.	The proposals are only for one hour in the morning and another in the afternoons. This will leave much of the day aviaable for parking by residents and their visitors
18	Support - Agree with proposal, would suggest that you should put double yellow lines the first 10 meters On both sides of the road, At the junction of Titchfield park road and Segensworth road As this will stop the parking and will avoid a accident that will happen sooner or later.	
19	Support - In principle, we are in agreement with the proposals which should help with the problems of commuter parking especially at the junction with Segensworth Road. However, I don't think it will alleviate the problems we experience on the	

	junction with Fern Way. If the restriction goes ahead as proposed, I'm guessing that some people will then take the opportunity to park in Fern Way all day.	
20	Objection - The proposed solution will adversely effect all residents along the whole length of Titchfield Park Road. The residents will suffer for the action of others from out of area. Indeed even property will be devalued. A clear route will be created allowing the through route to be used by heavy goods vehicles once more and traffic speed will increase to dangerous levels again. The one advantage the parking situation has provided is the reduction of speed along the road and the virtual disappearance of heavy goods vehicles using the route as a "rat run" to the A27. In conclusion I am supportive of "no waiting at any time" at the junction of Segensworth Road and Titchfield Park Road but will not in any way support the introduction of parking restriction along the length of Titchfield Park Road.	The proposals are only for one hour in the morning and another in the afternoons. This will leave much of the day aviaable for parking by residents and their visitors. Restrictions at the junction with Segensworth Road are part of a separate proposal.
21	Support - The proposed measures should improve the situation. However I still have major concerns about the junction with Segensworth Road with vehicles parked on south side. It is impossible to see oncoming traffic and there have been many near misses. I feel a better option would be to ban parking on the south side of the road between Hillcroft and the traffic lights and have designated parking areas on the north side of the road. This would improve the vision in both directions at the Titchfield Park Road junction, it would also make it much easier for Segensworth residents to access their drives. Also I think reducing the speed limit from 40mph to 30mph would make the area much safer.	
22	Support - Driving down this road during week days and especially at the junction turning into Segensworth road is becoming increasingly dangerous.	
23	Support - would welcome parking restrictions in this road as i would agree it is very obstructive to passing traffic.	

24	Support - It has become particularly hazardous along this road during working hours, so thanks for your concern.	
25	Objection - The main issue is at the junction with Segensworth road, not the whole road and this is the area that needs to be addressed, do not have problem with people parking outside my house. It's mainly when you turn in and out of the road at this junction.... on both Titchfield Park Road and Segensworth Road sides,But by restricting parking between these hours for the whole road will not solve the problem....and is most unfair to residents and their genuine visitors.	The proposals are only for one hour in the morning and another in the afternoons. This will leave much of the day available for parking by residents and their visitors. Restrictions at the junction with Segensworth Road are part of a separate proposal.
26	Support - On occasions vehicles mount the pavement to let oncoming traffic pass, and cars parking too close to junctions obstruct view.	
27	Support - it is the ideal solution	
28	Objection (non-resident) - mother lives in TPR. Very concerned that I will not be able to visit my mother with my children if these parking restrictions are enforced. We regularly take her two small grandsons (aged 2 and 3) over to see her either for the day or for the afternoon, and if you impose the parking ban between 10 and 11 and 2 and 3 ..please can you tell me where I am to park? or if I pop in for coffee , where do i or any of her friends park?	The proposals are only for one hour in the morning and another in the afternoons. This will leave much of the day available for parking by residents and their visitors

Summary

Approximately 80 letters delivered

No. written to express support - 22

No. written to express partial support - 2

No. written to express objection - 4

FAREHAM

BOROUGH COUNCIL

Report to the Executive Member for Public Protection for Decision

Portfolio:	Public Protection
Subject:	Traffic Regulation Order – Proposed Waiting Restrictions – Segensworth Road, 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 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 Segensworth Road, to address concerns expressed by local residents.

Recommendation:
That the waiting restrictions as shown at Appendix A 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 : Responses to public advertisement

FAREHAM

BOROUGH COUNCIL

Executive Briefing Paper

Date: 2 December 2014

Subject:: Traffic Regulation Order – Proposed Waiting Restrictions - Segensworth Road, Titchfield

Briefing by: Director of Environmental Services

Portfolio: Public Protection

Supporting Information

Background

1. Segensworth Road lies close to the Segensworth Industrial estate, which generates a significant amount of parking by its employees.
2. Although parking is provided on site at most of these premises, some parking spills over into Segensworth Road, which has led to complaints from local residents. Parking from this area also spills over into other roads, which are the subject of separate reports.
3. Segensworth Road has houses along its southern side throughout its length and these have off road parking available. In general there is little need for parking in this road by residents or their visitors.
4. Parking in Segensworth Road is sporadic in nature, and the most notable concern in recent years has been when the Office of National Statistics was particularly busy in the months after the last national Census in 2011. However, there are proposals to restrict parking in nearby Titchfield Park Road, which carries a risk that parking will then take place in Segensworth Road.
5. In order to address the complaints, it is proposed to prohibit parking for one hour in the morning (10.00-11.00am) and another in the afternoon (2.00-3.00pm) along the southern side of the road, between the existing restrictions at No.199, and its junction with Hill Croft.
6. These restrictions would apply on weekdays only and would have the effect of preventing the all-day parking that is leading to the complaints, while leaving a good part of each day as well as weekends, available for residents and their visitors.
7. Segensworth Road is wide enough that parking could be accommodated on the northern side without too much of a problem, and although this parking should

not be encouraged, it may be preferable to take place here than in some of the other nearby residential areas.

8. This has been suggested to all residents of Titchfield Park Road via a letter drop which was carried out in September 2014. Responses were received from just 3 of the residents, all of whom were expressing their support.
9. Comment was made that speeding may result from the creation of a clearer route, however this adds weight to the case for leaving the northern side of the road without restrictions, as any parking which takes place here could serve to prevent traffic from travelling too quickly.
10. Comment was also made about the bus stop near to the junction with Titchfield Park Road, as parking may obstruct the proper use of this bus stop. This will be monitored, with consideration given to either moving the bus stop to within the junction area (which will itself be protected by a prohibition of waiting at all times), or by the possible provision of bus stop clearway markings.
11. Taking all of the foregoing into account, the proposals were advertised as shown at Appendix A.

Consultations

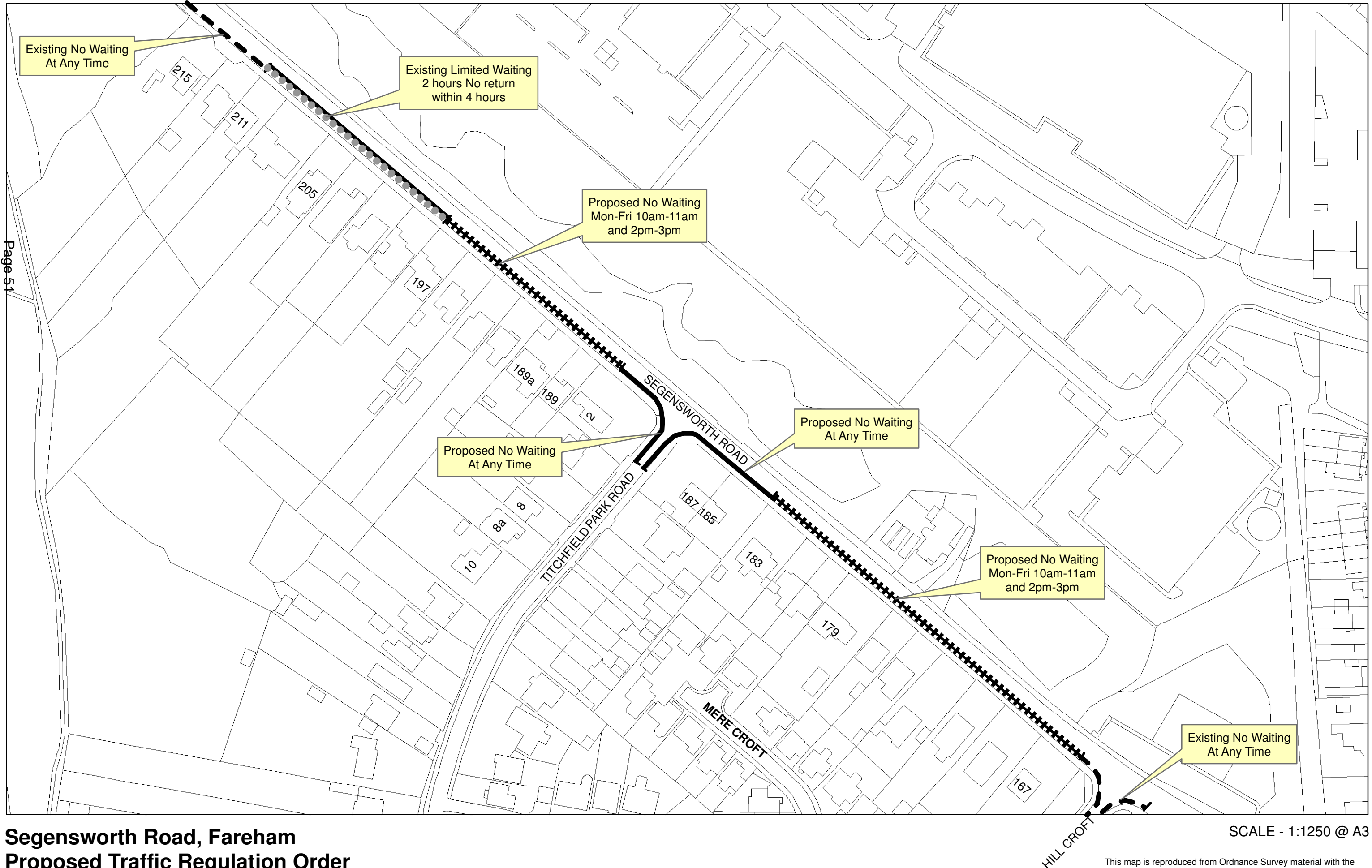
12. The Ward Councillors, County Councillor and Police were consulted on this proposal and all expressed their support.
13. The Statutory Consultees were consulted and no objections were received.

Representations

14. The proposal was publicly advertised in October 2014 as shown at Appendix A, and six objections were received, all of which were from commuters expressing concern that these restrictions would deprive them from parking in this road.
15. In response to this concern, the public highway is for the passage of traffic, it is not the responsibility of the Council to provide parking on the public highway for commuting purposes. If employers are generating the need for parking without providing adequate parking facilities, employees should be approaching them to address this, rather than the local authority.
16. Concern was also expressed about the risk of displacement of parking to other roads. This is recognised and will be monitored, but in view of the weight of complaints about parking in this locality, taking no action does not appear to be an option.

Conclusion

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



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Segensworth Road, Fareham Proposed Traffic Regulation Order

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RESPONSES TO PUBLIC CONSULTATION

NAME REF.	COMMENTS/ SUGGESTIONS	OFFICER RESPONSE
1	<p>Object - Work in the area. My employer does not have adequate parking for all employees and in the absence of any other parking facilities or suitable public transport I am forced to park in this residential area. This is a quiet area with wide roads and plenty of off road parking for residents. I fail to understand why such restrictions are being considered and can only presume that it is down to complaints raised by local residents who have made it clear they do not like parking along their roads. Unless you can provide me with alternative parking facilities to enable me to work in Segensworth I would ask that you reject this proposal.</p>	<p>The public highway is for the passage of traffic. It is not the responsibility of the Council to provide on street parking for private vehicles for commuting purposes</p>
2	<p>Object - I have parked there before, not obstructing anyone's drive and had threatening letters posted on my car. It should not be the case that anyone is restricted from parking on these roads. After speaking with the residents on that road there is no reason for them to stop cars parking there apart from the fact that it used to be a quieter road. Loss of amenity is not a reasonable enough excuse to prevent people from parking on those roads. The reasons that the residents are using to prevent people from parking are far from reasonable and I contest the parking restrictions.</p>	<p>The public highway is for the passage of traffic. It is not the responsibility of the Council to provide on street parking for private vehicles for commuting purposes</p>
3	<p>Object - . I am working in the Segensworth Industrial Park and unfortunately my Employers are not able to provide parking for all employees as the Business has expanded rapidly. I do regularly park on Segensworth Road and note parking restrictions will apply there as well. In parking on Segenswoth Road I have returned to find my car has had letters sellotaped with up to six layers of sellotape on it asking</p>	<p>The public highway is for the passage of traffic. It is not the responsibility of the Council to provide on street parking for private vehicles for commuting purposes</p>

	me to park elsewhere. One resident at no 185 even claimed to have phoned the Police as they claimed I was blocking their driveway when all I had done was park on the main road and was NOT causing an obstruction.	
4	Object - I do object to the proposed parking restrictions on Segensworth Road. I work in the mentioned business and I park my car with due care and consideration to the residents, without blocking any passing traffic.	The public highway is for the passage of traffic. It is not the responsibility of the Council to provide on street parking for private vehicles for commuting purposes
5	Object - restricting parking will be pushing the parking on to high density residential side roads and affecting 100's.	This will be monitored but taking no action does not appear to be an option given the large numbers of complaints received
6	Object - Every house in this area has off road parking and any objections to cars being parked on these roads is not because they have restricted access to their property or cars being an obstruction but is because the residents seem to think that they own the road in front of their homes, this is not the case, it's simply near where they live and nothing to do with their property.	The public highway is for the passage of traffic. It is not the responsibility of the Council to provide on street parking for private vehicles for commuting purposes

Summary

No. written to object – 6, no other comments. No objections received from residents.

These are from commuters expressing concern that they will have nowhere to park, but the situation will be monitored.

FAREHAM

BOROUGH COUNCIL

Report to the Executive Member for Public Protection for Decision

Portfolio:	Public Protection
Subject:	Traffic Regulation Order – Proposed Waiting Restrictions – Southampton Road, Titchfield Common
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 Southampton Road, to address concerns expressed by local residents.

Recommendation:
That the waiting restrictions as shown at Appendix A 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: Responses to letter drop
 - Appendix C: Responses to formal consultation

FAREHAM

BOROUGH COUNCIL

Executive Briefing Paper

Date: 2 December 2014

Subject:: Traffic Regulation Order – Proposed Waiting Restrictions - Southampton Road, Titchfield Common

Briefing by: Director of Environmental Services

Portfolio: Public Protection

Supporting Information

Background

1. The part of Southampton Road that is the subject of this report is a cul de sac which runs to the west from the Segensworth roundabout on the A27. Not far from here is a sizeable industrial estate which generates a significant amount of parking by its employees.
2. The main Southampton Road is the A27 itself (a dual carriageway at this point), but the residential part runs approximately parallel and to the south of this. It is fronted by houses on both sides and it can be seen at Appendix A.
3. Although parking is provided on site at most of the industrial premises, some parking spills over into Southampton Road, which has led to numerous complaints from local residents. The road is wide at its western end and can accommodate parking without too much inconvenience, but there is a narrower section towards its eastern end where parking is sometimes obstructive to vehicles wishing to pass.
4. Some parking in this narrower section can take place here without too much of a problem, but in recent months it has become such that obstructions have occurred.
5. In order to address the complaints, it is proposed to prohibit parking for one hour in the morning (10.00-11.00am) and another in the afternoon (2.00-3.00pm). These restrictions would apply on weekdays only and would have the effect of preventing the all day parking that is leading to the complaints, while leaving a good part of each day as well as weekends, available for residents and their visitors.
6. The complaints have included that the obstructive parking is largely caused by all day parking, and that the removal of this parking would mean that those wishing

to park for shorter periods, would be in sufficiently small numbers that obstructions would be much less likely.

7. This has been suggested to all residents of this part of Southampton Road via a letter drop which was carried out in September 2014. Responses were received from 8 of the residents, all of whom were expressing their support for the proposals.

Consultations

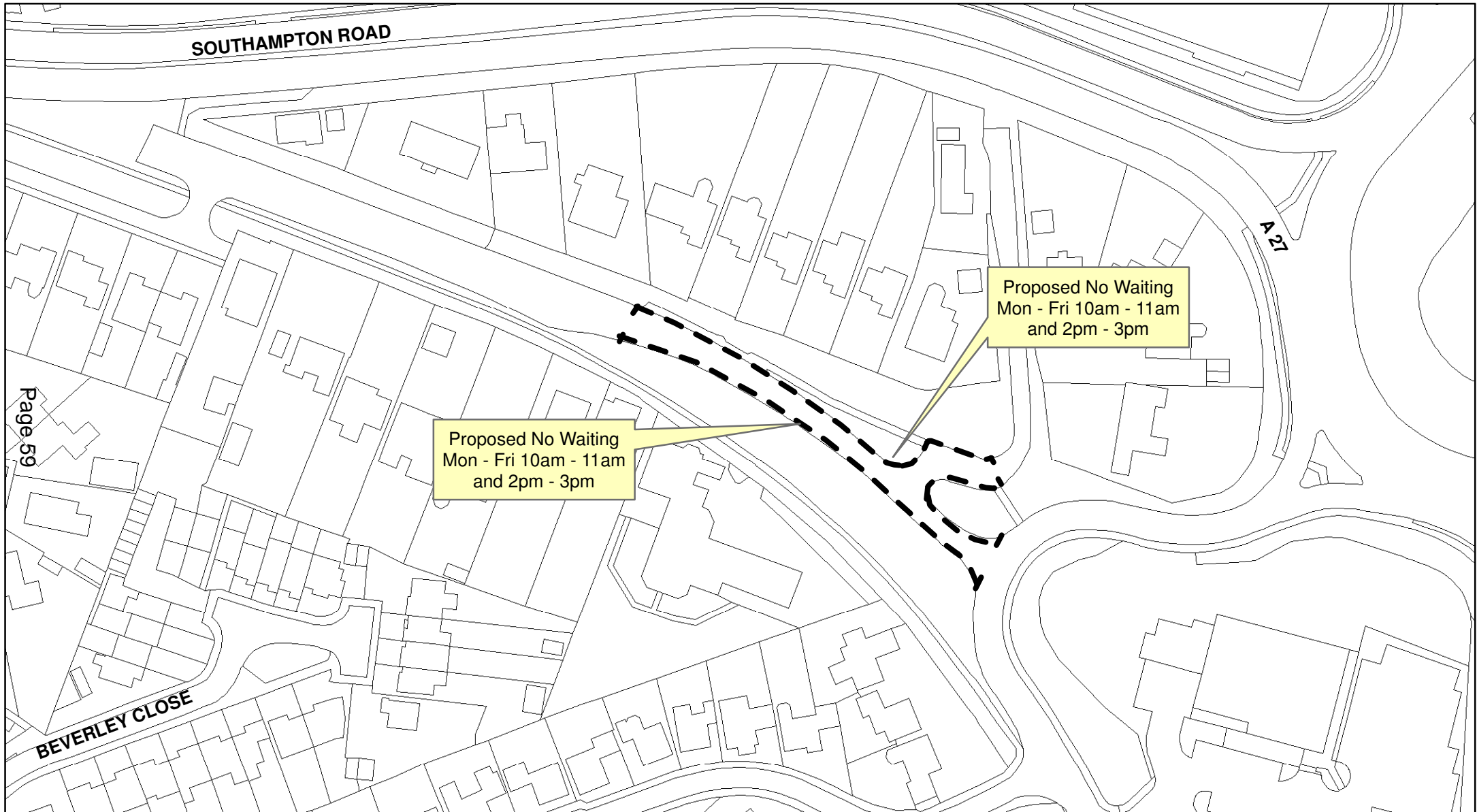
8. The Ward Councillors, County Councillor and Police were consulted on this proposal and all expressed their support.
9. The Statutory Consultees were consulted and no objections were received.

Representations

10. The proposal was publicly advertised in October 2014 as shown at Appendix A, and four further comments were received. Three of these were from people expressing concern that these restrictions would deprive commuters from parking in this road.
11. In response to this concern, the public highway is for the passage of traffic, it is not the responsibility of the Council to provide parking on the public highway for commuting purposes. If employers are generating the need for parking without providing adequate parking facilities, employees should be approaching them to address this, rather than the local authority.

Conclusion

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



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SOUTHAMPTON ROAD, PARK GATE

SCALE - 1:1250 @ A4

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RESPONSES TO LETTER DROP

NAME REF.	COMMENTS/ SUGGESTIONS	OFFICER RESPONSE
1	Support - completely support the proposal	
2	Support - We were very pleased you'd taken note of the concerns raised by the residents. We would be in support of the measurements you have suggested. I do wonder whether the nursing home/dental surgery may have some concerns but I would imagine they will advise you if this is so.	
3	Support - would like to confirm my support for the proposal for resolving the issue of problematic parking at the narrow end of Southampton Road and to address the safety concerns around this. As a motorcyclist the reduced visibility at the junction and the effect of forcing traffic turning into the cul-de-sac towards the centre of the road are of great concern to me. The proposals as they stand offer a balanced solution to this issue whilst continuing to allow parking for residents or their guests outside their properties or for deliveries during the proscribed hours.	
4	Support - It is a very neat solution to the problem and should have the desired outcome of keeping the narrow section clear of the all day parkers from the industrial estate.	
5	Support - I have been concerned for some time regarding access for emergency vehicles should the need arise.	
6	Support - The hazard and inconvenience of cars parking in the access road and on the corner at the front of the road is causing a major problem for delivery lorries in	

	particular.	
8	Support - There have been a number of occasions when traffic has been blocked due to the parking of vehicles restricting the road. Also large vehicles turning into and out of the the 'offshoot' to deliver to houses 75b,c,and d have found some difficulty. Would it be possible to extend the double yellow lines as far as this turn off?	
9	Support - We have been aware of difficulties since the parking in the road has "blossomed" and are sure that many, if not all of them belong to visitors; we have had "near misses" when coming out of the private bit onto the public, as we are momentarily unsighted by the vegetation in the plot to our left, and have had to brake violently to avoid a head-on collision with a vehicle coming on the wrong side due to cars parked there. A number of large vehicles have great difficulty manoeuvring, and have over-ridden the kerb or grass on many occasions, particularly when they are reversing,as the refuse vehicles do.	

Summary

No. written to express support - 9

No. written to express objection - 0

RESPONSES TO FORMAL CONSULTATION

NAME REF.	COMMENTS/ SUGGESTIONS	OFFICER RESPONSE
1	<p>Object - I park in Southampton Road because I work nearby. The only reason I do this is that there is a no parking close by. I have to work and therefore without parking in residential streets I would not be able to park and attend work. If parking is restricted in this area I would hope that a car park is built to accommodate the hard working people who are forced to park in these streets due to no parking in the area being available.</p> <p>So please do not cause another problem without first providing a solution.</p>	<p>The public highway is for the passage of traffic. It is not the responsibility of the Council to provide on street parking for private vehicles for commuting purposes</p>
2	<p>Object - This is not actually a busy road, therefore the parking does not cause any traffic congestion, however I appreciate it is the residents who may not be happy. There is clearly insufficient parking in this area , by restricting parking in this vicinity you are simply spreading the problems further afield. Perhaps the council could provide a solution to the parking issues instead of simply restricting parking. I am also a Fareham Council resident and would appreciate any suggestions you have to offer.</p>	<p>The public highway is for the passage of traffic. It is not the responsibility of the Council to provide on street parking for private vehicles for commuting purposes</p>
3	<p>Support - The parking at our end of the road is very busy and our clinical waste collection lorry was unable to make the turn into the drive so went away again without taking it. This is very frustrating as there are lots of spaces further up the road, in the wider part, where there are no driveways to obstruct! Today there are 3 cars parked right outside of our practice and right up to the driveway. Even I had difficulty finding the drive and I have worked here for 9 years!</p>	

4	<p>Object - I am a local resident from Stubbington and I park in Southampton Road because I work nearby. The only reason I do this is that there is a no parking close by provided. My work provides substantial parking but like most business parks – not quite enough for all staff.</p> <p>I have to work and therefore without parking in residential streets I would not be able to park and attend work.</p>	<p>The public highway is for the passage of traffic. It is not the responsibility of the Council to provide on street parking for private vehicles for commuting purposes</p>
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Summary

No. written to express support - 1

No. written to express objection – 3. All of these were from commuters, none were from residents of Southampton road.