

FAREHAM

BOROUGH COUNCIL

Report to the Executive Member for Public Protection for Decision

Portfolio:	Public Protection
Subject:	Review of 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 authority to make permanent the existing Experimental Traffic Regulation Order in South Street, Titchfield.

Executive summary:

This report informs the Executive Member of the performance of the Experimental Traffic Regulation Order in South Street, Titchfield, and seeks authority to make this order permanent.

Recommendation:

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

Reason:

To maximise the performance of South Street to best accommodate the needs of parking, loading and passing traffic.

Cost of Proposals:

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

Risk Assessment:

There are no identified risks associated with this proposal.

Appendices Appendix A : Proposals as recommended

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Executive Briefing Paper

Date: 17 March 2015

Subject:: Review of Experimental Traffic Regulation Order – South Street, Titchfield

Briefing by: Director of Environmental Services

Portfolio: Public Protection

Supporting Information

Background

1. South Street runs from Titchfield Square to the southern side of Titchfield village. It is a narrow street fronted by buildings which have existed for a great many years. In recent decades modern traffic has introduced pressures into South Street, which has been increasingly difficult to accommodate.
2. An experimental Traffic Regulation Order (TRO) was introduced into South Street in June 2014. This followed much debate about the conflicting demands placed upon this street, for parking and loading for the shops there, and for passing traffic which includes a regular bus service.
3. This was slightly modified in August 2014 to remove the disabled parking bay, and all of this has been monitored since that time. A number of comments have been made since then from the bus company and the traders, but nothing which has suggested any need to modify the restrictions any further.

Consultations

4. Ward and County Councillors and the Police have been asked for their views on making these restrictions permanent and all of them expressed their support for this.

Representations

5. The period since this experimental TRO was introduced in June 2014, and modified in August 2014, constitutes the objection period. No comments have been received which would suggest any need to change the restrictions.

Conclusion

6. It is recommended that the experimental TRO is made permanent and shown at Appendix A.