

FAREHAM

BOROUGH COUNCIL

Report to the Executive for Decision 11 February 2013

Portfolio: Public Protection
Subject: **Pedestrian Zone Traffic Regulation Order, West Street, Fareham**
Report of: Director of Regulatory and Democratic Services
Strategy/Policy:
Corporate Objective: A safe and healthy place to live and work

Purpose:

To seek the approval of the Executive to make permanent the existing Experimental Traffic Regulation Order (TRO) in and near to the pedestrian zone area of Fareham Town Centre.

Executive summary:

An Experimental TRO was introduced in the pedestrian zone in Fareham town centre in March 2012, to improve control over parking, cycling, and the movement of heavy good vehicles. This extended to include cycling in the bus lane in parts of West Street and Quay Street. These measures have worked well and it is therefore suggested that they should be made permanent.

Recommendation:

That the existing Experimental Traffic Regulation Order in West Street and Quay Street is made permanent.

Reason:

To provide a safer place for anyone who uses the pedestrian zone, and to improve cycling amenity in the Fareham area.

Cost of proposals:

The cost will be met from the Traffic Management budget

Appendices A: [Pedestrian Zone - Measures adopted in February 2012](#)

Background papers: Report to Executive 6th February 2012

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Executive Briefing Paper

Date: 11 February 2013

Subject: Pedestrian Zone Traffic Regulation Order, West Street, Fareham

Briefing by: Director of Regulatory and Democratic Services

Portfolio: Public Protection

Background

1. On 6 February 2012, the Executive gave authority to introduce an Experimental Traffic Regulation Order in and around West Street pedestrian area in the Town Centre to improve control over parking, cycling, and the movement of heavy good vehicles.
2. The Experimental Order brought in measures which made changes to the previous Order, which had been in force since 27 September 1993 under the powers of the Town and Country Planning Act 1990.
3. The order applies to West Street, from its junction with Quay Street for a distance of 253 metres in a westerly direction (ie. to its junction with Harper Way).
4. In summary, the changes were to :
 - Permit loading by all vehicles between the hours of 06.00 and 09.30, also 16.30 and 19.00 (on all days), thus removing the weight restriction which had applied previously;
 - Permit cyclists to cycle westbound in the bus lane along West Street, between High Street and Quay Street, and similarly to cycle southbound in the bus lane along Quay Street, between West Street and the police station;
 - Prohibit waiting at all times throughout the pedestrian zone, except for loading at permitted times; and
 - Permit cycling within the pedestrian zone before 9am and after 5pm every day.
5. These changes are shown on the drawing at Appendix A

Parking Enforcement

6. The prevailing condition prior to the Experimental Order extinguished vehicular rights, but this made it difficult to enforce without a specific restriction on parking. It is reported that parking enforcement has been made very much easier by the introduction of a specific prohibition, and a number of Penalty Charge Notices have been issued to vehicles parked in contravention of the order.

Cycling

7. No adverse comments have been received in respect of the permitted hours of cycling in the pedestrian zone, but a number of favourable comments have been received verbally.
8. Approximately 40 warnings have been given by the police and Police Community Support Officers (PCSO's) to cyclists who have been stopped from cycling during the prohibited times. From the start of 2013, it is intended that fixed penalty tickets will be issued by the police and PCSO's, depending upon the nature and severity of the cycling offence.

Financial Implications

9. It was previously considered that Hampshire County Council could contribute to the costs of the scheme, however the costs were not great and were met from the existing Traffic Management budget.
10. The cost of making the order permanent is minimal since no further signing would be required, the only cost would be that of the formal advertisement to make the order permanent.

Consultations

11. Comments have been received in favour of making the scheme permanent, from the Police, the Town Centre Manager, Hampshire County Council and Ward Councillors.

Conclusion

12. It is recommended that the Experimental Order is made permanent in its entirety.