

# FAREHAM

## BOROUGH COUNCIL

### Report to the Executive Member for Public Protection for Decision

<b>Portfolio:</b>	Public Protection
<b>Subject:</b>	<b>Traffic Regulation Order – Proposed Waiting Restrictions – Church Road, Warsash</b>
<b>Report of:</b>	Director of Environmental Services
<b>Strategy/Policy:</b>	
<b>Corporate Objective:</b>	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

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### 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.