

# 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 – Southampton Road, Titchfield Common</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 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

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### 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.