

# HAVANT BOROUGH COUNCIL

## Delegated Decision by Cabinet Lead

---

**Decision By: Councillor Tony Briggs**

**Havant Town Centre:  
Proposed Traffic Regulation Order (Various Roads) Ver.2**

**Report by: Oli Seebohm**

**Key Decision: No**

---

### **1.0 Purpose of Report**

- 1.1** This report requests that a decision be made in line with the recommendation that Officers can proceed with implementing a Traffic Regulation Order; the effect of which:
- 1.1.1** formalises and increases disabled parking provisions within various roads in Havant Town Centre,
  - 1.1.2** introduces revised restrictions in locations where existing parking causes accessibility problems and obstructs the free flow of traffic on the highway, and
  - 1.1.3** amends a number of existing restrictions where anomalies in the descriptions exist.

### **2.0 Recommendation**

- 2.1** To proceed with the advertising of the proposals for public comment and,
- 2.2** Bring the proposed TRO into force, subject to approval by Ward Councillors in the event where less than ten objections remain unresolved, or a decision by Cabinet where ten or more unresolved objections remaining outstanding.

### **3.0 Summary**

- 3.1** Havant Borough Council Traffic Management team have been requested to undertake the process to make a new Traffic Regulation Order in Havant Town Centre to introduce a number of new disabled parking bays to facilitate a higher thereby providing easier access to the facilities in the Town Centre for the disabled community.

3.2 The traffic management team have also taken the opportunity to review a number of other restrictions where access difficulties and/or the obstruction of the free flow of vehicles on the highway occurs.

3.3 The following roads are subject to the proposed Order:

- Beechworth Road
- Fairfield Road
- Grove Road
- Havant Bus Station Access Road (Elm Lane Spur)
- Market Parade
- North Street
- Prince Georges Street
- South Street
- The Pallant
- Twittens Way

3.4 A decision to proceed with the recommendation will enable Officers to undertake the public consultation regarding the proposed changes to parking provision on the aforementioned roads.

#### **4.0 Subject of Report**

4.1 A review of disabled parking facilities within Havant Town Centre has identified a number of locations where additional parking facilities can be introduced for disabled badge holders.

4.2 The review follows several requests from members of the public to introduce additional parking allowing easier access to the Town Centre and nearby attractions such as The Spring Arts Centre.

4.3 Disabled badge holders are permitted to park on “no waiting” restrictions for a period not exceeding three hours, and for a period not exceeding 24 hours in limited waiting bays. This has led to parking in locations where it is less desirable to park due to safety and accessibility concerns.

4.4 The introduction of new bays aims to reduce the number of vehicles parking in these locations and provide access to the facilities in Havant from safer locations.

4.5 It is intended to formalise the new bays with a Traffic Regulation Order which will ensure that the bays can be enforced and made available only to disabled badge holders. In addition to this it is proposed to introduce a 3 hour maximum wait within some of the bays so as to provide a turnover of vehicles, thereby allowing an increase number of disabled badge holders to access the Town Centre.

4.6 It is proposed to introduce disabled parking bays in the following locations:

- 4.6.1 **Beechworth Road** - on the eastern kerb between East Street and the Post Office goods access.

4.6.2 **Havant Bus Station Access Road (Elm Lane Spur)** - a bay in the lay-by outside the western access to the Meridian Shopping Centre, and an additional bay to the rear of the bus station.

4.6.3 **Market Parade** – a single bay at the northern end of the first parking area (adjacent to Iceland)

4.6.4 **North Street** – a single bay in the southern end of the existing limited wait bay adjacent to Havant United Reformed Church, and an additional bay on the northern end of the existing parking provision to the south of Prince George Street junction.

4.6.5 **Prince George Street** – in the lay-by to the north of The Pallant, outside Nos. 1 & 2 Prince George Street.

4.7 In order to prevent obstruction, access problems and maintain a free flow of traffic on the public highway, the following areas have been identified as locations in which changes to, or additional restrictions are required:

4.7.1 **Market Parade** – vehicles parking in the vicinity of the north-west corner and the access to the delivery area to the rear of the shops are causing obstruction to the free flow of vehicles and to pedestrians.

It is therefore proposed to introduce a prohibition of loading/unloading in the affected areas, including the access to Havant Park, adjacent to No.1 Market Parade, currently the Florist.

4.7.2 **South Street** – Vehicles parking opposite the entrance currently prevent access to the parking area to the rear of St Faith's Church. It is proposed to extend the current No Waiting and Loading / Unloading at Any Time southwards to enable access/egress from the Church yard.

It is also proposed to introduce a No Waiting at Any Time restriction on the eastern kerb north of Twittens Way to ensure access and egress from Twittens Way ensuring sightlines are maintained, without compromising on available parking outside of restricted times.

4.7.3 **The Pallant** – introduce a no waiting and no loading /unloading at any time restriction in The Pallant in order to prevent the narrowing and obstruction of the highway by vehicles parking on the current restrictions.

4.8 It has been identified that a number of locations are subject to a restriction that no longer benefits road users or the surrounding environment. It is therefore proposed to revise the current restrictions in the following areas in order to provide additional parking provision by removing sections of No Waiting at Any Time, or increasing the permitted length of stay in limited waiting bays. The following changes are proposed:

- 4.8.1 **Beechworth Road & Fairfield Road** - with the growth of Havant Town Centre westwards, the restriction within Fairfield Road and Beechworth Road are no longer appropriate to support the retail outlets and needs of the eastern part of the town. The current restriction is the current 30 minutes maximum waiting, no return within 30 minutes Monday to Saturday 8am – 6pm.

Within Beechworth Road it is proposed to increase the current Limited Wait parking provision to a 2 hour limit, no return within 2 hours Monday to Saturday 8am – 6pm.

Within Fairfield Road it is proposed to increase the current Limited Wait parking provision to a 1 hour limit, no return within 1 hours Monday to Saturday 8am – 6pm.

It is intended that the increase in permitted parking time will enable shoppers to spend more time in the Town Centre, thereby increasing the economic viability of the area. This will also benefit residents in the area who will be able to take advantage of a longer period of parking, but also visitors to the properties will be able to park for longer than 30 minutes.

- 4.8.2 **Grove Road** – remove a section of No Waiting at Any Time to the east of its junction with South Street to provide unrestricted parking for up to three vehicles.
- 4.8.3 **Prince George Street** – introduce a limited waiting bay in conjunction with the disabled bay allowing for short stay parking. It is proposed to introduce a Limited Wait parking bay restricted to 1 hour, no return within 1 hour, Monday to Saturday 8am - 6pm, in line with the revised restriction in Fairfield Road.
- 4.8.4 **North Street** – replace a section of No Waiting at Any Time with a Limited Wait parking bay restricted to 30 minutes, no return within 30 minutes, Monday to Saturday 8 am - 6 pm in line with the existing parking provision in North Street. It is proposed to locate this between the North Street Car Park and the Market Parade junction.
- 4.8.5 **Twittens Way** – revise the current restrictions so as to prevent parking at any time, with the exception of the southern section of the hammer-head at its eastern end. The current No Waiting Monday-Saturday 8 am – 6 pm is to be retained in this area as it is able to accommodate parked vehicles outside of restricted times without compromising the turning head.

## 5.0 Implications

### 5.1 Resources:

The TRO and the associated works will be sourced from Hampshire County Councils aid to movement fund allocated under the current Agency agreement.

- 5.2 **Legal:**  
The Order will be made under the provisions of the Road Traffic Regulation Act 1984.
- 5.3 **Strategy:**  
The regulation of traffic and on-street parking meets the Council's safer vision.
- 5.4 **Risks:**  
Should the proposals not be implemented, the risk is that safety, visibility and accessibility problems will remain which may increase the risk of accidents occurring. The current level of disabled parking facilities will remain the obstructive parking in locations such as the Pallant will continue to pose safety risks to all road users.
- The increase of the permitted waiting time in Fairfield Road and Beechworth Road may have a negative impact on the number of vehicles utilising nearby Council run East Pallant Car Park. This in turn may reduce the income to the Council from this Car Park. However, it is a possibility that if the on-street bays are fully utilised, the use of East Pallant Car Park, which is often underutilised during the working week, will increase.
- The extension to the time limit may impact on the car park income but this would need to be monitored to assess the impact on that and possible increase in traffic at school times.
- 5.5 **Communications:**  
Interested parties will be notified of the proposals by means of notices, information on the Council website and in the local press as per the Council's statutory duties.
- 5.6 **For the Community:**  
The proposals increase the safety for all road users and increase the disabled parking facilities within the Town Centre. Additional parking provision in North Street and the increase in permitted parking times in Fairfield Road and Beechworth Road will add to the economic viability of the Town Centre whilst enabling residents to have increased parking provision in the vicinity of their properties.
- 6.0 **The Integrated Impact Assessment (IIA) has been completed and concluded the following:**  
There are no concerns about the proposals having a differential impact.
- 7.0 **Consultation:**  
The County Councillor, Ward Councillors and the Police, HBC Legal and Financial Officers have all been consulted on the proposals. On approval of this decision, the statutory consultation with the public will be undertaken.

**Appendices:**

Appendix A: Plans of proposed restrictions

**Background Papers:**

None

**Agreed and signed off by:**

Country Councillor Ray Bolton	25/06/15
Ward Councillor David Guest	12/09/15 (Revised)
Ward Councillor Jackie Branson	10/09/15 (Revised)
Ward Councillor Tim Pike	02/07/15
Legal Services:	30/06/15
Finance:	30/06/15
Service Manager	07/07/15
Cabinet Lead Councillor Tony Briggs	10/09/15 (Revised)

**Contact Officer:** Oli Seebohm  
**Job Title:** Senior Traffic Engineer  
**Telephone:** 02392 446433  
**E-Mail:** [trafficteam@havant.gov.uk](mailto:trafficteam@havant.gov.uk)