

CHANDLER'S FORD AND HILTINGBURY LOCAL AREA COMMITTEE

Wednesday, 19 June 2019

CHANDLERS FORD AND HILTINGBURY VARIOUS ORDER REPORT

Report of the Senior Engineering Specialist

Recommendation

It is recommended that the Chandlers Ford and Hiltingbury Local Area Committee approve the implementation of the 'No Waiting at Any Time' restrictions on Meon Crescent as shown in plan 1 on page four.

Summary

An amendment to the current consolidated Chandlers Ford and Hiltingbury Traffic Regulation Order (TRO) to prevent obstructive parking has been proposed and consulted on. The amendment proposed is as set out above.

Statutory Powers

Road Traffic Regulation Act 1984; Traffic Management Act 2004.

Legal Agreements

Agency Agreement dated 30 March 2009 between Hampshire County Council and Eastleigh Borough Council.

1.0 Strategic Implications

- 1.1 This report addresses a number of the strategic objectives: Tackling Congestion by dealing with inappropriate parking and helping to create an Excellent Environment for all.

2.0 Consultation

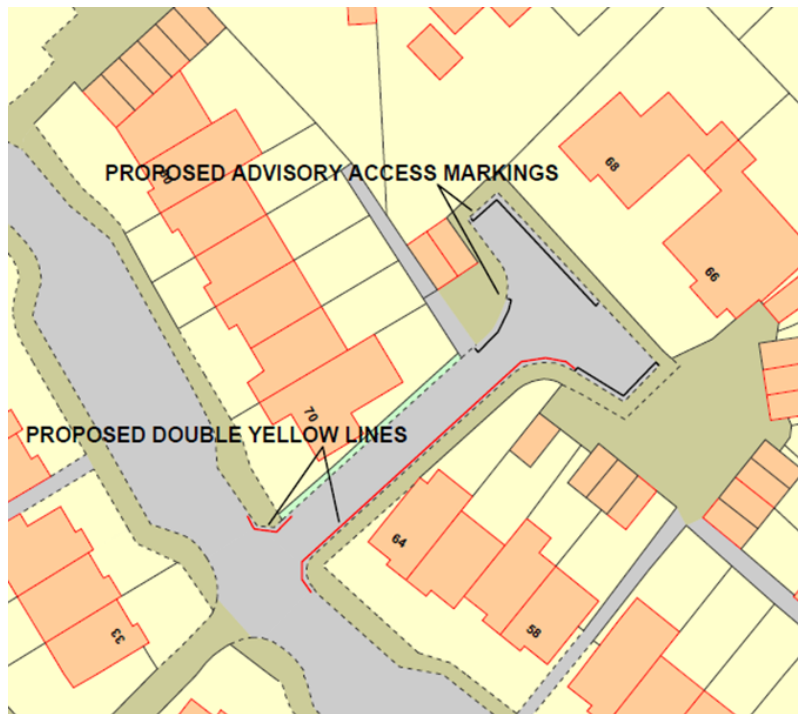
- 2.1 The formal consultation was advertised in the Hampshire Independent newspaper, on the Eastleigh Borough Council (EBC) website, the HCC Public Notices Portal and on public notices placed throughout affected areas (from November 2018 to December 2018).
- 2.2 A total number of four of comments were received regarding the proposal, and these are described below.

3.0 Summary of Comments

- 3.1 This section summarises the responses received from residents in relation to the location. The Committee is asked to consider the comments received, in order to inform their decision on the implementation, or otherwise, of the Traffic Regulation Order.

3.2 Meon Crescent

- 3.3. The restriction for Meon Crescent has been proposed to address the issues of:
- a) Regular obstructive parking at the cul-d-sac entrance,
 - b) Inconsiderate parking on the footpath of the cul-d-sac and
 - c) The obstruction of private accesses.
- 3.4 Residents who live on the spur of Meon Crescent had expressed concern about the impact of parked vehicles restricting access to their homes and parking on the pavement. Visually and mobility impaired residents were on occasions having to be dropped off by taxis at the end of the cul-d-sac as the taxis could not pass the parked vehicles and the residents were left to walk down the middle of the road to reach their homes.
- 3.5 This proposal received four responses, three of which were opposed to the proposal and claimed there were no parking issues to be addressed. Despite assurances that the obstructive parking was not an issue and that local residents would park considerately no changes in behaviour were observed. The fourth respondent indicated that the obstructive parking is still occurring and that issues outlined in para 3.4. still remain. This also gives rise to the concern that should an emergency vehicle need access to the area it may not always be possible to do so. As a result of this concern the proposal is for the restrictions to remain, as advertised.



Plan 1 Meon Crescent as advertised

4.0 Financial Implications

- 4.1 The cost of the various location TRO, and associated signs and road markings, of which this site is a part, is approximately £4000 and are funded through the Local Area Committee budget.
- 4.2 Any amendments extending restrictions or new proposals will require the Traffic Regulation Order to be re-advertised and further consultation to be carried out.

5.0 Risk Assessment

- 5.1 The risk is considered to be low as the objections have been considered and where appropriate, the points raised were used to amend the proposals before the order is taken forward to be made permanent.

6.0 Equality and Diversity Implications

- 6.1 The Equality Act is relevant to the decision in this report as the decision relates to eliminating discrimination, advancing equality of opportunity, or fostering good relations between different people in the following ways: The implementation of this order will result in an improvement for people with a visual impairment and mobility problems and their needs have taken precedence over those who objected. A full Equality Impact Assessment (EIA) has not been carried out, because while there are some equalities impacts, it is not proportionate to carry out a full EIA.

7.0 Conclusion

The proposed Traffic Regulation Order to introduce new waiting restrictions in Chandlers Ford and Hiltingbury received three objections to Meon Crescent and one comment supporting the proposals at Meon crescent. This report takes the comments into account and makes a recommendation to implement the restrictions as advertised due to the on-going parking issues, their impacts upon local disabled residents and potential safety implications for access by emergency vehicles.

DAVID PICKETT
Senior Engineering Specialist

Date: 10 May 2019
Contact Officer: David Pickett
Tel No:
e-mail: david.pickett@eastleigh.gov.uk
Appendices Attached: None

LOCAL GOVERNMENT ACT 1972 - SECTION 100D

The following is a list of documents which disclose facts or matters on which this report or an important part of it is based and have been relied upon to a material extent in the preparation of this report. This list does not include any published works or documents which would disclose exempt or confidential information.

