

# EASTLEIGH LOCAL AREA COMMITTEE

Tuesday, 15 September 2020

## ELAC NEWTOWN AREA CPZ AMENDMENT ORDER NO 7

### Report of the Traffic Engineer

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#### Recommendation(s)

##### It is recommended that

- (1) The Traffic Order is made as advertised, subject to changes which are as follows:
  - (2) The proposals along the eastern side of Mount View to introduce 'Permit Holder Only Parking' are withdrawn.
  - (3) No waiting at any time restrictions at the junction of Ashton Gardens and Mill Street be introduced as advertised.
  - (4) A 'Parking for 2 hours no return within 2 hours' restriction is included within the proposed 'Permit Holder Only' parking bays which run from 8am to 8pm Monday to Saturday in the lay-by's on both sides of the western arm of Ashton Gardens.
  - (5) £6,797.14 is allocated for these works from developers' contributions
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#### Summary

A proposal to introduce Permit Holder Only Parking bays in Mount View and Ashton Gardens, with additional no waiting at any time restrictions at the junction of Ashton Gardens and Mill Street, in front of the lay-bys, was advertised on 17 of July 2020.

Six Representations were received and a petition with fourteen signatures, all of which objected to the scheme proposals. We received no acknowledgements of support.

This report summarises the comments received and recommends how to proceed.

#### Statutory Powers

Road Traffic Regulation Act 1984; Traffic Management Act 2004.

#### Legal Agreements

Agency Agreement between Hampshire County Council and Eastleigh Borough Council dated 10 September 2019

## Strategic Implications

1. Creating an excellent environment for all by removing obstructive and inconsiderate parking

## Introduction

2. As part of a planning condition associated with the recent Ashton Gardens development, the Council secured funding in the section 106 agreement to advertise a traffic order, which would try to minimise the impact that the extra vehicles associated with the development would have on the available number of local on-street parking spaces
3. The order was advertised to incorporate new Permit Holder Only parking spaces and some associated no waiting at any time restrictions along the western side of Mount View and on the junction of Ashton Gardens / Mill Street.
4. Residents of the newly built Ashton Gardens development would not be eligible for a permit because their needs have been met by provision within the development, stipulated at the planning stage.
5. The formal consultation attracted six representations and a petition with fourteen signatures, all objecting to proposals which are summarised in this report.

## Detail

6. The formal consultation was advertised in the Hampshire Independent newspaper, on the Eastleigh Borough Council (EBC) website, the Hampshire County Council Public Notices Portal and on public notices placed throughout the affected areas on 17 July 2020, with a closing date for receipt of representations of 07 August 2020. The proposed restrictions are shown on the drawing in Appendix Two

The objections received are summarised below, along with the Engineer's comments. A copy of the petition received from residents of Mount View objecting to proposals to incorporate Permit Bays along the east side is included in Appendix One. (names & addresses omitted for data protection)

	Objection	Engineer's comment
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a)	<p>I object to the proposed waiting and parking restrictions for Mount View and Ashton Gardens.</p> <p>My concern with Permit Bay's is that if all the surrounding streets have the same zone then there will no change to the horrific parking situation in Mount View.</p>	<p>Recommend that the introduction of Permit Holder Bays along Mount View is withdrawn.</p>
b)	<p>I object to the new proposals in Mount View. The parking along this road is already difficult for the residents that live here.</p> <p>Some of us must park on the yellow lines to be able to park in Mount View, to allow permit parkers from other roads will make this very difficult for residents.</p> <p>The current arrangement works adequately, we do not need to change it. We are more than happy to keep as it is thanks.</p>	<p>Recommend that the introduction of Permit Holder Bays along Mount View is withdrawn.</p>

c)	<p>I object to the new proposals in Ashton Gardens. I can currently park outside of my property. The proposed restrictions would mean that I will be unable to do so.</p>	<p>Recommendation is to introduce Permit Holder Parking, but with 2 hours no return within 2 hours free parking period incorporated for non-permit holders.</p> <p>Prior to the Ashton Gardens development, the parking bays along this road (at that time called Mount View) were designated as Permit Holders Only, apart from a short section making up less than a quarter of the total. and the lay-bys form part of the adopted public highway.</p> <p>Residents of the Ashton Gardens development have been provided with off-street parking places in accordance with national and local policies</p>
d)	<p>I Object to the proposals to introduce Permit Holder Bays because more cars will park on the existing single yellow lines adjacent to the permit bays on Mill Street, which are poorly enforced and this causes issues for deliveries and would hinder emergency services in the event of an incident.</p> <p>Please install no waiting at any time restrictions in place of the single yellow line time limited restrictions as Mill Street cannot sustain parking on both sides.</p>	<p>Recommend that the proposal to introduce Permit Holder Parking Bays along Mount View is withdrawn Any requests for additional restrictions would be considered separately and are outside the scope of this report</p>

e)	<p>I object to these proposals as I understand that the current 8am 8pm 'window' for permit holders only will be extended to a 24-hour period. If that is correct, I am concerned that we will see an increase of Mill Street / Mount View residents and visitors using the 'unallocated' spaces of Ashton Gardens.</p> <p>My suggestion is that the times are left to 8am - 8pm. I would also ask that you properly label the spaces that you are responsible for.</p> <p>There are 2 spaces next to 11 Ashton Gardens that Traffic Wardens do not check as it's not clear what they are supposed to do.</p>	<p>There are no proposals advertised to extend the period of operation for Permit Holder Parking to 24 hours.</p> <p>The bays near 11 Ashton Gardens will be clearly marked and signed subject to the committee approving the making of the traffic order and subject to amendments outlined in this report.</p>
f)	<p>It will not improve road; Mount View is a very small no through road, with only residents needing access. There have been no issues with road safety.</p> <p>Improvement in sight lines are not necessary; the only manoeuvring is out of the turning point on Mount View, the view up and down the road is perfectly adequate.</p> <p>The issue of inconsiderate parking by non-residents has vastly reduced in the last 4 years after the parking in the turning point was introduced.</p> <p>We feel that the introduction of permit parking on Mount View would in no way benefit the residents of Mount View, we would simply be paying for the privilege of what we already have. In the present climate of increased job losses and financial difficulties, any extra</p>	<p>Recommend that the introduction of Permit Holder Bays along Mount View is withdrawn</p>

	<p>household outgoings are a big concern. The proposal would simply cause increased financial hardship to the families who live on Mount View.</p>	
<p>g)</p>	<p>I object to the new proposals. in Mount View, the creation of the turning head resolved parking issues.</p> <p>The issue which needs resolving is the cars parked too close to the junction at the southern end of Mount View, particularly the line of parked cars along the northern side of Mill Street.</p>	<p>Recommend that the introduction of Permit Holder Bays along Mount View is withdrawn</p>

h)	<p>A petition with 14 signatures, names and addresses listed Objects to waiting &amp; parking restrictions in Mount View and Ashton Gardens for reasons listed below:</p> <p>Proposals would be of no benefit because Permit Bays would be based on a first come first served basis as it is now. Only with an added cost applied and allot of issues arise after 8pm and this would still be the case.</p> <p>Review parking at the southern end of Mount View with its junction with Mill Street where inconsiderate parking is obscuring sight lines exiting the junction</p>	<p>Recommend that the introduction of Permit Holder Bays along Mount View is withdrawn</p>
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## Financial Implications

7. The cost of the TRO and associated signs and road markings is estimated to be in the region of £6000. It is recommended that £6,797.14 is allocated for this project from the following developer's contributions:

TRO Mill Street	
DCF/11/70108, Taylor Wimpey, Travis Perkins Site, Mill Street, Eastleigh	£3,374.76
DCF/11/70108, Taylor Wimpey, Travis Perkins Site, Mill Street, Eastleigh	£23.81
TRO Mount View	£3,374.76
DCF/11/70108, Taylor Wimpey, Travis Perkins Site, Mill Street, Eastleigh	
DCF/11/70108, Taylor Wimpey, Travis Perkins Site, Mill Street, Eastleigh	£23.81

## **Risk Assessment**

8. If the committee decided against the making of the order subject to amendments the lay-bys on the adopted highway part of Ashton Gardens would remain unrestricted, reducing the parking facilities for residents of older properties in the area.

## **Equality and Diversity Implications**

9. The Equality Act is not relevant to the decision in this report because it has been assessed against the criteria and, for the reasons (set out here and agreed by a Director) an Equality Impact Assessment has not been carried out

Therefore, it is considered that for this decision the Equality Duty does not need to be addressed and an Equality Impact Assessment (EqIA) has not been carried out.

## **Climate Change and Environmental Implications**

10. The proposals should not increase Greenhouse Gas/CO<sub>2</sub>, or damage ecology or the environment. There may be a reduction in CO<sub>2</sub> emissions because motorists will travel less distance to find an alternative location to park, as they will have more opportunities to park at the kerbside than at present.

## **Conclusion**

11. The proposals have due regard to the requirements of S122 of the Road Traffic Regulation Act, by securing the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on the highway.

The Council has taken on board the representations received and made a series of recommended amendments to enable us to strike a fair balance between regulatory standards and the needs of residents.

	<b>BEN MURPHY</b>
	Traffic Management Engineer
Date:	21 August 20
Contact Officer:	Ben Murphy
Tel No:	
e-mail:	ben.murphy@eastleigh.gov.uk
Appendices Attached:	One & Two

## **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.

None.

## APPENDIX ONE

### PROPOSED WAITING AND PARKING RESTRICTIONS, MOUNT VIEW AND ASHTON GARDENS

We, the undersigned, object most strongly to the proposed waiting and parking restrictions in Mount View.

1. The proposed plan would be of no benefit to Mount View residents as the same vehicles would be parked along the road as at present. The only difference would be having to pay for permits for the privilege and we do not want that. Permits do not guarantee a space and it would be first come first served as it is now. Restrictions are lifted after 8.00 p.m. and that is when possible problems can arise as late evening motorists from other streets seek out any available spaces.
2. The turning head which incorporates six parking spaces allocated for Mount View residents after the Taylor Wimpey estate was built, appears to be excluded from your proposed plan. Since this turning head was created parking problems have eased and we are happy with this.
3. The money intended for the proposed plan would be better spent on improving safety measures at the southern end of Mount View at its junction with Ashton Gardens and Mill Street where the sight line is obstructed by inconsiderate parking.

Name

Address

