

**BURSLEDON, HAMBLE-LE-RICE AND HOUND LOCAL AREA
COMMITTEE**

Wednesday, 24 March 2021

TRAFFIC REGULATION ORDER AT BEACH LANE NETLEY

Report of the Traffic Management Engineer

Recommendation(s)

It is recommended that

- (1) A Traffic Regulation Order (TRO) is made, the effects of which are to introduce waiting and parking restrictions in Beach Lane, as advertised on 12 February 2021.
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Summary

A proposal to introduce waiting and parking restrictions in Beach Lane was advertised on 12 February 2021. Seven representations were received, six of which objected to the proposals. 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 introducing waiting and parking restrictions in Beach Lane to improve the amenity by providing time-limited parking spaces to enable visitors to access the beach, the adjacent recreation ground and other local facilities.

Introduction

2. Beach Lane in Netley has been investigated in response to reports of obstructive parking. Site investigations were undertaken to assess the issues

being experienced by road users, and to decide on appropriate measures to mitigate those issues. The proposed restrictions are shown in Appendix 1.

3. This report details the comments received during the public consultation period. The Committee is asked to consider the comments received, before deciding whether to introduce, amend or withdraw the Traffic Regulation Order.

Consultation comments and responses

4. Consultation was undertaken by means of a Public Notice on the Eastleigh Borough Council website, published in the Hampshire Independent newspaper, and posted on street furniture in the vicinity of the proposed restrictions. The Public Notice was also posted to properties directly affected by the proposals. The consultation started on 12 February 2021, with a closing date for receipt of representations of 5 March 2021.
5. The points raised in the representations are summarised below, along with the Engineer's response. The full (redacted) text of the representations can be found in Appendix 2.

	Comment	Engineer's response
a)	<p>Four residents request that the double yellow lines opposite their shared driveway (serving Mariners, Halyards, Chandlers and Seacrest) are retained, and one requests additional double yellow lines opposite the private entrance further west along Beach Lane</p> <p>Vehicles parked opposite the driveway obstruct access to and from the driveway, including for a car towing a trailer.</p> <p>Parking may be easier if bays are rectangle and straight along the north side rather than diagonal</p>	<p>It is clear that the obstruction to the driveway serving the properties Mariners, Halyards, Chandlers and Seacrest in the past has been due to vehicles being parked at approximately 90 degrees to the kerb. The current proposal is to introduce parallel parking (2.5 metres wide) from 12 metres west of Victoria Road westwards and to change this to echelon parking where the road widens out west of the driveway in question. This leaves a running carriageway of approximately 4.5 metres, which is ample to accommodate a single lane of traffic. The driveway itself is 3.5 metres wide, (which is 1.10 metres wider than the recommended minimum). The distance from the gate at the back of the footway to the outer edge of the proposed parking bay is 6.0 metres; this is the standard dimension for turning into or out of a parking space or driveway. The dimensions are</p>

		<p>shown on the drawing in Appendix 1</p> <p>The double yellow line marking on the road opposite the driveway serving the properties Mariners, Halyards, Chandlers and Seacrest appears to be unlawful; it is likely to have been installed by the developer, but there is no evidence that the proper procedure has been followed.</p> <p>There is already a “no waiting at any time” restriction on the turning head at the western end of the road. A box junction marking would be inappropriate in this location, and other “hatched” markings are not lawful on the public highway.</p>
b)	<p>One objector is concerned that the consequence of cars parking in the turning circle mean that cars need to reverse up Beach Lane. Also, people park on the slipway area preventing boats/canoes/windsurfers from launching/recovery</p> <p>The access to the public slipway will also be far harder to get vehicles with watercraft on trailers past.</p>	<p>The turning head is covered by a “no waiting at any time” restriction. The proposed restrictions allow sufficient carriageway space for vehicles towing boats on trailers to access the slipway. Any vehicle or vehicle combination wider than 3.05 metres constitutes an abnormal load and may not be moved on the public highway without the permission of the Highway Authority. In the event of an abnormal load requiring access to the shore, prior arrangements can be made to suspend the parking bay.</p> <p>Examination of the slipway shows that it has broken up at the high tide line, and in its current state is likely to be unsuitable for boats to be launched from trailers.</p> <p>Dealing with parking on the slipway itself is unfortunately not something that we are able to consider.</p>
c)	<p>One objector has concerns about not having enough resources to enforce the limited waiting parking spaces and states that there are bigger</p>	<p>Waiting and parking restrictions are enforced by Eastleigh Borough Council Civil Enforcement Officers. Additional enforcement can be requested by contacting Parking</p>

	issues of parking in Netley.	Services. Requests for investigation into parking issues can be made to the Traffic and Engineering team, and will be prioritised against other requests in the Local Area using a prioritisation scoring matrix.
d)	One objector agrees with the <u>principle</u> of introducing time limited parking in Beach Lane to increase the number of visitors who can enjoy the wonderful facilities. However, the busiest day for parking is usually Sundays, so I do not agree that there is any logic to removing restrictions on a Sunday	The request for an extension of the time limited parking place to include Sundays has been noted and will be considered as a future prospective proposal. In any case given the problems being experienced by residents, it is recommended that the current road markings are removed and parking bays are marked out as detailed in the Engineer's comments to point a)
e)	One resident states that the existing road markings have become meaningless, partly due to deterioration of the paint of the markings but primarily because of their regular obliteration by pine needles. if new regulations are approved and are to be enforced, consideration must be given to more regular road sweeping/clearing to ensure that the markings are clear and enforceable	This request will be forwarded to the Streetscene team for action as appropriate.
f)	A letter of objection has been received from Hound Parish Council who stated the scheme is not required and would add nothing to the viability of the shops in Victoria Road if parking is taken away in Beach Lane.	There is no proposal to remove parking places in Beach Lane; the proposal is to regulate the geometry of the parking spaces and introduce a time limit on parking during the day on Mondays to Saturdays. The time limited parking place may benefit people visiting shops or residents in the area, as well as those accessing the beach and recreation ground.

g)	Councillor Airey expressed concerns that the proposals will not address the problem of obstruction to the shared driveway serving Mariners, Halyards, Chandlers and Seacrest.	This is addressed in the Engineer's comments to point a)
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Financial Implications

- The cost of the TRO is funded through S106 Developer's Contribution; the estimated cost is £4,000.

Risk Assessment

- If the proposals are not implemented, it is likely that the issues with obstructive parking will continue, and the available parking spaces may be occupied for lengthy periods of time, which may have an impact on the availability of short stay parking in the vicinity

Equality and Diversity Implications

The Equality Act is relevant to the decision and an Equality Impact Assessment (EqIA) has been carried out and attached as Appendix 3 to the report. In summary the EqIA shows that:

- The waiting restrictions will assist in improving access for pedestrians, including wheelchair users and pushchairs, by eliminating the need for vehicles to drive over the footway owing to obstructive and inconsiderate parking.

8. Climate Change and Environmental Implications

The proposals would not increase Greenhouse Gas/CO₂, or damage ecology or the environment. The scheme may assist in encouraging residents to access the beach, the adjacent recreation ground and other local facilities.

Conclusion

- The proposals have due regard to the requirement 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 proposed waiting restrictions attracted objections and comments. This report takes into consideration all the representations received and recommends that the committee approves the introduction of the restrictions as advertised

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5 MARCH 2021

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Appendices Attached: 3

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