

HEDGE END, WEST END AND BOTLEY LOCAL AREA COMMITTEE

Monday, 13 June 2022

MAUNSELL WAY EXPERIMENTAL TRAFFIC REGULATION ORDER

Report of the Traffic Management Engineer

Recommendation(s)

It is recommended that the experimental traffic regulation order, the effect of which was to introduce 'no waiting at any time' restrictions on Maunsell Way, be made permanent.

Summary

The proposal is to implement permanent "no waiting at any time" restrictions in Maunsell Way, following an identical experimental order which was in force for a period of six months.

Statutory Powers

Road Traffic Regulation Act 1984; Traffic Management Act 2004

Legal Agreements

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

Strategic Implications

1. This report addresses a number of strategic objectives: tackling congestion and associated pollution and helping to create an Excellent Environment for all.

Introduction

2. A permanent Traffic Regulation Order (TRO) was advertised in the Hampshire Independent newspaper, on the Eastleigh Borough Council Website and on the HCC Public Notices Portal. The Order subsequently received objections, including one from Hampshire Constabulary. As a result, it was agreed that the restriction be introduced experimentally to ascertain whether the concerns raised were legitimate. This report discusses the history and the results of

introducing the experimental restriction and makes a recommendation for Councillors consideration

Background

3. A permanent traffic regulation order was advertised on 16 April 2021. The TRO included a proposal to introduce a 'no waiting at any time restriction' on Maunsell Way, Hedge End (east side) from 15.5 metres north of Drummond Road northwards to its junction with Giles Close.
4. Objections were received to the traffic regulation order. The Traffic Engineer subsequently recommended to the Local Area Committee that the proposal be withdrawn based on an objection from The Hampshire Constabulary Traffic Management Officer (TMO).
5. Councillors asked that this recommendation was re-visited given the nature of the issues on the road and the views of local residents that they had received. Concerns were expressed that parking on the inner side of the carriageway causes visibility issues for vehicles traveling in a northerly direction.
6. A site visit was undertaken with various stakeholders including Councillors, the school and engineers. The police TMO declined the invitation to attend. During the site visit attendees observed the school ingress.
7. Observations of parking showed visibility issues caused by parked vehicles north of the Drummond Road junction. The meeting also observed the route to school for children using the Park and Stride facilities.
8. Attendees considered the Polices original objection to the TRO, being that 'requiring vehicles to park on the opposite side of the road to the school means children exiting from those vehicles will have to cross the road. This places them in potential conflict with other vehicles.' Councillors felt that this arrangement was no different from the arrangement for children using the Park and Stride facility. In addition, it was noted that, for the vehicles parked on Maunsell Way, every driver accompanied the children walking to school, no children were simply dropped off.
9. It should be noted that finding a safe place to park is still the responsibility of the driver, as is the pedestrians onward route on foot. Any unrestricted road should still be assessed before being used as a parking place.
10. Councillors supported the trial of the experimental Traffic Regulation Order (eTRO). Citing that it would allow evidence gathering on the effect of the NWAAT restriction on both pedestrian and vehicular movement. The LAC could then make their decision on a permanent restriction based on the findings of the eTRO as explained in this report.
11. The making of the eTRO was a delegated decision by the Portfolio Holder for Transport on considering the evidence presented above.

Consultation

12. The experimental order was advertised as “The Borough of Eastleigh (Hedge End, West End and Botley) (Amendment No 14) Experimental Order 2021.”
13. It is not possible to lodge a formal objection to an experimental traffic regulation order until it is in force. Once it is in force, objections may be made to the order being made permanent and these must be made within six months of the day that the experimental order comes into force. The experimental period ended on 20 February 2022.

Consultation Outcome

- a) No further feedback or objection was received to the experimental order during the experimental period.
- b) No safety concerns have been raised and the experimental order has not been shown to be of detriment to road safety.
- c) From observation, the order has been seen to facilitate the passage of vehicular traffic on the road and improve the free flow of traffic on Maunsell Way.

Financial Implications

14. The cost of implementing the permanent TRO is estimated to be £1000.

Risk Assessment

15. Based on the above evidence it is recommended that a decision is now made to implement the restriction on a permanent basis.

Equality and Diversity Implications

There are positive impacts to road users by prohibiting waiting on an inner bend of Maunsell Way, which improves visibility between road users (including pedestrians) at conflict points.

Climate Change and Environmental Implications

16. The proposals are not expected to increase Greenhouse Gas/CO₂, or damage ecology or the environment.

Conclusion

17. 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.

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Date:

TECHNICAL SERVICES MANAGER

09/05/2022

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Appendices Attached: 1

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.

* List of Background Papers - None.