

# HEDGE END, WEST END AND BOTLEY LOCAL AREA COMMITTEE

Monday, 13 June 2022

## TRAFFIC REGULATION ORDER, VARIOUS ROADS, HEDGE END, WEST END AND BOTLEY AREA

### Report of the Traffic Management Engineer

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#### Recommendation

1. It is recommended that a Traffic Regulation Order (TRO) is made, the effects of which are to introduce waiting and parking restrictions in:

- a) Bader Close,
- b) Bedford Close, (and the unnamed access road between 7 & 9 Bedford Close),
- c) Berry Close,
- d) Botley Road (One Way Service Road),
- e) Crusader Road,
- f) Goodlands Vale,
- g) Harris Avenue,
- h) Hemdean Gardens,
- i) Lynton Road,
- j) Simmons Close,
- k) Turnpike Way,
- l) Upper New Road,
- m) West Road and
- n) Westward Road

as advertised on 25 March 2022.

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#### Summary

A proposal to introduce waiting and parking restrictions in various roads in Hedge End, West End and Botley was advertised on 25 March 2022. Representations were received both in support of, and objection to, the advertised restrictions. 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 (HCC) and Eastleigh Borough Council dated 10 September 2019.

## Strategic Implications

1. Creating an excellent environment for all by removing obstructive and inconsiderate parking, and by providing time-limited parking places outside local shops.

## Introduction

2. Various roads in the Hedge End, West End and Botley Local Area have been investigated in response to reported problems such as obstructive parking. Site investigations were undertaken to assess the issues being experienced by road users, and to decide on appropriate measures to mitigate the issues.
3. This report details the comments received during the public consultation period. The Committee is asked to consider the comments received, before deciding to introduce, amend or withdraw the Traffic Regulation Order.
4. Notice has now been served by Hampshire County Council regarding termination of the agency agreement for the delivery of Traffic Management Services in Eastleigh Borough. This means that the statutory responsibility for implementing, amending, or revoking parking and waiting restrictions in Eastleigh Borough will revert to Hampshire County Council on 31 March 2023.

## Detail

5. 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. Plans showing the proposed restrictions are in Appendix 1.
6. Twenty-three representations were received in total. Six in relation to Bedford Close, eight in relation to Berry Close, one in relation to Botley Road (Spur), four in relation to Hemdean Gardens, two in relation to West Road and one in relation to Westward Road. 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
Two residents from the same household in Bedford Close commented that consideration be given to reducing the length of restrictions outside nos. 6 & 7 and	After considering the comments received, reducing the length of the proposed restrictions can be considered by the Local Area Committee (LAC). Issues with the

<p>that additional restrictions be considered at the junction of the access road with Bedford Close between nos. 26 &amp; 27.</p> <p>Also, that a Park and Stride arrangement be operated and the linking of School Lane to Sovereign Drive to allow a one-way operation.</p>	<p>access road junction between nos. 26 &amp; 27 have not been previously reported. Requests for further waiting restrictions are outside the scope of this report and would need to be investigated for possible inclusion in a future scheme by Hampshire County Council (HCC), as delivery of traffic management services will be reverting to HCC after the agreement with the Borough Council was ended.</p> <p>HCC's School Travel Officer works with schools to promote sustainable travel to school and to encourage parents to park with consideration to residents.</p>
<p>Other residents in Bedford Close object on the grounds that the proposals will reduce the space available for residents to park.</p>	<p>It is vehicle driver's responsibility to find appropriate and legal places to park. Residents may have to find kerbside parking further away from their homes. However, after considering the comments received, reducing the length of the proposed restrictions can be considered by the LAC.</p>
<p>A non-resident who drives her child to the school and parks in Bedford Close suggests that the school staggers arrival and finish times, and that permits are made available to parents.</p>	<p>Hampshire County Council's School Travel Officer works with schools to promote sustainable travel to school and to encourage parents to park with consideration to residents.</p> <p>Requests for parents parking permits are outside the scope of this report and would need to be investigated for possible inclusion in a future scheme by HCC, as delivery of traffic management services will be reverting to HCC after the agreement with the Borough Council was ended.</p>
<p>Another resident comments that vehicles displaced by the proposed restriction may park on the main road, which could be less safe for</p>	<p>At this stage it is not clear where displaced vehicles might be parked. Motorists are encouraged to park legally and with due consideration</p>

<p>school children</p>	<p>for other road users, although this may mean parking further away than they might prefer. The Traffic Management Team will continue to monitor the road safety situation.</p>
<p>A resident in Berry Close requests consideration of Residents' parking scheme.</p>	<p>Requests for residents parking are outside the scope of this report and would need to be investigated for possible inclusion in a future scheme by HCC as delivery of traffic management services will be reverting to HCC after the agreement with the Borough Council was ended.</p>
<p>A resident in Berry Close requests a reduction in the length of restrictions at the junction with Crusader Road and within Berry Close but also additional markings in other locations within Berry Close.</p>	<p>After considering the comments received, reducing the length of the proposed restrictions can be considered by the LAC. Requests for further waiting restrictions are outside the scope of this report and would need to be investigated for possible inclusion in a future scheme by HCC. Delivery of traffic management services will be reverting to HCC, after the agreement with the Borough Council was ended.</p>
<p>A resident in Berry Close requests a reduction in the length of restrictions within Berry Close and reducing the time period of the restrictions.</p>	<p>After considering the comments received, reducing the length of the proposed restrictions and reducing the time period for the restrictions in Berry Close to Monday to Friday 8am – 4pm can be considered by the LAC. Requests for further waiting restrictions are outside the scope of this report and would need to be investigated for possible inclusion in a future scheme by HCC. Delivery of traffic management services will be reverting to HCC after the agreement with the Borough Council was ended.</p>
<p>A resident in Berry Close requests a reduction in the length of restrictions within Berry Close and reducing the time period of the restrictions.</p>	<p>After considering the comments received, reducing the length of the proposed restrictions and reducing the time period for the restrictions in</p>

<p>The introduction of two disabled bays is also requested.</p>	<p>Berry Close to Monday to Friday 8am – 4pm can be considered by the LAC.</p> <p>Applications for disabled bays would need to be made by the residents in need of this facility and will be dealt with independently of this Traffic Regulation Order. Requests for further waiting restrictions are outside the scope of this report and would need to be investigated for possible inclusion in a future scheme by HCC. Delivery of traffic management services will be reverting to HCC, after the agreement with the Borough Council was ended.</p>
<p>A resident in Berry Close comments that residents will not be able to park outside of their houses.</p>	<p>At this stage it is not clear where displaced vehicles might be parked. Motorists are encouraged to park legally and with due consideration for other road users, and in accordance with the provisions of the Highway Code, although this may mean parking further away than they might prefer. Reducing the length of the proposed restrictions and reducing the time period for the restrictions in Berry Close to Monday to Friday 8am – 4pm can be considered by the LAC.</p>
<p>A resident in Berry Close agrees with the proposed restrictions at the junction with Crusader Road but suggests further restrictions in Berry Close. A request for Access Protection Markings across all driveways is also made.</p>	<p>Requests for further waiting restrictions are outside the scope of this report and would need to be investigated for possible inclusion in a future scheme by HCC. Delivery of traffic management services will be reverting to HCC after the agreement with the Borough Council was ended.</p> <p>Applications for Access Protection Markings can be made by individual residents but will be dealt with via a different process.</p>

<p>A resident in Berry Close suggests physical works to increase the number of parking bays currently provided. They also request additional restrictions and consideration of residents parking.</p>	<p>Requests for additional parking space, residents parking and further waiting restrictions would need to be investigated for possible inclusion in a future scheme by HCC. Delivery of traffic management services will be reverting to HCC, after the agreement with the Borough Council was ended.</p>
<p>A resident in Berry Close agrees with some restrictions but allowing room for residents too.</p>	<p>After considering the comments received, reducing the length of the proposed restrictions and reducing the time period for the restrictions in Berry Close to Monday to Friday 8am – 4pm can be considered by the LAC.</p>
<p>A resident in Berry Close requests consideration of a reduced time period for restrictions but also additional lengths of restrictions.</p>	<p>After considering the comments received, reducing the length of the proposed restrictions and reducing the time period for the restrictions in Berry Close to Monday to Friday 8am – 4pm can be considered by the LAC.</p> <p>Requests for further waiting is outside the scope of this report and restrictions would need to be investigated for possible inclusion in a future scheme by HCC. Delivery of traffic management services will be reverting to HCC, after the agreement with the Borough Council was ended.</p>
<p>A business manager in Botley Road (Spur) questions the need for time limited parking but also complains of parking in the same bays by DPD staff. Considers the proposals will make things worse for the business managers own staff.</p>	<p>The proposals are intended to allow customers of the businesses in Botley Road (Spur) to park more easily. At this stage it is not clear where displaced staff vehicles might be parked. Motorists are encouraged to park legally and with due consideration for other road users, although this may mean parking further away than they might</p>

	prefer.
A response (no address provided) to the proposals in Hemdean Gardens asks where displaced cars in Upper New Road will park.	At this stage it is not clear where displaced staff vehicles might be parked. Motorists are encouraged to park legally and with due consideration for other road users, although this may mean parking further away than they might prefer.
A resident of Hemdean Gardens supports the proposals.	Noted.
Residents of two separate addresses in Hemdean Gardens ask for further restrictions in Upper New Road.	Requests for further waiting restrictions are outside the scope of this report and would need to be investigated for possible inclusion in a future scheme by HCC. Delivery of traffic management services will be reverting to HCC, after the agreement with the Borough Council was ended.
Residents of two separate addresses in New Road support the proposals for New Road.	Noted.
A resident of Westward Road complains about non-residential parking by staff from nearby factories, but that proposals are too restrictive.	After considering the comments received, reducing the length slightly of the proposed restrictions in Westward Road can be considered by the LAC.
One complaint received regarding the length of time the notices were on site for. (No address supplied).	The notices were erected on site from 25 March to 15 April and were in accordance with the statutory process for advertising of TRO proposals.

## **Financial Implications**

7. The costs of the TRO and associated road markings are funded from the core TRO Programme budget as part of the “Various roads” allocations, at a cost of approximately £5,000.

## **Risk Assessment**

8. If the proposals are not implemented, it is likely that the issues intended to be addressed in the above roads will continue.

## **Equality and Diversity Implications**

9. 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:
10. There are minor positive impacts in many of the roads identified within the proposals by restricting waiting at the kerbside, thereby discouraging drivers from obstructing footways and driveways.

## **Climate Change and Environmental Implications**

11. The proposals should not increase Greenhouse Gas/CO<sub>2</sub>, or damage ecology or the environment. Short-stay parking in Botley Road (Spur) provides a turnover of vehicles, allowing customers to park close to the shops, reducing the time taken to look for parking places.

## **Conclusion**

12. 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, comments and expressions of support. This report takes into consideration all the representations received and recommends that this Committee introduces waiting restrictions as advertised.

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Appendices Attached: 2

## **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