

**BISHOPSTOKE, FAIR OAK AND HORTON HEATH LOCAL AREA
COMMITTEE**

Wednesday 8th March 2023

**TRO, VARIOUS ROADS, BISHOPSTOKE, FAIR OAK AND HORTON
HEATH AREA**

Report of the Traffic Management Engineer

Recommendations

It is recommended that

- (1) A Traffic Regulation Order is made, the effects of which are to introduce waiting restrictions in:
- a) Abbotsbury Road,
 - b) Ascot Road
 - c) Botley Road – amended in part to no waiting between 8am and 9am, 3pm and 4pm
 - d) Breach Lane
 - e) Church Road – length reduced
 - f) Cotsalls
 - g) Edward Avenue
 - h) Knowle Lane
 - i) Olympic Way
 - j) Rogers Road
 - k) Scotter Square
 - l) Spring Lane
 - m) St. Mary's Road
 - n) The Drove,
 - o) The Spinney
- (2) and to remove waiting restrictions in:
- (a) Church Road
 - (b) Knowle Lane

as advertised on 13 January 2023.

Summary

A proposal to introduce waiting restrictions in various roads in Bishopstoke, Fair Oak and Horton Heath was advertised on 13th January 2023. 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 and Eastleigh Borough Council which will terminate on 31st March 2023.

Strategic Implications

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

Introduction

2. Various roads in the 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 making a decision to introduce, amend or withdraw the Traffic Regulation Order.

Detail

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. Plans showing the proposed restrictions are in appendix 1.
5. 24 representations were received in total within the normal consultation period and 3 further representations received after the consultation period. All of these are discussed in detail in this report. Some site notices were unlawfully removed, in view of this, they were replaced the notices were left on site a further week. The breakdown of the representations is as follows: one in relation to The Drove, three in relation to Botley Road, one in relation to

Church Road, five in relation to Cotsalls and seventeen in relation to Ascot Road/Knowle Lane.

6. The 27 representations are summarised below, along with the Engineer's response. The full (redacted) text of the representations can be found in Appendix 2

7.

Comment	Engineer's response
Botley Road	
One resident of Botley Road supported the proposals. HCC Passenger Transport also supported the proposals.	Noted.
A further resident of Botley Road objected to the proposals on the grounds of loss of parking spaces for residents and visitors.	Whilst temporary loading and unloading will still be permitted, parking in Botley Road at this location causes congestion at school times and is a road safety issue for other road users, including pedestrians, again, particularly at school times. The proposals have therefore been amended to reflect traffic flow problems at these times.
Church Road	
One resident in Church Road queried the proposals.	The proposals were explained in detail to the resident. Following this, an amendment is now being put forward to reduce the length of the proposals as shown on drawing BiFOHH13/0011.
Cotsalls	
Two local residents objected or commented on the proposals with regard to the cul de sac end of the road, where they consider parking is not an issue.	Following receipt of the comments and objections, an amendment is now being put forward to slightly reduce the length of the proposals, as shown on drawing BiFOHH13/002.

<p>One resident objected to the proposals in Cotsalls on the grounds that they will either be ignored due to lack of enforcement or will displace parking, leading to a loss of amenity for their family.</p>	<p>The proposal is along one side of the road and only intended to deter parking at school times.</p>
<p>A further two local residents supported the proposals in Cotsalls, one commenting that enforcement is the key to their success.</p>	<p>Noted.</p>
<p>The Drove</p>	
<p>One objection was received to the proposals for The Drove on the grounds of loss of amenity and removal of “natural” traffic calming effect of parked cars.</p>	<p>The proposals are intended to clear the lines of sight on the inside of the bend for road users exiting from the shared drive for nos.13, 15 and 17.</p>
<p>Ascot Road and Knowle Lane</p>	
<p>Sixteen objections were received to the proposals for Ascot Road and Knowle Lane. With respect to Knowle Lane, the objections were based on the grounds that the proposals were considered unnecessary, were excessive, are not based on casualty statistics, and will increase vehicle speeds.</p> <p>The objections to the proposals in Ascot Road relate to the displacement of parked vehicles to unsafe locations further long Ascot Road and at the junction with York Close.</p>	<p>The advertised proposals for Knowle Lane are considered necessary throughout their length as they are intended to remove obstructive and unsafe parking from both sides of Knowle Lane, which is narrow and suffers from poor alignment causing forward visibility issues. EBC prefers to take a proactive approach to preventing potential road traffic collisions, rather than waiting for incidents to occur and then dealing with the issues that caused them. Monitoring of vehicle speeds can take place following implementation and if proven necessary, further measures can be considered.</p> <p>Whilst further proposals are outside the scope of this report, the situation could be monitored to assess a need for further restrictions following implementation. This would need to be investigated for possible inclusion in a future scheme by HCC as the delivery of traffic management services will be reverting to HCC after the agreement with the Borough Council ends on 31st March</p>

	2023.
One resident supported the proposals in Ascot Road and Knowle Lane due to the unsatisfactory nature of existing parking along the road, particularly affecting the safety of cyclists and pedestrians (including school children) due to parking on the road, verges and footways.	Noted.

Financial Implications

8. 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 £5K

Risk Assessment

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

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

9. The proposals should not increase Greenhouse Gas/CO₂, or damage ecology or the environment.

Conclusion

10. 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 as per item 1 of this report.

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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