

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Adrian Gray
Title:	Traffic Order Proposals: No U-Turns or Left Turns On A326 Marchwood Bypass
Reference:	A1098

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1. The decision:

- 1.1. That a traffic order be implemented under the Road Traffic Regulation Act 1984 (RTRA), the effects of which will be to prohibit vehicles proceeding on the eastbound carriageway of A326 Marchwood Bypass from performing a left turn manoeuvre so as to proceed in the northbound carriageway of A326 Marchwood Bypass leading into Hounslow Business Park and to impose U-Turn restrictions as follows:
- (i) No Person shall cause any vehicle proceeding on the westbound carriageway of A326 Marchwood Bypass to perform a U-turn manoeuvre so as to proceed in the eastbound carriageway of A326 Marchwood Bypass at the junction of the A326 Marchwood Bypass east/west and A326 Marchwood Bypass north/south.
 - (ii) No Person shall cause any vehicle proceeding on the eastbound carriageway of A326 Marchwood Bypass to perform a U-turn manoeuvre so as to proceed in the westbound carriageway of A326 Marchwood Bypass at the junction of the A326 Marchwood Bypass east/west and A326 Marchwood Bypass north/south.

2. Reason for the decision:

- 2.1. As part of the Transforming Cities Fund work to provide better connection between the Waterside and Southampton City a proposal has been developed for a bus gate at the A326 Marchwood junction and bus lane linking to Rushington Roundabout. This project aims to provide a right turn for buses only from the A326 towards Hounslow to enable them to travel onward to Rushington Roundabout via a bus lane. The A326 junction will be signal controlled with prohibition of left turns and a prohibition on U turning in this area. This will shorten northbound bus routing from the Waterside into Totton and allow buses to avoid general traffic queues while preventing adverse traffic flow from U-turn manoeuvres.

2.2. No objections or representations were received in response to the public consultation which took place between Friday 2nd December 2022 and Friday 23rd December 2022.

2.3. Due consideration has been given to RTRA 1984 sections 122(1) and 122(2) and any other relevant legislation. In this case the Decision Maker acting on behalf of the Local Authority considers this TRO expeditious, for the convenient and safe movement of vehicular and other traffic (including pedestrians)

2.4 The decision outlined in paragraph 2.3 (above) to exercise the functions of the Local Authority under RTRA 1984 sections 122(1) and 122(2) has been reached on the basis of what is reasonably practicable after due regard has been given to:

- The desirability of securing and maintaining reasonable access to premises

3. Other options considered and rejected:

3.1. None

4. Scheme Funding:

4.1. Transforming Cities Fund

5. Conflicts of interest:

5.1. None

6. Dispensation granted by the Head of Paid Service:

6.1. None

7. Supporting information:

7.1. Local Member, Councillor Harrison supports the proposal

7.2. Police – Traffic Management Officer, Dave Taylor, expresses that the police have no objection to the scheme

Approved by:

Adrian Gray

Date:

26/1/2023

Adrian Gray, Head of Highways (Traffic and Safety).

On behalf of the Director of Universal Services