

Hampshire County Council

Report to the Director of Economy, Transport and Environment

June 2019

**Traffic Orders – East Hampshire Parking Controls
(Phase 1)**

Contact: Ian Janes. Tel: 01962 832284. E-mail: ian.janes@hants.gov.uk.

1. Summary

1.1 The following decision is sought:

That a Traffic Order be made under the Road Traffic Regulation Act 1984, the effect of which will be to introduce new and/or amend existing parking and waiting restrictions as follows:

Alton (Order #1)

No waiting at any time:

Borovere Lane (North side) – Between a point 21 metres east of its junction with Calendar Close and a point 24 metres east of that point.

Borovere Lane (South side) – (i) between a point 18 metres west of its junction with Berehurst and a point 32 metres east of that point.

Borovere Lane (South Side) – (ii) between a point 40 metres east of its junction with Berehurst and a point 37 metres east of that point.

Mount Pleasant Road (North-east side) – Between a point 151 metres south-east of its junction with Butts Road and a point 167 metres south-east of that point.

Mount Pleasant Road (South-west side) – Between its junction with Butts Road and a point 319 metres south-east thereof.

Omega Park (North & West sides) – (i) between its junction with Wilsom Road and a point 35 metres east thereof.

Omega Park (North & West sides) – (ii) between a point 68 metres east of its junction with Wilsom Road and a point 78 metres east and north of that point.

Omega Park (South & East sides) – Between its junction with Wilsom Road and a point 154 metres east and north thereof.

Tower Street (Both sides) – Between its junction with Butts Road and a point 83 metres south thereof.

Wilsom Road (North-east side) – Between a point 42 metres north-west of its junction with Omega Park and a point 84 metres south-east of that point.

No waiting Monday to Friday between 9am and 6pm:

Wilsom Road (North-east side) – Between a point 42 metres north-west of its junction with Omega Park and a point 204 metres north-west of that point.

Alton (Order #2)

No waiting at any time:

Church Street/Old Odiham Road (West side) – (i) between a point 9 metres south of the common boundary of property nos. 26 and 27 Church Street and a point 109 metres north of its junction with Amery Hill.

Church Street/Old Odiham Road (West side) – (ii) between a point 153 metres north of its junction with Amery Hill and a point 46 metres north of that point.

Church Street (East side) – (i) between a point 9 metres south of the common boundary of property nos. 26 and 27 Church Street and a point 40 metres north of its junction with Amery Hill, an approximate distance of 101 metres.

Church Street (East side) – (ii) between its junction with Spitalfields Road and a point 17 metres north thereof.

Old Odiham Road (East side) – Between its junction with Spitalfields Road and a point 17 metres north thereof.

Horndean

No waiting at any time:

Catherington Lane (East side) – (i) Between its junction with Barton Close and a point 26 metres south thereof.

Catherington Lane (East side) – (ii) Between its junction with Barton Close and its junction with Heath Close, an approximate distance of 56 metres.

Catherington Lane (East side) – (iii) Between its junction with Heath Close and a point 25 metres north thereof.

Barton Cross (North side) – (i) Between its junction with Catherington Lane and a point 33 metres east thereof.

Barton Cross (North side) – (ii) Between a point 38 metres east of its junction with Catherington Lane and a point 12 metres east of that point.

Barton Cross (North side) – (iii) Between a point 56 metres east of its junction with Catherington Lane and a point 5 metres east of that point.

Barton Cross (North side) – (iv) Between a point 77 metres east of its junction with Catherington Lane and a point 9 metres east of that point.

Barton Cross (North side) – (v) Between a point 108 metres east of its junction with Catherington Lane and a point 6 metres east of that point.

Barton Cross (North side) – (vi) Between a point 119 metres east of its junction with Catherington Lane and a point 6 metres east of that point.

Barton Cross (North side) – (vii) Between a point 130 metres east of its junction with Catherington Lane and a point 6 metres east of that point.

Barton Cross (North side) – (viii) Between a point 148 metres east of its junction with Catherington Lane and a point 6 metres east of that point.

Barton Cross (South side) – Between its junction with Catherington Lane and a point 36 metres east thereof.

Barton Cross, crescent spur, west (West side) – Between a point 17 metres south of its western junction with Barton Cross and a point 13 metres south-east of that point.

Barton Cross, crescent spur (South side) – (i) Between a point 35 metres south and east of its western junction with Barton Cross and a point 6 metres east of that point.

Barton Cross, crescent spur (South side) – (ii) Between a point 57 metres south and east of its western junction with Barton Cross and a point 13 metres east and north of that point.

Barton Cross, crescent spur, east (East side) – Between a point 76 metres south, east and north of its western junction with Barton Cross and a point 5 metres north of that point.

Heath Close (North side) – Between its junction with Catherington Lane and a point 24 metres east thereof.

Heath Close (South side) – Between its junction with Catherington Lane and a point 25 metres east thereof.

No waiting Monday to Friday 8 to 8.45am & 1.45 to 3.30pm:

Barton Cross (South side) – Between a point 36 metres east of its junction with Catherington Lane and a point 119 metres east of that point.

Barton Cross, crescent spur, west (West side) – Between its western junction with Barton Cross and a point 17 metres south thereof.

Barton Cross, crescent spur, south (South side) – (i) between a point 30 metres south and east of its western junction with Barton Cross and a point 5 metres east of that point.

Barton Cross, crescent spur, south (South side) – (ii) between a point 41 metres south and east of its western junction with Barton Cross and a point 10 metres east and north of that point.

Barton Cross, crescent spur, east (East side) – (i) between its eastern junction with Barton Cross and a point 10 metres south thereof.

Barton Cross, crescent spur, east (East side) – (ii) between a point 19 metres south of its eastern junction with Barton Cross and a point 6 metres south of that point.

Barton Cross, crescent spur, entire northern kerbline (All sides) – For its entire length, between its western and eastern junctions with Barton Cross, an approximate distance of 80 metres.

Liphook

No waiting at any time:

Avenue Close (East side) – Between its southern point of termination and a point 22 metres north of that point.

Avenue Close (South side) – For its entire length.

2. Background

- 2.1 Since 2016, the majority of on-street parking matters in the East Hampshire district have been dealt with by East Hampshire District Council's Traffic Management team under their TM agency agreement with the County Council. However, prior to 2016, a number of parking schemes were implemented by the County Council's Traffic Management team across the district either as (i)

stand-alone schemes or (ii) part of on-going on-street parking reviews in Alton and Petersfield or (iii) part of larger scale highway improvement schemes. Following the implementation of some of these schemes, there were requirements to progress additional minor parking amendments. Also, following implementation, schemes were monitored for a period of time before being reviewed. Subsequently, a number of new/revised parking controls are being progressed for specific safety/congestion/obstruction-related reasons and/or for general traffic management-related reasons. Additionally, the opportunity is being taken to deal with a number of discrepancies in existing parking-related Traffic Regulation Orders across the district. The proposals have been divided into two phases. The first phase dealing with amendments and anomalies in Alton, Horndean and Liphook is included in this report. A second phase dealing with amendments and anomalies in the Petersfield area is also being progressed.

- 2.2 The scheme supports the corporate strategies outlined in Integral Appendix A to this report.
- 3. **Other Options Considered and Rejected**
- 3.1 Other options have been considered – see paragraphs 4.1 to 4.5 of the main report below.
- 4. **Conflicts of Interest Declared by the Decision Maker or Other Executive Member Consulted – None.**
- 5. **Dispensation granted by the Conduct Advisory Panel – None.**
- 6. **Reason(s) for the Matter being dealt with if Urgent – None.**

Approved by:

Date: 3rd July 2019



Stuart Jarvis
Director of Economy, Transport and Environment

Hampshire County Council

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June 2019

**Traffic Orders – East Hampshire Parking Controls
(Phase 1)**

Contact: Ian Janes. Tel: 01962 832284. E-mail: ian.janes@hants.gov.uk.

1. Introduction

- 1.1 This report considers minor parking amendments in Alton, Horndean and Liphook.

2. Recommendation

- 2.1 That a Traffic Order be made under the Road Traffic Regulation Act 1984, the effect of which will be to introduce new and/or amend existing parking and waiting restrictions as follows:

Alton (Order #1)

No waiting at any time:

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Liphook

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Avenue Close (South side) – For its entire length.

3. Background

- 3.1 Since 2016, the majority of on-street parking matters in the East Hampshire district have been dealt with by East Hampshire District Council's Traffic Management team under their TM agency

agreement with the County Council. However, prior to 2016, a number of parking schemes were implemented by the County Council's Traffic Management team across the district either as (i) stand-alone schemes or (ii) part of on-going on-street parking reviews in Alton and Petersfield or (iii) part of larger scale highway improvement schemes. Following the implementation of some of these schemes, there were requirements to progress additional minor parking amendments. Also, following implementation, schemes were monitored for a period of time before being reviewed. Subsequently, a number of new/revised parking controls are being progressed for specific safety/congestion/obstruction-related reasons and/or for general traffic management-related reasons. Additionally, the opportunity is being taken to deal with a number of discrepancies in existing parking-related Traffic Regulation Orders across the district. The proposals have been divided into two phases. The first phase dealing with amendments and anomalies in Alton, Horndean and Liphook is included in this report. A second phase dealing with amendments and anomalies in the Petersfield area is also being progressed.

- 3.2 The scheme supports the corporate strategies outlined in Integral Appendix A to this report.
- 3.3 During the five-year period ending 30th September 2018, there have been no parking-related injury accidents at any of the sites under consideration in Alton, Horndean and Liphook.
- 3.4 Attached are:
 - (i) traffic orders for Alton, Horndean and Liphook.
 - (ii) a location plan.
 - (iii) descriptive plans of the areas.

4. **Consultation**

- 4.1 County Councillor Joy (for the Alton proposals), County Councillor Harvey (for the Horndean proposals) and County Councillor Mitchell (for the Liphook proposals) have been consulted/notified as the proposals have progressed.
- 4.2 Since 2012, Civil Parking Enforcement has been in operation in East Hampshire. As a result, East Hampshire District Council's traffic & parking team have been consulted/notified as the proposals have progressed. Although the Police no longer enforce on-street parking controls in East Hampshire, they have also been notified – they had no comments to make on this occasion.
- 4.3 The public advertisement of the Alton proposals was carried out from 31st August to 21st September 2018 - 9 representations were received; details and responses are included in the attached

Appendix A; none of the representations received related to the proposals for either the Omega Park area or Church Street/Old Odiham Road.

- 4.4 The public advertisement of the Horndean proposals was carried out from 9th to 30th November 2018 – one representation was received; details and responses are included in the attached Appendix B.
- 4.5 The public advertisement of the Liphook proposals was also carried out from 9th to 30th November 2018 – one representation was received; details and responses are included in the attached Appendix C.

5. **Local Members' Views**

- 5.1 County Councillor Joy supports the advertised proposals and the proposed way forward for The Butts area, the Omega Park area and Church Street/Old Odiham Road as per the attached appendix and the conclusion below.
- 5.2 With regard to the Ackender Road area, Councillor Joy has expressed concern that circumstances have changed in this area with increased demand for on-street parking. Ackender Road is currently part of a medium-term diversion route for major works at The Butts railway bridge. Councillor Joy would like to take the opportunity to review the advertised proposals when the bridge works have been completed and Ackender Road is subsequently no longer part of the diversion route for these works.
- 5.3 County Councillor Harvey supports the advertised proposals and the proposed way forward for Heath Close, Horndean as per the attached appendix and the conclusion below.
- 5.4 County Councillor Mitchell supports the advertised proposals and the proposed way forward for the Liphook Schools area as per the attached appendix and the conclusion below.

6. **Cost**

- 6.1 The cost of implementation will be met from the Traffic Management budget.

7. **Conclusion**

- 7.1 With regard to Alton, the proposals for The Butts area, the Omega Park area and Church Street/Old Odiham Road be implemented as advertised, but no further action be taken with regard to the Ackender Road area at the present time. These proposals will be reviewed when The Butts bridge works have been completed and

Ackender Road is subsequently no longer part of the diversion route for these works.

- 7.2 With regard to Horndean, the proposals for Heath Close be implemented as advertised.
- 7.3 With regard to Liphook, the proposals for the Liphook Schools area be implemented as advertised.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

| | |
|---|-----|
| Hampshire maintains strong and sustainable economic growth and prosperity: | yes |
| People in Hampshire live safe, healthy and independent lives: | yes |
| People in Hampshire enjoy a rich and diverse environment: | yes |
| People in Hampshire enjoy being part of strong, inclusive communities: | yes |

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss 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. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Schemes files.

Location

Economy, Transport & Environment
Department,
Hampshire County Council,
Elizabeth II Court West,
The Castle,
Winchester,
Hampshire,
SO23 8UD.

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1 The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary assessment of the impacts on developing Hampshire's highway network and transport systems.
- 1.2 It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

2. Impact on Crime and Disorder:

No significant impact.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?

No significant impact.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

No significant change.