

EXEMPT

HAVANT BOROUGH COUNCIL

Cabinet Briefing

Langstone Area, Havant, Experimental Traffic Regulation Order Report by: Oli Seebohm

FOR DECISION

Portfolio: Environment and Neighbourhood Quality

Key Decision: No

1.0 Purpose of Report

- 1.1 To consider the objections and representations received following the advertising of the proposals for the Experimental Traffic Regulation Order (ETRO) for public comment with a view to the making of the ETRO permanent.

2.0 Recommendation

- 2.1 That the two phases of the ETRO be made permanent.

3.0 Summary

- 3.1 Concerns had been expressed by a number of residents of Southbrook Road, Southbrook Close and Hamilton Close about road safety and accessibility caused by inconsiderate parking.
- 3.2 The effect of the parking was creating severe safety issues in that motorists were prevented from driving along the highway due to inconsiderate parking on both sides of the carriageway so as to create an impasse.
- 3.3 Due to the significant safety concerns this created, it was considered prudent implement an ETRO, which could be monitored with a view to assessing the impact of the measures, and to bring forward other measures as necessary. Additionally, in view of the necessity to address the safety issues with all due haste, Experimental Orders may be introduced in the first instance and then subsequently advertised for public comment.
- 3.4 Following the implementation of Phase 1, all correspondence was considered and subsequently Phase 2 was implemented which made some minor changes to the original scheme.

3.5 The consultation period for Phase 2 concluded on the 27th May 2015. Having given consideration to the responses, the Traffic Management Team is seeking a resolution from Cabinet to make the current Order permanent.

4.0 Subject of Report

4.1 Following consultation with the Local Ward & County Councillors, the Cabinet Lead Member and the Police, the following restrictions were implemented on 14th July 2014 as Phase 1:

4.1.1 A No Waiting at Any Time restriction in lengths of Langbrook Close, Langstone Avenue, Langstone Road, Mill Lane, Rectory Road, Southbrook Road and Woodbury Avenue.

4.1.2 A Controlled Parking Zone consisting of No Waiting Monday to Friday 11am-1pm (excluding public and bank holidays) except for in signed (marked) bays; in Hamilton Close, Langstone Avenue, Langstone Road, Longmead Gardens, Rectory Road, Southbrook Close, Southbrook Road and Woodbury Avenue.

4.1.3 A Controlled Parking Zone consisting of No Waiting Monday to Friday 1pm-2pm (excluding public and bank holidays) except for in signed (marked) bays; in Brookmead Way and Langbrook Close.

4.1.4 A restriction in Langstone Road Lay-by of Waiting limited to 3 hours, no return within 3 hours, Monday to Friday 9am to 5pm.

4.2 Plans detailing the lengths of road subject to the above restrictions are given in **Appendix A**.

4.3 Restrictions were introduced in Brookmead Way, Langbrook Close, Longmead Gardens and Langstone Avenue primarily with the aim of preventing migration of parking from one side of Langstone Road to the other. The restriction time differed from the roads on the eastern side of Langstone in order to assess the impact of a differing period of restriction on the parking habits of residents, visitors and commuters alike.

4.4 In addition to the public consultation, workshops were held at the Public Service Plaza on the 7th and 12th November 2014, whereby all residents within the Langstone area were invited to attend a briefing regarding the Phase 1 restrictions and discuss the possible changes to be made in Phase 2.

4.5 The workshops were also attended by Local Ward Councillor Jackie Branson, Ward and County Councillor Ray Bolton and the Deputy Leader and Cabinet Lead for Environment and Neighbourhood Quality Councillor Tony Briggs.

4.6 Following the advertising of Phase 1 for public comment, 37 responses were received. A summary of the responses received is provided in **Appendix B**.

4.7 The responses were considered by the Traffic Management Team and where appropriate amendments to the restrictions and parking bays were decided. The

revisions to Phase 1 were considered on the 12th February 2015 by County / Local Ward Councillor Ray Bolton and Local Ward Councillor Jackie Bolton. Local Ward Councillor Guest was not in attendance, however was happy for Councillors Bolton and Branson to act on his behalf. The outcome of this was that Phase 2 should be implemented with the changes proposed by the Traffic Management Team as described in 4.8.

4.8 Phase 2 of the ETRO was brought into force on the 7th April 2015. The following changes were made to the area:

4.8.1 Amendments were made to the size and position of several unrestricted parking bays in Southbrook Road, Longmead Gardens and Hamilton Close. This allowed easier access and egress from a number of properties in the aforementioned roads, and introduced a chicane effect in Southbrook Road with the effect of slowing vehicle speeds in that location.

4.8.2 In Woodbury Avenue the No Waiting Monday to Friday 11am-1pm (excluding public and bank holidays) except for in signed (marked) bays restriction was replaced with No Waiting at Any Time. The effect of which ensures access and egress from all properties in Woodbury Avenue can be maintained by prohibiting vehicles parking opposite or over accesses in the areas narrowest road.

4.8.3 The No Waiting Monday to Friday 11am-1pm (excluding public and bank holidays) except for in signed (marked) bays restriction was changed to No Waiting at Any Time, in the following locations:

- the Western kerb of Rectory Road,
- the junction of Woodbury Avenue/Southbrook Road with Rectory Road
- Southbrook Road west of the junction with Langstone Road
- the turning head in Langstone Avenue (except for the two parking bays in the southern section.
- the turning head at the southern end of Langstone Road (Spur)

4.8.4 The first parking bay on the north kerb of Langstone Avenue was shortened and replaced with a No Waiting at Any Time restriction in order to ensure visibility from both directions of approaching vehicles.

4.8.5 The time restriction in the Lay-by on Langstone Road was extended to include Saturday in order to maintain a turnover of vehicles and prevent all day parking by businesses utilising the lay-by as an advertising location.

4.9 No changes to Brookmead Way, Langbrook Close or Mill Lane were made in Phase 2.

4.10 Plans detailing the lengths of road subject to the above restrictions are given in **Appendix C**.

- 4.11 A period of public consultation was undertaken for a period of 7 weeks and closed on the 27th May 2015. During this period 10 responses were received. A summary of these responses is available in **Appendix D**.
- 4.12 On reviewing the responses received, and further conversations with the Langstone Residents Association regarding Langstone Avenue in particular, the Traffic Management Team seek to implement Phase 2 in a permanent form.

5.0 Implications

- 5.1 Resources: The cost of implementing Phase 1, Phase 2 (including advertisement in the press) has been sourced from the Aids to Movement budgets allocated to Havant Borough Council Traffic Management Team under the Agency Agreement; the permanent Order will be funded from the same source.
- 5.2 Legal: The Order will be made under the provisions of the Road Traffic Regulation Act 1984.
- 5.3 Strategy: The regulation of traffic and on-street parking meets the Council's safer vision.
- 5.4 Risks: Should the ETRO not be made permanent the restrictions would revert back to a state prior to the implementation of the Experimental Order. This would lead to a return of the safety, visibility and accessibility problems that were the primary reason for implementing the ETRO in the first instance.
- 5.5 Communications: The proposals for the Traffic Regulation Order were publicly advertised on site in the vicinity of the affected roads, in the local press and on the Council's web site for the public consultation period in line with our statutory duties. Public workshops were undertaken and all residents in the Langstone area were informed by letter of the plans for Phase 2.
- 5.6 For the Community: The making of a permanent Order will enable long term enforcement of these restrictions; avoiding danger to persons or other traffic using the roads and mitigate the likelihood of any danger, whilst facilitating the passage of traffic on the highway.
- 5.7 The Integrated Impact Assessment (IIA) has been completed and concluded the following: There are no concerns about the proposals having a differential impact. At the request of the Equalities and Access Officer, the Traffic Management Team has consulted the local disability forum.

6.0 Consultation

- 6.1 Surveys have been carried out on 10 occasions at various times of the day/week in order to ascertain the extent of the problems experienced by the complainants.
- 6.2 Prior to the statutory public consultation of the proposals, an initial consultation was carried out on 12th June 2014 with the following parties:
- 6.2.1 Portfolio Holder for Environment and Neighbourhood Quality, Councillor David Collins

- 6.2.2 County Councillor Ray Bolton
 - 6.2.3 Local Ward Councillors, David Guest and Jackie Branson, and
 - 6.2.4 Hampshire Constabulary.
- 6.3 Having received support to proceed to advertise the proposals from the above parties, all Ward Members and County Councillors have had the opportunity to comment on, and 'call-in', the delegated decision signed by the Cabinet Lead for Environment and Neighbourhood Quality.
- 6.4 No objections or representations to the proposals were raised during the 'call-in' period.
- 6.5 The proposals for the Traffic Regulation Order were publicly advertised on site in the vicinity of the affected roads, in the local press and on the Council's web site for the public consultation period in line with our statutory duties. In addition to these public workshops were held. The consultations took place on the following dates:
- 6.5.1 Consultation for Phase 1: 14th January 2014 to 4th July 2014
 - 6.5.2 Workshops for Phase 1: 7th November 2014 & 12th November 2014
 - 6.5.3 Consultation for Phase 2: 27th March 2015 – 27th May 2015; following agreement to proceed to advertisement by Deputy Leader and Cabinet Lead for Environment and Neighbourhood Quality, Councillor Tony Briggs.

Appendices:

- Appendix A – Phase 1 Plans for the Experimental Order
- Appendix B – Phase 1 Consultation Responses and Officers Comments
- Appendix C - Phase 2 Plans for the Experimental Order
- Appendix D – Phase 2 Consultation Responses and Officers Comments
- Appendix E – Letter of objection from Mr Dominic Eadie
- Appendix F – LRA Survey of Langstone Avenue

Background Papers:

Hampshire Parking Strategy and Standards (2002) - (as referred to in Appendix E)
<http://www3.hants.gov.uk/highways-development-planning/hdp-parking-policies/2002-parking-standards.htm>

Agreed and signed off by:

Legal Services:	20/07/2015
Executive Head of Governance & Logistics:	09/07/2015
Finance:	10/07/2015
Relevant Executive Head:	20/07/2015
Cabinet Lead Member:	14/07/2015

Contact Officer: Oli Seebohm
Job Title: Senior Traffic Engineer
Telephone: 02392 446 433
E-Mail: trafficteam@havant.gov.uk.