

Mr Dominic Eadie
 C/o Unit D Downley Business Park
 12 Downley Road
 Havant, Hampshire
 PO9 2NJ

Council planning reference: AS/TRO/249A

25/03/2015

Status: Objection (with attached substantiation)

Dear Cabinet Committee,

I write in reference to the above planning reference to object to Havant Borough Councils proposed Final Traffic Regulation Orders in Langstone. I request that the Cabinet Committee do not agree them and consider an extension of the current Experimental Traffic Regulation Orders for a period no longer than 6 months whilst the Council enforces local planning agreements.

My objection contains the following substantiated concerns,

- Proximate cause for the requirement of the Traffic Regulation Orders (TRO)
- The 2002 Hampshire Parking Strategy and Standards
- Transfer of liability from HBC to Cabinet Committee
- Council and Residents Workshops (November 2014)
- Detrimental costs to the Taxpayer (Residents)
- Resolution

Proximate cause for the requirement of the TRO's

Appendix A

Is an email dated 1st April 2014 from Havant Borough Council, Oliver Seebohm to Steve Jenkins (HCC), Steve Weaver (HBC), Jackie Batchelor (HBC), Michelle Green (HBC). It clearly shows the proximate cause and that the Council has received complaints detailing the adverse affects of the SSE staff overspill parking (over 420 emails¹).

It is clear that the Council were aware that the SSE planning had not been complied with and only decided to respond to an increased safety risk caused by a lack of planning enforcement.

Appendix B

Is an email dated 4th April 2014 from Hampshire County Council, Steve Jenkins to Oliver Seebohm (HBC) showing that SSE have an ongoing obligation to monitor the overspill parking. They are not, as they only monitor on-site parking.

¹ Email of 08/07/2014 from Michelle Green, HBC, supplied under Subject Access Request.

Appendix C

Is an email dated 16th April 2014 from Havant Borough Council, Michelle Green to Jackie Batchelor (HBC) which shows the Council are aware SSE planning was still an issue, complaints are partly answered and that a residents parking scheme may need to be considered to fully resolve the issue.

The 2002 Hampshire Parking Strategy and Standards

Appendix D

The Cabinet Committee when considering the Traffic Regulation Orders must take into account the Councils internal emails and the 2002 Hampshire Parking Strategy and Standards in deciding if they can approve the Final Traffic Regulation Orders, as authorising the Orders and by providing SSE staff off-site parking could be seen as endorsing the current breach of planning policy with SSE's unacceptable overspill of staff vehicles parking within the residential streets of Langstone and Havant.

The Cabinet Committee must also be made aware that agreeing to the Final Traffic Regulation Orders will also encourage the single occupant transport, which again SSE's original planning agreement (S106) and the 2002 Hampshire Parking Strategy and Standards was put in place to prevent.

Having established and substantiated the proximate cause of the parking issue (SSE), I would ask the Cabinet Committee to consider if there would still be a requirement to apply the detrimental Traffic Regulation Orders in Langstone if SSE had complied with the sustainable transport plans within their 2006 planning agreement.

I personally believe if planning enforcement was applied as stated within Oliver Seebohms email (Appendix A) then there would not be a need for the Traffic Regulation Orders's in Langstone or the possible future Traffic Regulation Orders required in other affected areas of Havant and Brockhampton.

I have raised these concerns and also the relevant the 2002 Hampshire Parking Strategy and Standards but my questions have been ignored and no further information about this unenforced planning has been forthcoming. My repeated attempts (Appendix C) to request information on this have only resulted in the Council legal team advising my Ward Councillors and my MP not to discuss it with me and alleging I am harassing the Council.

The table below gives the Cabinet Committee and idea of my observations and concerns to why no policy enforcement has yet been approached.

No	The 2002 Hampshire Parking Strategy and Standards (Policy wording)	My observations
1	Has SSE unacceptable staff overspill of staff vehicles undermined the economic viability of the areas or adversely affected local roads and the environment?	Agreed by the Council, yes in both Havant and Langstone SSE staff vehicles have directly responsible for causing an adverse affect on local roads, the environment and the

		<p>economic viability.</p> <p>Substantiated the high number of other residential complaints that Havant Borough Council have on record.</p> <p>In 08/07/2014 Michelle Green alone is quoted in stating</p> <p><i>"I have attached the only letter I can find that I have sent to the MP and I have found some correspondence with Will regarding a press release recently regarding the Experimental TRO in email and I do have over 420 emails in my Langstone box!"</i></p>
2	<p>Have SSE Applied suitable enforcement measures for existing users where the restriction of non-site car parking is likely to result in an unacceptable overspill onto neighbouring streets?</p>	<p>The Council and SSE have not applied enforcement measures to comply with the policy and avoid any of their staff vehicles from using the residential streets as an convenient overspill carpark.</p> <p>They have not complied with the S106 nor the overriding 2002 Hampshire Parking Strategy and Standards, section 5c</p> <p>SSE/SGN managers direct their staff to considerately park in the residential roads.</p> <p>SSE management, Graham Woodfield even stated they have no responsibility to where their staff park off-site as they are not classed as SSE vehicles</p>
3	<p>Does SSE monitor potential parking difficulties?</p>	<p>SSE overtly confirm in their press statements that they only monitor staff vehicles within the confines of their onsite car park.</p> <p>SSE and HBC have confirmed that they have decided not to hold a</p>

		record of the vehicle index numbers of staff who park in the residential roads.
4	Has SSE helped pay for parking controls to <u>maintain existing arrangements</u> ?	<p><u>Existing</u> arrangements have not been maintained as an unacceptable overspill of SSE staff vehicles clearly remains on the residential streets of Langstone and Havant.</p> <p>Havant Borough Council have been getting the tax payers to pay to introduce detrimental experimental road traffic orders rather than approach SSE directly.</p>

Transfer of liability from HBC to Cabinet Committee

The Council's internal email (Appendix A) highlights an admission of possible liability, as they state;

*"As you will be aware the refuse collection times have changed to early in the morning to avoid the obstructive parking in the area. This action itself can be seen as admission that we know that there is a problem, and should the emergency services not be able to attend an incident in the estate, this may leave the councils as partly liable if the worst happens as we know the problem, and **not** complied with the policy".*

However, in a previous discussion with the Council in respect of the previous Experimental Traffic Regulation Orders, I questioned the Council to why the taxpayer (Residents) paid £13,312 for the privilege not to be able to park outside their own home and not SSE as detailed in the 2002 Hampshire Parking Strategy and Standards

Evading a conversation about SSE and the 2002 Hampshire Parking Strategy and Standards, Havant Borough Council, Jackie Batchelor's formal response was;

"The decision as to whether or not to introduce traffic regulation orders in the Langstone area has been made by either the Cabinet or Portfolio holder under delegated powers as the Council has received representations from residents either directly or via the ward councillors about safety and access in the area. I am satisfied that to introduce TROs that balance the needs of the residents and the motorists was and is the correct decision".

It would appear that Jackie Batchelor has placed liability of this decision with the Cabinet Committee.

The Cabinet Committee (individually and collectively) should therefore consider if they have been correctly informed to agree the Final Traffic Regulation Orders as the Council's clear comments in their internal emails detail a concern of liability regarding safety issues and lack of policy compliance

but when questioned the council point responsibility onto the Cabinet Committee or the Portfolio handler.

Council and Residents Workshops (November 2014)

On the 9th April 2014 and within the 1st Broadmarsh Forum the Council were recorded in stating,

"Oliver explained, because this is a public highway, anyone is entitled to park in these residential streets. The issue relates to accessibility for local residents and refuse vehicles and emergency services consequently having limited access to some streets due to the sheer volume of parked cars.

Oliver explained that six iterations have been made to the Langstone parking management strategy. The process of implementing new traffic orders in residential area was also said to a lengthy democratic process".

I personally take issue with the Council's comment that as a public highway, that anyone is entitled to park in these residential streets when their employers planning agreement under the 2002 Hampshire Parking Strategy and Standards have strict restrictions to prevent an unacceptable overspill of employee's vehicles causing an *adverse affect or changing existing arrangements*.

The issue from the residents perspective is ignored. We are not merely concerned with the safety but with the transfer of a residential estate into an overspill carpark.

Commuting SSE employee's are not entitled to use the estate as an overflow car park as defined in the 2002 Hampshire Parking Strategy and Standards.

I have not seen the Council's latest submission but I can expect that the Council will refer to Resident's workshop and receiving positive feedback to requirement to continue the Traffic Regulation Orders. However, I am afraid that I would disagree that the Council has allowed a *democratic process*. I would ask the Cabinet Committee to consider, aside from my own complaint and subsequent investigation, how democratic it is to invite the residents to a meeting where no minutes are taken, no notes are made and the discussion within the internal emails at the start of this letter are not taken into account.

The first rule of the workshop prevented the resident's from discussing the proximate cause and raising objections, that being SSE's planning agreement and the 2002 Hampshire Parking Strategy and Standards.

Workshop discussion rules

- *Discussions to be kept to the ETRO-
Not Planning permission given historically, to SSE, LTP or the Langbrook Pub.*
- *Don't interrupt when a person is speaking. Allow them to complete their comments.*
- *Allow HBC officers/Councillors to respond to points/questions.*
- *No Swearing.*
- *No personal abuse*

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- *Use post-it notes on the board for other comments*

I would therefore request that the submissions that include the Residential Workshops are struck out from your deliberations or at very least, that they are publically acknowledged as incomplete and an unreliable record.

The Cabinet Committee should only agree to the Final Traffic Regulation Orders if they are convinced, with substantiation that can be placed in the public domain, that SSE's planning agreement and the 2002 Hampshire Parking Strategy and Standards are being fully complied with.

The Proposed Final Traffic Orders should only be considered at the last result option when all other options have been tried, tested and failed rather than just a "very quick solution to the issues" (Appendix A)

Detrimental costs to the Taxpayer (Residents)

I would ask the Cabinet Committee to consider why cost of the Experimental and Final Road Traffic orders have been unfairly placed on the Taxpayer.

Having identified the proximate cause of the parking within the councils own emails (Appendix A,B,C) and looking at section 5c the 2002 Hampshire Parking Strategy, the Cabinet Committee should deny the Final Road traffic orders unless the Council is able to arrange full or part funding from SSE.

I believe the Cabinet Committee should be aware of the current financial expenditure which stems from the failure to enforce the planning.

The figures that I have been provided by the Council are;

£5000 paid by SSE for Road Traffic Order in the vicinity to the SSE Penner Road site confined within the SSE planning agreement

£500,000 paid by SSE to the Council for the Shuttle bus service confined within the SSE planning agreement

£200,000 loaned to Council by SSE (and repaid to SSE by the taxpayer with interest?)

£30,000 from a government grant in order to *reduce carbon and improve health*, from which no results have been published or recorded by Havant Borough Council or Hampshire County Council.

£13,312 paid by the Taxpayer for the Emergency Road Traffic Orders in Langstone (July 2014)

Excluding the cost of the Final Road Traffic Orders this totals £748,312 with £213,312 potentially being paid by the taxpayer.

Resolution

The Road Traffic Orders themselves are a detriment as they fundamentally change the character of a quiet residential area to now having a strictly managed, almost industrial character. The signage and lines have a very visual impact and I would ask the Cabinet Committee to consider if the Final Road Traffic Orders in themselves will be a full resolution to the unacceptable overspill of SSE staff

vehicles in Langstone or will even the Final Road Traffic Orders attribute to further vehicles being 'moved on' to park in other residential roads in Havant and Brockhampton.

I do not believe that the Final Road Traffic Orders will resolve SSE's staff parking problems, Residents concerns and complaints and I would ask the Cabinet Committee to dismiss proposed Final Road Traffic Orders and support the long overdue planning enforcement.

Kindest regards

Dominic Eadie

Additional Appendix attached

Appendix E - Photos of increased litter on the estate

Appendix F – HBC 2014 Submission for Experimental Traffic Regulation Orders

Tel: (01962) 846819
Mob (07515) 077170
E-mail: stephen.jenkins@hants.gov.uk

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APPENDIX A

Development Planning:
E-mail: highways.development.control@hants.gov.uk

From: Oliver Seebohm [mailto:Oliver.Seebohm@havant.gov.uk]
Sent: 01 April 2014 16:59
To: Jenkins, Stephen; steve.weaver@havant.gov.uk; Jackie Batchelor; Michelle Green
Cc: Richardson, Caroline
Subject: RE: Request to review Broadmarsh Travel Forum Meeting Introduction and Agenda

Dear All

With continued complaints from the residents of Langstone crossing the desks of the Parking and Traffic Management Team, I would like to address one of the recurring themes that has been raised by several residents, especially [redacted] and Mr Eadie, that I don't believe has been addressed sufficiently in our previous responses to the residents.

The issue relates to Hampshire Parking Policies and Proposals. Policy 5 states: Ensure change to parking provision do not undermine the economic viability of areas or adversely affect local roads and the environment. The general assertion from the residents is that this Policy has **not** been complied with. To quote Mr English from his correspondence of 25th July 2013.

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"the fundamental issue that planning permission must not adversely affect local roads and the environment: Local roads are adversely affected as Langstone is full of SSE employee cars, streets have not been swept on both sides for many years due to parked cars, there is increased litter, residential roads are less safe due to cars hunting around Langstone seeking parking places, there is inconsiderate parking such that residents' drives are encroached upon restricting visibility when exiting drives and increasing risk of accidents, visitors cannot park, local tradesmen including Post Office staff have to park across drives or on grass verges. The local roads and environment have been adversely affected and hence the policy has not been complied with nor enforced."

Would it be possible to have a paragraph from HCC regarding this policy and the comments from above? Any response on this would need to address the issue that the residents feel that this policy was ignored, and want an explanation of why previous planning decisions have led to what they see as an adverse affect on the local roads and environment. We need to ascertain who would enforce the policy, whether it is being looked at from a HCC Compliance point of view, and what actions if any could/should be taken at this time, bearing in mind that the parking in the estate is adversely affecting them.

The response to this question will have an impact on what happens next to resolve the safety issues of the parking and accessibility in the estate. As you will be aware the refuse collection times have changed to early in the morning to avoid the obstructive parking in the area. This action itself can be seen as admission that we know that there is a problem, and should the emergency services not be able to attend an incident in the estate, this may leave the councils as partly liable if the worst happens as we know of the problem, and not complied with policy.

I am considering implementing an experimental TRO to give a very quick solution to the issues whilst we consider the wider solution, however the latest correspondence is requesting that the issues of LTP parking in the estate are eradicated completely, and no parking is allowed by workers, whilst at the same time not painting more restrictions as they are ignored anyway. I am aware that we would not undertake such a measure, but as you can see the question above impacts on the safety of the roads in the estate and the solution itself.

Regards

Oli Seebohm, MIHE.
Senior Traffic Engineer
 Parking & Traffic Management Team
 Havant Borough Council
 Tel: 02392 446433
 Email: oliver.seebohm@havant.gov.uk

From: Jenkins, Stephen [<mailto:stephen.jenkins@hants.gov.uk>]
Sent: 18 March 2014 15:42
To: Steve Weaver; Jackie Batchelor
Cc: Oliver Seebohm; Richardson, Caroline
Subject: RE: Request to review Broadmarsh Travel Forum Meeting Introduction and Agenda

Jackie,

Couple of remaining actions that I agreed to pick up on Monday.

1. Traffic re-surveys booked for March 25th
2. The idea of temporary / trial signals at Harts Farm Way / Southmoor Lane / Brockhampton Lane / Brookside Close could be considered. However 4-way temporary signals are unlikely to be successful due to the amount of lost time within the cycle (this would be

Steve Weaver

From: Jenkins, Stephen [stephen.jenkins@hants.gov.uk]
Sent: 04 April 2014 16:07
To: Oliver Seebohm; Steve Weaver; Jackie Batchelor; Michelle Green
Cc: Richardson, Caroline; Gordon, Philippa
Subject: RE: Request to review Broadmarsh Travel Forum Meeting Introduction and Agenda

Oli,

I am not sure if anyone else has responded to this, but here is my take.

The Hampshire Parking Strategy and Standards have now been withdrawn. However the document was in place when the SSE planning permission was granted.

The strategy was a substantial document which needs to be fully considered as it covers numerous matters. One key issue is the role of the different organisations involved in parking. In this respect the document makes it clear that District Councils control parking provision through the planning process i.e. at development sites. Hampshire County Council is a consultee only in the planning process. Clearly on highway matters, HCC is a very important consultee but nonetheless it is just a consultee and not a decision maker.

The parking strategy replaced earlier standards which were adopted in 1991. The 1991 standards provided standards which set a minimum level of car parking at developments i.e. 'at least xxx spaces should be provided. In practice, this approach provided larger car parks than were needed and was wasteful of land. The 2002 Hampshire Parking Strategy and Standards introduced standards as a maximum to avoid over-provision, i.e. no more than xx spaces shall be provided. This was consistent with national transport and planning policy at that time which aimed to help tackle congestion and encourage the use of sustainable transport modes. The strategy included 7 main parking policies which are split into some 20 subsequent proposals, one of which (5c) is raised in your email.

The detail of proposal 5c states:

'Apply suitable enforcement measures for existing users where the restriction of on-site car parking is likely to result in an unacceptable overspill onto neighbouring streets.

- *The application of Hampshire Parking Strategy and Standards might prompt drivers to park in neighbouring residential or other streets.*
- *Where appropriate, developers will be required to monitor potential parking difficulties and, if necessary, help pay for parking controls to maintain existing arrangements.*
- *Enforcement techniques may include establishing residents' parking areas, controlled parking zones or waiting restrictions enforceable by traffic regulation orders.'*

In determining the SSE planning permission, HBC, in consultation with HCC took this proposal into account. The planning permission required the implementation of a site wide travel plan which closely monitors the travel demands of the SSE site. Car use and parking demand is part of this monitoring. The planning permission also included funding within the Section 106 Agreement to provide parking controls for local streets enforceable by traffic regulation orders.

We must accept that the site's transport strategy has not been as successful as it was hoped and it is clear that there are adverse affects on local roads as employees choose to drive to work and park as close as they can. The funding secured to provide parking control, was in hindsight insufficient but the impacts are being addressed and as you know some local parking restrictions

have been introduced. Also a great deal of wider joint work is underway to improve transport options in the Broadmarsh area. A new executive style mini bus service has been provided between Broadmarsh and Havant Rail Station which now utilises a new bus connection from the eastern end of Penner Road through Langstone Technology Centre and onto Langstone Road, this avoids PM peak congestion and is experiencing a big increase in patronage over the previous E+D bus. In addition as part of a successful £17m bid to government through the Local Sustainable Transport Fund programme engineering consultants Parsons Brinkerhoff are currently working on our behalf to deliver Workplace Travel Planning initiatives such as personalised journey planning, smarter travel road shows and the promotion of walking/cycling/public transport to encourage staff within Broadmarsh to travel to work via more sustainable modes and reduce off site parking demands. As part of this work a Broadmarsh Travel Forum is being held next week involving businesses and residents of the area and there is a genuine desire to resolve the parking and accessibility issues in and around Broadmarsh. I understand that a representative of the Langstone Residents Association has been invited to the Forum next week and hopefully this meeting will be productive.

I hope this is useful.

Regards, Steve

Steve Jenkins BSc MSc MCIHT
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Economy, Transport & Environment Department
Hampshire County Council, The Castle, Winchester
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Development Planning:
E-mail: highways.development.control@hants.gov.uk

From: Oliver Seeböhm [<mailto:Oliver.Seeböhm@havant.gov.uk>]
Sent: 01 April 2014 16:59
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The issue relates to Hampshire Parking Policies and Proposals. Policy 5 states: Ensure changes to parking provision do not undermine the economic viability of areas or adversely affect local roads and the environment. The general assertion from the residents is that this Policy has **not** been complied with. To quote Mr English from his correspondence of 25th July 2013.


Michelle Green

From: Michelle Green
Sent: 16 April 2014 13:24
To: Jackie Batchelor
Cc: Natalie Meagher; Oliver Seebohm
Subject: FW: Langstone Technology Park – Parking in residential roads
Attachments: 140420014 (1).jpg; 140420014 (2).jpg; 140414 (3).jpg; RE: Request to review Broadmarsh Travel Forum Meeting Introduction and Agenda

Importance: High 

Jackie,

I wonder if you can advise what I can possibly say to this gentleman. There is nothing more I can add to what I have already told him. He has set some deadline of May 01 2014 for action, but this is not ever going to happen. The only part that remains not fully answered is the 'planning policy bit again' I have attached an email from Steve Jenkins on this matter which could be interpreted in many ways. I can not see us ever irradiating the SSE employees without severe restrictions or residents scheme.

Mr Eadie continues to correspond and will not accept any answer given to him. I will respond and ask if he wants his request for information logged as an FOI to give us time to reply. 

Michelle


Michelle Green
Parking and Traffic Management Team Leader
 Havant Borough Council and East Hampshire District Council

East Hampshire District Council:
 Penns Place, Petersfield, GU31 4EX
 Tel: 01730 234274

Havant Borough Council:
 Public Service Plaza, Havant, PO9 2AX
 Tel: 023 92 446437



I work at both Havant and East Hampshire offices and I will automatically receive emails at both offices, but outgoing mail will come from my Havant email account

From: Dom [mailto:dom7111@yahoo.co.uk]
Sent: 15 April 2014 10:11
To: Michelle Green; Oliver Seebohm
Cc: Sharon Jessup; Chris Murray; Jackie Batchelor; matthew.farr@sse.com
Subject: Re: Langstone Technology Park – Parking in residential roads 

Good morning,

Please find attached a photo of another Technology staff member who has ignored the councils yellow lines within the Southbrook estate.

The photo was taken at 1645hrs yesterday. Please add this photo and vehicle to the numerous collection you should have in respect of the abuse that the residents of Langstone and Havant are receiving as a result of the council and SSE denial of a problem.

<http://www3.hants.gov.uk/highways-development-planning/hdp-parking-policies/2002-parking-standards/policies-and-proposals.htm>

Parking Strategy : Policies and Proposals

4.1

The parking strategy aims to help tackle congestion as part of a sustainable transport system through the following seven main parking policies.

Policy 1: Effectively manage and co-ordinate the existing on and off-street public car parking stock through measures including the supply of spaces, maintenance, charging and enforcement:

Proposal 1a:

Manage efficiently the publicly owned on and off-street public parking stock to avoid over-provision, and support its use by the intended categories of users.

- Work with private and public owners of public off-street car parks to assist in achieving the objectives of the relevant Area Transport Strategy.
- Achieving and maintaining the balance of supply and demand in the total number of spaces are important factors in providing for local transport needs.

Proposal 1b:

Reduce long-stay parking for the workplace and give greater priority to adequate parking for shorter-stay purposes such as shopping and visiting.

- As part of the Area Transport Strategy proposals, include parking for shorter-stay users such as shoppers while restricting long-stay parking for commuters, particularly in urban centres where alternative modes of transport are available. Clearly, longer-term parking is needed at transport interchanges, notably rail stations.

Proposal 1c:

Apply levels of parking charges that assist in meeting the Area Transport Strategy objectives.

- Set parking charges set at appropriate levels for the local area to help balance parking supply and demand, bearing in mind the Area Transport Strategies and charges as a whole within Hampshire. The parking authorities will seek to ensure a consistent approach to charging levels.

Proposal 1d:

Enforce parking regulations effectively and where appropriate introduce measures to assist in enforcement such as Special Parking Areas and decriminalisation of parking.

- Without enforcement of parking regulations, both Parking and Area Transport Strategies could be undermined.

Proposal 1e:

Implement park-and-ride facilities where appropriate to the Area Transport Strategy.

- This applies to bus and rail-based park and ride, and to informal car-sharing locations where overall car-trip mileage can be reduced.

Policy 2: Encourage reductions in existing privately owned non-residential car parking spaces, or the usage of these spaces, or both:

Proposal 2a:

Introduce company travel plans, school travel plans and other initiatives to reduce the need for or usage of parking spaces.

- Encourage employers, schools, colleges and similar establishments, through community and public involvement, to achieve a voluntary reduction of car usage and parking demand.

Proposal 2b:

Consider the introduction of workplace parking charges at an appropriate time.

- This may provide an opportunity to influence travel costs to users of private non-residential parking spaces, which form the majority of parking stock in most urban centres; the aim is to encourage the use of alternative modes of travel.
- Workplace parking charges are likely to be linked with company travel plans in an integrated strategy.

Policy 3: Introduce Hampshire Parking Standards to car parking associated with land use development:**Proposal 3a:**

Apply 'Hampshire Parking Strategy and Standards', the local maximum car parking standards, to developments.

- New parking standards are proposed for all new developments and are defined in Appendix 1. Hampshire Parking Strategy and Standards aims to provide a robust but flexible approach to setting standards for the county and the two unitary cities. For example, more stringent parking standards are proposed for developments that have better access by public transport and other non-car modes.
- In the medium to long term this approach is expected to influence travel behaviour significantly, particularly in the Major Development Areas. (see Accessibility Maps). The accessibility level, with several secondary considerations such as economic or environmental conditions, will reflect the varied nature of Hampshire.

Proposal 3b:

New development areas should assist in achieving the Area Transport Strategy objectives and the developer will normally be required to provide financial support for alternative transport provision.

- This should be read with proposal 3a and guidance in producing a transport assessment for new development proposals, as indicated in Section 23 of Planning Policy Guidance (PPG) 13. Developers will normally be asked to contribute to help make the development work effectively by providing new transport facilities alongside a more balanced provision of parking.
- Contributions from private funds may be needed for public transport, cycling, pedestrian facilities and other elements of the appropriate Area Transport Strategy.

Proposal 3c:

Existing public parking stock with spare capacity within a reasonable walking distance of development proposals will be taken into account in the overall maximum parking provision.

- This will apply mainly in urban areas, and ensures that additional parking spaces are not needlessly added where existing public parking stock is available.
- Similarly, where a parking area can be shared without conflict (eg used for different purposes at different times of day or days of the week), it is better to avoid duplication and apply only the standard that will provide the greater single number of spaces.

Proposal 3d:

Where existing non-residential land use is extended or there is a change of use, Hampshire Parking Strategy and Standards apply to the entire site.

Proposal 3e:

When considering the parking requirements of additional development on a site, subject to an application for planning permission, it is necessary to take into account the entire parking stock on the site.

- Where the additional development is more than 10% of existing floor space, and there will be more than 50 employees on the entire site, the whole site will become subject to a company travel plan.

- These proposals require that a developer seeking planning permission on an existing site for, say, an extension, would have to take into account all parking already available on the site. The existing site is expected to be subject to a company travel plan if it is an appropriate land use and exceeds the thresholds in Appendix 1, Table B.

Proposal 3f:

Developers are required to commit themselves to producing and implementing company travel plans with development proposals to reduce car travel to work and journeys in the course of work.

- For non-residential uses, company travel plans or site travel plans will be required for sites above the thresholds specified in Table B of the Hampshire Parking Standards. The local planning authority may also require a plan for smaller sites below those thresholds.

Policy 4: Provide adequate cycle parking provision and facilities for cyclists:

Proposal 4a:

Apply the cycle parking standards specified in 'Hampshire Parking Strategy and Standards'.

- New developments are required to include at least the level of cycle parking and facilities specified according to type of land use in the Hampshire Parking Strategy and Standards (short stay and long stay).
- For workplaces and some other land uses, secure covered spaces with lockers and changing facilities will also be expected, subject to the transport assessment.

Proposal 4b:

Introduce more cycle parking.

- This can be achieved through voluntary means such as the company and school travel plans referred to in Policy 2 above.
- Local cycle policies and proposals in the Area Transport Strategy should also be taken into account when providing additional cycle facilities in public places.

Policy 5: Ensure changes to parking provision do not undermine the economic viability of areas or adversely affect local roads and the environment:

Proposal 5a:

Parking provision and charges should be designed not to undermine the vitality and economic viability of cities, towns and villages.

- The effect of parking provision and charges on the local economy is a 'local factor' identified in Hampshire Parking Strategy and Standards. The level of parking is based mainly on levels of accessibility to non-car modes, but can be modified for local factors such as economic conditions. This allows the local planning authorities some flexibility to increase or reduce the maximum parking provision according to economic conditions in their area.
- This flexibility will normally apply only to retail and employment land uses.

Proposal 5b:

Parking facilities to be designed to have minimal adverse impact on the physical environment.

- The environmental characteristics of a location such as a conservation area, can reduce the maximum number of parking spaces identified in the Hampshire Parking Strategy and Standards.
- This allows the local authorities some flexibility to reduce the maximum parking provision to take account of environmental conditions in the area, for example air quality, surface water run-off or flooding, and visual quality.

Proposal 5c:

Apply suitable enforcement measures for existing users where the restriction of on-site car parking is likely to result in an unacceptable overspill onto neighbouring streets.

- The application of Hampshire Parking Strategy and Standards might prompt drivers to park in neighbouring residential or other streets.
- Where appropriate, developers will be required to monitor potential parking difficulties and, if necessary, help pay for parking controls to maintain existing arrangements.
- Enforcement techniques may include establishing residents' parking areas, controlled parking zones or waiting restrictions enforceable by traffic regulation orders.

Policy 6: Promote high quality facilities for people with mobility impairments in all parking areas:

Proposal 6a:

Within parking areas, provide facilities for people with mobility impairments who need to use a private car.

- For many people with disabilities, community transport can provide an acceptable door-to door service. Where this is not available and they use a car, they will need suitable facilities at the car parking location.

Proposal 6b:

All new parking areas to provide for mobility-impaired people, as set out in national standards.

- Parking spaces for people with disabilities should be designed to take account of best practice and guidance (see Appendix 1).

Policy 7: Improve safety and personal security standards in parking areas:

Proposal 7a:

The layout and design of parking areas to be set out in a safe manner to minimise personal injury accidents.

- Parking areas must provide safe conditions for all users, notably car drivers, pedestrians, motorcyclists and pedal cyclists.
- Facilities for service vehicles or those delivering or removing goods from premises should be segregated from the parking areas as far as possible to avoid conflict and prevent their use as overflow parking areas.
- Refer to the Hampshire Design Guide for residential areas and to best practice elsewhere.

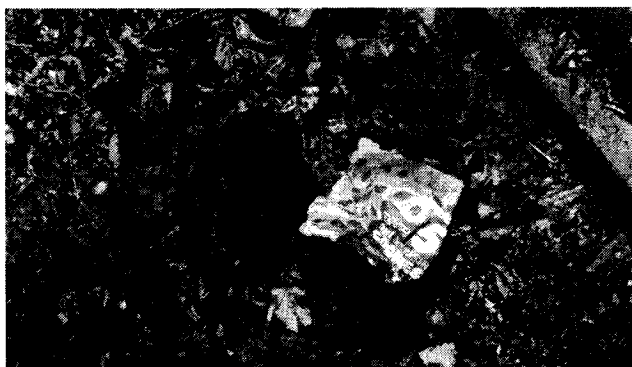
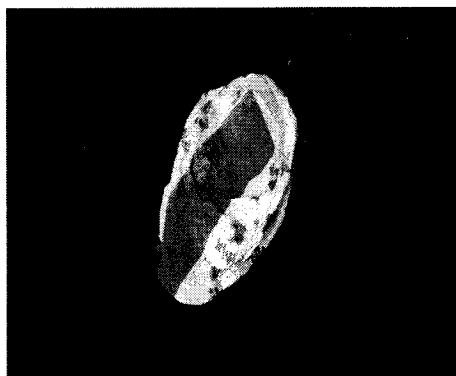
Proposal 7b:

The layout and design of parking areas to be set out with regard to personal security and security against theft.

- Refer to guidance on Personal Security in the Pedestrian Journey by the DFT and best practice elsewhere.
- Personal security considerations are important and measures such as good lighting and video surveillance are strongly recommended.

Appendix E

Example of litter dropped in the Southbrook estate in Langstone



Item for Consideration by the Cabinet Lead for
Environment and Neighbourhood Quality, Councillor Collins

Subject: Langstone Area Experimental Traffic Regulation Order

CATEGORY ONE – INITIATION OF PROCESS

Issue

In response to the concerns that have been expressed by a number of residents about the safety and accessibility issues caused by inconsiderate parking which is currently occurring in Southbrook Road, Southbrook Close and Hamilton Close, we will be introducing an Experimental Traffic regulation order (ETRO) within the above named roads, and also Brookmead Way, Langbrook Close, Longmead Gardens and Langstone Avenue. The inclusion of these further locations is to address the migration of the displaced vehicles into other areas.

This approach allows us to deal with the highlighted safety concerns as soon as practicable, whilst facilitating a period of time in which we can consult with residents on a permanent scheme. The ETRO will be in operation for a maximum period of 18 months and permits revisions to the restrictions and enables consultation and feedback throughout the process.

Decision Required

1. To proceed with the advertising and implementation of the proposals as per the Experimental TRO process/

NOTE

1. No key/significant decision involved [*Oli Seeborn*]
2. Expenditure/Reduced Income Involved – **YES**
If YES does Head of Governance and Logistics confirm that financial implications are fully authorised in accordance with Financial Regulations? **YES** [HCC Budget]
3. Confidential item **NO**
If so, specify relevant paragraph(s) from Schedule 12A LGA 1972.
4. Case of genuine urgency (i.e. implementation cannot be left for 5 working days) – **YES** [Originating Officer – *Oli Seeborn*]

Agreed: *D.H. Collins* [Councillor Collins]
(Signed)

Date: *20 June 2014*

1. Solicitor to the Council notified of decision [*20 June*] 2014
[NB must be on day, or early on day after, decision taken].
2. Operational date is [*28 June*] 2014
(i.e. date five working days after notified to all members unless "genuine urgency case").

**Havant Borough Council
Record of Decision**

Non Key Decision

- 1. **TITLE:** Langstone Area Experimental Traffic Regulation Order

- 2. **PURPOSE OF DECISION**
 - 1. To authorise public consultation on proposed traffic regulation and parking orders.

 - 2. To authorise the making of traffic regulation and parking orders except where:
 - (a) a ward Councillor registers a request that the matter be dealt with by Cabinet; or
 - (b) Ten or more representation from separate addresses are received (and not withdrawn) which are in objection to the officer recommendation.

- 3. **DECISION MADE BY:** Cabinet Lead for Environment & Neighbourhood Quality

- 4. **DECISION:**

To proceed with advertising and implementation of the proposals as per the experimental TRO process.

- 5. **DOCUMENT CONSIDERED:** Report

Decision Status	Date of Decision Made	Call In Expiry Date
For Determination	Friday, 20 June 2014	27 June 2014