

Hampshire County Council

Report to the Director of Economy, Transport and Environment

July 2015

Traffic Regulation Order – The Hampshire (Various Roads, Lasham) (Prohibition of Driving) (Except For Access) Order 2015

**Contact: Alistair Macadam, tel: 01962 847762
email: Alistair.macadam@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 impose a prohibition of driving, except for access, in various lengths of road in and around Lasham Village as shown on the attached plan and described below:

- (i) Lasham Hill Lane, between its junction with A339 Basingstoke Road and its junction with Lasham Road (i.e. for its entire length), an approximate distance of 1662 metres.
- (ii) Lasham Road, between its junction with A339 Basingstoke Road and its junction with the access road to Highfield Business Site, an approximate distance of 1527 metres.
- (iii) Pond Lane, between its junction with Lasham Road and its junction with Gravel Pit Lane (i.e. for its entire length), an approximate distance of 107 metres.
- (iv) Manor Farm Lane, between its junction with Lasham Road and a point 356 metres north-west thereof.
- (v) Gravel Pit Lane, between its junction with Lasham Road and its junction with A339 Basingstoke Road (i.e. for its entire length), an approximate distance of 1374 metres.

2. Reason

2.1 The proposals to introduce the prohibition of access were supported by Residents and Councillors alike. However, it should be noted that the Police did not fully support (or object) to the introduction of the new prohibition as they felt that there was no clearly defined or evidenced safety need for it.

2.2 A proposal for positive directional signing along the A339 is also planned for the area. This signing approach for the A339 coupled with the prohibition of access of the narrow lanes into the village (as

listed in the "Recommendation" section of this report) would transfer users of the Highfield site away from Lasham Village and minimise the presence of heavy goods vehicles passing through the narrow lanes there.

3. Other Options Considered and Rejected

3.1 A do nothing option was considered but with consistent local support from Councillors and residents it was felt that the needs of the local community were best met with the introduction of the prohibition measures and that the benefits with this introduction would outweigh the dis-benefits.

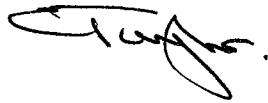
4. Conflicts of Interest Declared by the Decision Maker or Other Executive Member Consulted – None.

5. Dispensation granted by the Conduct Advisory Panel – None.

6. Reason(s) for the Matter being dealt with if Urgent – None.

Approved by:

Date:



27/7/2015.

Colin Taylor
Interim Deputy Director - Highways Traffic and Transport

Hampshire County Council

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1. Introduction

- 1.1 This report considers that a Traffic Order be made under the Road Traffic Regulation Act 1984, the effect of which will be to impose a prohibition of driving, except for access, in various lengths of road in and around Lasham Village.

2. Recommendation

That a Traffic Order be made under the Road Traffic Regulation Act 1984, the effect of which will be to impose a prohibition of driving, except for access, in the following lengths of road at Lasham:

- (i) **Lasham Hill Lane**, between its junction with A339 Basingstoke Road and its junction with Lasham Road (i.e. for its entire length), an approximate distance of 1662 metres.
- (ii) **Lasham Road**, between its junction with A339 Basingstoke Road and its junction with the access road to Highfield Business Site, an approximate distance of 1527 metres.
- (iii) **Pond Lane**, between its junction with Lasham Road and its junction with Gravel Pit Lane (i.e. for its entire length), an approximate distance of 107 metres.
- (iv) **Manor Farm Lane**, between its junction with Lasham Road and a point 356 metres north-west thereof.
- (v) **Gravel Pit Lane**, between its junction with Lasham Road and its junction with A339 Basingstoke Road (i.e. for its entire length), an approximate distance of 1374 metres.

3. Justification and Details of Proposal

- 3.1 The proposals to introduce the prohibition of driving, except for access, for Lasham Village were developed following local support by Residents and local Councillors.
- 3.2 Local Councillors views welcomed the introduction of the measures as Lasham Village was experiencing Heavy Goods Vehicles

(HGVs) that would find access from the lanes to the south and west of the village problematic when travelling to the Highfield site. At times this was making access and egress more difficult for local users.

The HGV's intended destination was the Highfield site which is located to the north east of the village and is an Industrial site with several workshop and larger Business units. The location of the Highfield site in relation to Lasham Village means that existing HGVs using the lanes from the south and west of the village currently have to pass directly through the village itself.

3.3 The proposed prohibition of driving with an exception for access would help to control this and would work well in conjunction with positive directional signing planned for the A339 directing users to the Highfield Site via the wider road known as The Avenue found to the north of the Village. This signing approach, in conjunction with the prohibitions, would direct HGVs away from the narrow lanes and would mean that they would not need to pass through the village itself.

3.4 Attached are:

- (i) the traffic regulation order; and
- (ii) a location plan.

4. **Consultation**

4.1 The Parish Council/local residents and the public were consulted via a statutory consultation process and supported the measures. The only query received was from the County Council's Passenger Transport team who asked for confirmation that buses were exempt from the prohibition. This was confirmed by the legal team.

4.2 The public advertisement for the statutory process was carried out between 10 and 31 October 2014. Local Councillors were consulted along with other statutory consultees including the Police, Freight Transport Association, Road Haulage Association and the Hampshire Chamber of Commerce.

4.3 **Police comments**

The only formal representation received was from the Police whose comments were:

"Current Constabulary traffic regulation order proposal & consultation guidelines advise that we will support proposals where there is a clearly evidenced safety need. I am not sure that this proposal falls within those guidelines.

Whilst the Constabulary will not object to this proposal, it should be noted that our capacity to enforce any prohibition of driving

order is very limited and dependant upon uniformed Constables being available at the relevant times.

There are many competing demands placed upon Police resources and it is likely that those resources will be required to focus on other more urgent matters which must always take precedence. It is likely that Police capacity to enforce this prohibition of driving order will not meet the community's expectation.

Consequently, we would ask that consideration is given to the introduction of engineering measures to restrict or prevent the vehicular access which this traffic regulation order proposal seeks to achieve”.

5. Local Member’s View

5.1 The local Member, Councillor Mark Kemp-Gee, supports the advertised proposals, together with the accompanying directional signing.

6. Cost

6.1 The cost of implementation will be met from the existing Traffic Management Programme.

7. Conclusion

7.1 Following the Statutory Consultation there is support for the implementation of the prohibition of access for vehicles by the Local Councillor.

7.2 The approach to provide positive signing on the A339 directing users to the Highfield site from the north and then along The Avenue would provide more suitable access to the Highfield site whilst reducing the need for HGVs and other users to negotiate the narrow lanes to the south and west of the village.

7.3 Considering the above and following local support, there does appear to be merit in providing the prohibition of vehicles except for access as scheduled in this report.

CORPORATE OR LEGAL INFORMATION:

Links to the Corporate Strategy

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes
Corporate Improvement plan link number (if appropriate):	

Section 100 D - Local Government Act 1972 - background documents	
<p>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.)</p>	
<u>Document</u>	<u>Location</u>
Work file	2 nd Floor Elizabeth II Court West, Winchester

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.
- 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 impact

3. Climate Change: No impact