

Hampshire County Council

Report to the Director of Economy, Transport and Environment

June 2015

Traffic Regulation Order - The Hampshire (Various Roads, East Hampshire) (Parking Places and Prohibition of Stopping, Waiting, Loading / Unloading and Clearway) consolidation Order 2012 (Variation No. 7) Order 2015

**Contact: Christopher Gardner, tel 01962 832285
email: christopher.gardner@hants.gov.uk**

1. Summary

1.1 The following decision is sought:

That a traffic order be implemented under the Road Traffic Regulation Act 1984, the effect of which will be to extend the existing no waiting at any time in Canada Way and implement new no waiting at any time in Edmonton Way, Liphook as follows:

Canada Way – extend existing

- (i) North Side – between a point 27 metres east of its junction with Midhurst Road and a point 123 metres east of that point.
- (ii) South Side – between a point 27 metres east of its junction with Midhurst Road and a point 127 metres east of that point.

Edmonton Way – new

- (i) East Side – between its junction with Canada Way and a point 27 metres south thereof.
- (ii) West Side – between its junction with Canada Way and a point 26 metres south thereof.

In addition, the Traffic Order shall contain the same provisions as set out in The Hampshire (Various Roads, East Hampshire) (Parking Places and Prohibition of Stopping, Waiting, Loading/Unloading and Clearway) Consolidation Order 2012 and the Principal Order shall have effect as though:

- (a) **Schedule 2, Canada Way, Liphook was amended to:**
- (i) north side between its roundabout junction with Midhurst Road and a point 150 metres east thereof.
 - (ii) south side between its roundabout junction with Midhurst Road and a point 154 metres east thereof.
- (b) **the following items were added to Schedule 2:**
- (i) Edmonton Way, east side between its junction with Canada Way and a point 27 metres south thereof.
 - (ii) Edmonton Way, west side between its junction with Canada Way and a point 26 metres south thereof.

2. **Reason**

- 2.1 In advance of the on-going parking review in Liphook, parking restrictions on Canada Way have been proposed to mitigate the impact of any on-road parking arising from the current housing development adjoining Canada Way. In addition, the provision of parking restrictions in the vicinity of development's vehicular access junction with Canada Way would improve visibility at the junction, thus alleviating highway safety concerns.

In order to alleviate these highway safety concerns and to improve visibility at the junctions, It is proposed to implement a traffic order to prohibit waiting at any time (in the form of double yellow lines).

3. **Other Options Considered and Rejected**

- 3.1 Do nothing. In view of highway safety and the request for parking restrictions, 'do nothing' is not considered a viable option.

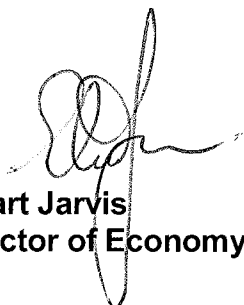
4. **Conflicts of Interest Declared by the Decision Maker or Other Executive Member Consulted – None.**

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

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

Approved by:

Date:



10th June 2015

Stuart Jarvis
Director of Economy, Transport and Environment

Hampshire County Council

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email: christopher.gardner@hants.gov.uk**

1. Introduction

- 1.1 This report considers the results of a formal consultation to impose waiting restrictions within Canada Way and Edmonton Way, Liphook in order to improve road safety.

2. Recommendation

That a traffic order be implemented under the Road Traffic Regulation Act 1984, the effect of which will be to extend the existing no waiting at any time in Canada Way and implement new no waiting at any time in Edmonton Way, Liphook as follows:

Canada Way – extend existing

- (i) North Side – between a point 27 metres east of its junction with Midhurst Road and a point 123 metres east of that point.
- (ii) South Side – between a point 27 metres east of its junction with Midhurst Road and a point 127 metres east of that point.

Edmonton Way – new

- (i) East Side – between its junction with Canada Way and a point 27 metres south thereof.
- (ii) West Side – between its junction with Canada Way and a point 26 metres south thereof.

In addition, the Traffic Order shall contain the same provisions as set out in The Hampshire (Various Roads, East Hampshire) (Parking Places and Prohibition of Stopping, Waiting, Loading/Unloading and Clearway) Consolidation Order 2012 and the Principal Order shall have effect as though:

(a) Schedule 2, Canada Way, Liphook was amended to:

- (i) North side between its roundabout junction with Midhurst Road and a point 150 metres east thereof.
- (ii) South side between its roundabout junction with Midhurst Road and a point 154 metres east thereof.

(b) the following items were added to Schedule 2:

- (i) Edmonton Way, east side between its junction with Canada Way and a point 27 metres south thereof.
- (ii) Edmonton Way, west side between its junction with Canada Way and a point 26 metres south thereof.

3. Justification and Details of Proposal

3.1 In advance of the on-going parking review in Liphook, parking restrictions on Canada Way have been proposed to mitigate the impact of any on-road parking arising from the current housing development adjoining Canada Way. In addition, the provision of parking restrictions in the vicinity of development's vehicular access junction with Canada Way would improve visibility at the junction, thus alleviating highway safety concerns.

3.2 Attached are:

- (i) the traffic order;
- (ii) a location plan; and
- (iii) a descriptive plan of the area; 13-125/016

4. Consultation

4.1 The local Member, Councillor Cowper, Hampshire Constabulary, East Hampshire District Council and Bramshott & Liphook Parish Council were consulted on the proposal.

4.2 The proposal has been advertised in the local press and displayed on site between 27 June and 25 July 2014.

4.3 Eight objections to the proposed restrictions in Canada Way and Edmonton Way were received. Details of which and officer comments are attached as an Appendix.

5. **Local Member's View**

5.1 The local Member, Councillor Cowper, supports the proposal.

6. **Cost**

6.1 The cost of implementation will be met by the developer as per the Section 106 agreement.

7. **Conclusion**

7.1 That the report be approved and the restrictions be implemented as shown on attached plan 13-125/016.

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

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.)

<u>Document</u>	<u>Location</u>
Work File	2 nd Floor, Elizabeth II Court West, The Castle, 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.

Objector	Objection	Officer Comment
Joan Hursthouse 10 Hudson Close	<p>Objects to the proposal to extend the existing no waiting restrictions in Canada Way for the following reasons;</p> <p>1) This is a rural area not an urban one and the indiscriminate use of the highway markings detracts from the ambiance and visual amenity of the area. The volume of through traffic does not merit this additional restriction.</p> <p>2) The Millennium Green was established as a public open space and access to community events on this area will be restricted if visitors have no easily accessible parking. The Green is central to the annual carnival celebrations and hosts other charity and fund raising events during the year.</p> <p>3) Any impact on on-road parking caused by the development currently underway should have been addressed as part of that planning application and sufficient parking provided on site so that existing residents would be inconvenienced by the new the development.</p>	<p>1) The proposed waiting restrictions have been developed, in part, to improve the visibility for road users using the Edmonton Way junction with Canada Way. The exclusion of such markings could be detrimental to road safety.</p> <p>2) The scheme has been developed to mitigate on-road parking arising from the housing development and improve visibility for road users using the Edmonton Way junction with Canada Way. Loss of on-road parking associated with scheme will be monitored.</p> <p>3) The original planning application utilised Hampshire's Parking Provision and Strategy. As part of the planning application a Travel Plan has been submitted to encourage more sustainable modes of travel by residents. The site location is accessible to public transport with a train station close by. The effectiveness of the</p>

<p>Roderick Hursthouse 10 Hudson Close</p>	<p>4) There are already parking restrictions at the junction of Midhurst Road and Canada Way – these proposals will not have any effect on visibility at this junction. Any visibility issues with regard to the newly created access road should have been addressed as part of the development and not as an after thought in this proposal.</p> <p>5) The proposals will result in displacement parking – those road users currently parking within this area will seek alternative on road spaces. No problems will be solved they will merely be moved elsewhere.</p> <p>Objects to the proposal to extend the existing no waiting restrictions in Canada Way for the following reasons;</p>	<p>Travel Plan will be monitored on completion of the development.</p> <p>4) As part of the original planning application the visibility of Edmonton Way junction with Canada Way was raised. For highway safety concerns the implementation of waiting restrictions at this junction would be the appropriate form of action, although this is dependent on making a Traffic Regulation Order.</p> <p>5) If the proposals are implemented, the subsequent parking situation would be monitored in conjunction with a forthcoming parking study in the Liphook village area. One of the outcomes of this study could be to identify further sites where parking problems are occurring and additional parking controls may be required.</p>
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	<p>1) This is a rural area not an urban one and the indiscriminate use of highway markings accordingly detracts from the ambiance and visual amenity of the area. The volume of through traffic does not merit this additional restriction. This is especially so having regard to the other access road to the housing estate which not only attracts additional traffic to the nearby Millennium Hall, but also has the regular delivery vehicles to the Sainsbury's Superstore. Apart from some limited parking restrictions close to the roundabout there are no further restrictions.</p> <p>2) The Millennium Green was established as a public open space and access to community events on this area will be restricted if visitors have no easily accessible parking. The Green is central to the annual carnival celebrations and hosts other charity and fund raising events during the year. Although there are parking facilities for the Millennium Hall (as part of the Sainsbury car parking) as provided in the relevant S.106 Agreement, the additional parking in Canada Way and</p>	<p>1) See Officer Comment on page 2 of the Integral Appendix B for point 1.</p> <p>2) See Officer Comment on page 2 of the Integral Appendix B for point 2.</p>
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	<p>Edmonton Way is most helpful having regard to the number of persons attending such events.</p> <p>3) There are already parking restrictions at the junction of Midhurst Road and Canada Way- these proposals will not have any effect on visibility at this junction. Any visibility issues with regard to the newly created access road should have been addressed as part of the development and not as an afterthought as appears to be the case in this proposal.</p> <p>4) The proposals will result in displacement parking – those road users currently parking within this area will seek alternative on road spaces. No problems will be solved they will merely be moved elsewhere.</p> <p>5) Any impact on road parking caused by the development currently underway should have been addressed as part of that planning application and adequate parking proved on the development site, so that existing residents would not be inconvenienced by the new development.</p>	<p>3) See Officer Comment on page 3 of the Integral Appendix B for point 4.</p> <p>4) See Officer Comment on page 3 of the Integral Appendix B for point 5.</p> <p>5) See Officer Comment on page 2 of the Integral Appendix B for point 3.</p>
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<p>Patricia Bushe The Gables 34 Canada Way</p>	<p>Objects to the proposal to extend the existing no waiting restrictions in Canada Way for the following reasons;</p> <p>1) Proposed restrictions to be extended in front of 'bushes' opposite Quebec Close and amend the restrictions to say 'no parking between 6am and 6pm Monday to Friday'.</p>	<p>1) Associated with the new housing development this scheme has been developed, in part, to improve the visibility for road users using the Edmonton Way junction with Canada Way. To not implement a traffic order to prohibit waiting at any time (in the form of double yellow lines) at this junction could be detrimental to road safety. If the proposals are implemented, the subsequent parking situation would be monitored in conjunction with a forthcoming parking study in the Liphook village area. One of the outcomes of this study could be to identify further sites where parking problems are occurring and additional parking controls may be required.</p>
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<p>Jan Beard 4 Hudson Close</p>	<p>Supports the proposal although would like further waiting restrictions in the surrounding residential area.</p>	<p>The surrounding residential area will be monitored as part of the on-going parking review in Liphook and in conjunction with a forthcoming parking study in the Liphook village area. One of the outcomes of this study could be to identify further sites where parking problems are occurring and additional parking controls may be required.</p>
<p>Philip Wright 7 Huron Drive</p>	<p>Supports the proposal although would like further waiting restrictions in the following locations;</p> <p>1) Request for waiting restrictions on Ontario Way, from Midhurst Road to Ottawa Drive, reflecting current parking conditions. Commuter parking and parking associated with the Millennium Hall are in conflict with pedestrian users using Ontario Way.</p> <p>2) A further request to incorporate waiting restrictions on Ottawa Drive at the junction with Ontario Way. Concerns have been raised once the Canada Way restrictions have been implemented commuter parking, associated with the train</p>	<p>1) This location will be monitored as part of the on-going parking review in Liphook and in conjunction with a forthcoming parking study in the Liphook village area. One of the outcomes of this study could be to identify further sites where parking problems are occurring and additional parking controls may be required.</p> <p>2) If the proposals are implemented, the parking situation would be monitored reflecting parking displacement onto Ontario Way and Ottawa Drive as part of the on-going Liphook parking review and in conjunction with a forthcoming parking</p>

<p>M Reardon Address not disclosed</p>	<p>station, could move to Ottawa Drive.</p> <p>Comment has been raised, in light of Liphook's developments, that a parking policy has been created and requests an update on complimentary parking & traffic management proposals for the estate (Liphook Village and the Millennium Hall).</p> <p>Enquires about the highway status of the estate roads.</p> <p>Supports the proposal although would like further waiting restrictions on Ontario Way, from Midhurst Road to Montreal Walk point. Concerns have been raised that school children/pedestrians having difficulty crossing Ontario Way where cars & vans have parked in front of the crossing points. In addition on Ontario Way cars & vans park on bends</p>	<p>study in the Liphook village area. One of the outcomes of this study could be to identify further sites where parking problems are occurring and additional parking controls may be required.</p> <p>A review of on-street parking in Liphook has been an on-going process with schemes being developed subject to available funding and resources. Proposed parking schemes effecting Liphook Village and the Millennium Hall would be publicly advertised following the statutory process.</p> <p>Where it is necessary to establish the boundary or limit of the highway then a full status enquiry needs to be undertaken for which the County Council makes a charge..</p> <p>Ontario Way will be monitored as part of the on-going parking review in Liphook and in conjunction with a forthcoming parking study in the Liphook village area. One of the outcomes of this study could be to identify further sites where parking problems are occurring and additional parking controls may be required.</p>
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<p>CM & C Meech 15 Ottawa Drive</p>	<p>causing difficulty for traffic to pass.</p> <p>Objects to the proposal to extend the existing no waiting restrictions in Canada Way for the following reason;</p> <p>1) Waiting restrictions implemented on Canada Way would cause parking displacement with cars associated with Liphook train station choosing to park on Ontario Way and Ottawa Drive. Already Ontario Way and Ottawa Drive has a parking problem. Specifically, activity associated with the Liphook Millennium Centre causes cars to park on Ontario Way and Ottawa Drive. This occurs all times of day associated with groups such as scouts, cubs, guides, brownies, activity classes and evening events using the hall. This results in cars parking all round the Ontario Way junction with Ottawa Drive and thus blocks sight lines at this junction. In addition Ottawa Drive is the rear access route to Sainsbury's Supermarket used for deliveries and emergency access. Existing cars parked on the Ontario Way junction with Ottawa Drive are obstructing Sainsbury's delivery</p>	<p>1) See Officer Comment on page 7 of the Integral Appendix B for point 2.</p>
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	<p>lorries.</p> <p>2) In light of the existing parking problems on Ontario Way and Ottawa Drive please could parking restrictions be considered at the immediate junction Ontario Way with Ottawa Drive. Parking restrictions would improve visibility and access for traffic using the junction.</p> <p>3) Demonstrated by the recent road closure on Canada Way, associated with the development, commuter parking migrated to Ontario Way and Ottawa Drive. Proposal should not be progressed until a coordinated assessment of access and parking generally in this area has been carried out.</p>	<p>2) See Officer Comment on page 7 of the Integral Appendix B for point 1.</p> <p>3) Associated with the new housing development this scheme has been developed, in part, to improve the visibility for road users using the Edmonton Way junction with Canada Way. The exclusion of such markings could be detrimental to road safety. If the proposals are implemented, the parking situation would be monitored reflecting parking displacement onto Ontario Way and Ottawa Drive as part of the on-going Liphook parking review and in conjunction with a forthcoming parking study in the Liphook village area. One of the outcomes of this study could be to identify further sites where parking problems are occurring and additional parking controls may be required.</p>
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<p>Barbara Jacobsen 6 Montreal Walk</p>	<p>Supports the proposal although would like further waiting restrictions on Canada Way into the Baret housing development. Living at 6 Montreal Walk access onto Canada Way is continually being obstructed with cars, associated with Liphook train station, parking on the bend. This results in the carriageway being reduced to one lane and when exiting onto Canada Way to travel on the wrong side of the road. Concerns have been raised that the proposed parking restrictions could causing parking displacement with cars choosing to park further into the housing estate.</p> <p>An alternative solution could be to increase Liphook's train station car parking and reduce charges to mitigate the on-going parking problem in Canada Way.</p>	<p>If the proposals are implemented, the parking situation would be monitored reflecting parking displacement onto Canada Way as part of the on-going Liphook parking review and in conjunction with a forthcoming parking study in the Liphook village area. One of the outcomes of this study could be to identify further sites where parking problems are occurring and additional parking controls may be required.</p> <p>The railway station car park is on un-adopted land and thus control & expansion is subject to the owner's discretion. However, the railway station car park is to be included in the forthcoming parking study.</p>
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