

Traffic Regulation Order (TRO) Section
East Hampshire District Council
Penns Place
PETERSFIELD
Sent by Email: tro@easthants.gov.uk

11 December 2020

Dear Sir/Madam

AS/TRO/432: Redhill Rd, Hillbrow Close, King's Close and The Green, Rowlands Castle

Rowlands Castle Parish Council (RCPC) considered these Traffic Regulation Order (TRO) proposals at its Meeting on 7 December 2020. RCPC strongly recommends the proposals and Consultation thereon are withdrawn pending a far more strategic review being conducted on the TRO and related needs for Rowlands Castle and its residents. It is hoped that any such review would include representatives of RCPC and local residents as well as the local county and district cllrs, all of whom have specific knowledge and/or the ability to research proposals prior to submission.

This recommendation is made on the basis that the documentation and plans which make up the current Consultation contain many inaccuracies, inconsistencies and anomalies, and are not fit for purpose. Furthermore, it is understood that many of the proposals have been made on the basis of one or two complaints about parking in very localised areas of the village rather than adopting a more holistic approach to wider issues to achieve a far clearer and more justifiable set of proposals. In particular, the whole approach as to how the great increase of through-traffic, plus residents' concerns in Redhill Road, should be addressed in a strategic manner. There is also a need to consider the knock-on effects of some of the proposed restrictions to nearby roads.

In making this recommendation, RCPC acknowledges that it was invited to make provisional comments on some of the proposals in July 2020 but that none of its subsequent points have been included in the Consultation documentation. RCPC has now conducted a thorough study of this documentation and has also read those residents' comments on the proposals which were copied or forwarded to the Parish Office.

If EHDC persists with these TRO proposals as they stand, then RCPC comments as follows:

General

All of the documents within the EHDC Public Notice and those sent direct to RCPC (amongst others) contain inaccuracies and inconsistencies, as do those laminated maps attached to various lampposts throughout the village.

We note that a TRO requires the Common Seal of East Hampshire District Council, so it could be assumed that a TRO could carry more legal weight than the maps and therefore have to accurately reflect what restrictions should be implemented; this is not the case with these proposals.

Residents need to have clear, unambiguous proposals placed before them if they are to be able to comment accurately upon them.

The next 4 pages give details on RCPC concerns:

Inaccuracies, Inconsistencies and Anomalies

Online Documentation:

1. The version of the Traffic Regulation Order (Order) on EHDC's website differs from the version sent to RCPC and others, as does some of the other documentation;

Waiting prohibited at all times

2. Redhill Road/Hazeldean Drive: the 'Statement of Reasons' states:

"The Parish Council have been concerned about parking at the end of the new restrictions in Redhill Road being too close to the top of the hill and obstructing sight lines especially as a large camper van often parks there"

To clarify, RCPC's response to a previous TRO Consultation recommended the previous proposals be extended further towards the mini-roundabout system at the time. Since then, not only has RCPC but also local district and county councillors have received many complaints about parking and visibility, especially regarding a large camper van referred to as often parked in the area. So this is not so much a request solely by RCPC, but one which stems from complaints received by RCPC and other councillors in recent years, though the aforementioned camper van has not been there for some time now;

3. Hillbrow Close: EHDC's Public Notice wrongly refers to a junction with The Green whereas Hillbrow Close only connects with Redhill Road at some distance from The Green;

4. Redhill Road: Both versions of the Order make 8 references to 'Waiting prohibited at all times' restrictions on the west side of Redhill Road, whereas they should refer to the east side;

5. Redhill Road (East side): The maps make no reference to the 2 sets of 'Waiting prohibited at all times' either side of the junction with The Drift as defined in both versions of the Order;

6. The Drift (both sides): The maps make no reference to the 'Waiting prohibited at all times' as defined in both versions of the Order;

7. Drift Road: Both versions of the Order wrongly refer to Drift Road. Given there is no such road listed either in Rowlands Castle or Horndean, it is assumed that this should refer to The Drift in Rowlands Castle;

8. No map showing the proposed restrictions on The Drift was included with either version of the Order;

9. College Close: EHDC's Public Notice refers to the "entire length including turning head". No reason is given for imposing these restrictions so this is assumed to be an inaccuracy;

10. Bailey Road: Both versions of the Order wrongly refer to Bailey Road having a junction with Redhill Road. Bailey Road connects with Deerleap Lane at a point c 100ms from Deerleap Lane's junction with Redhill Road. It is assumed that reference to a "north easterly direction" from Redhill Road should refer to The Green (South western corner) in a north easterly direction for a distance of 40ms from its junction with Deerleap Lane;

11. The Green (East side): Neither version of the Order refers to the 10 lengths of road with 'Waiting prohibited at all times' as defined on the maps;

12. King's Close: EHDC's Public Notice wrongly refers to a junction with Tarbery Crescent. King's Close is in Rowlands Castle whereas Tarbery Crescent is in Horndean and they do not connect;

13. King's Close: The Statement of Reasons wrongly refers to King's Close being "off Castle Avenue" where it should be Castle Road;

14. The Yews: EHDC's Public Notice refers to this having a junction with Redhill Road. The Yews is in Horndean not Rowlands Castle;

Unspecified Limited Waiting Time

15. The Green: the 5 other lengths of road with 'limited waiting time' proposed are defined on the maps but none are included in either version of the Order so it is not possible ascertain what the proposed time limits would be;

Waiting prohibited between the hours of 9am and 6pm Mon to Fri incl (3rd Schedule)

16. Castle Road: Both versions of the Order, together with the Statement of Reasons, wrongly refer to proposals for Castle Road, Rowlands Castle that actually relate to The Yews, Horndean. The two roads do not connect in any way;

Notices affixed to Lampposts in Rowlands Castle:

17. A road is wrongly called Drift Road whereas it should be The Drift, and none of the maps show the proposed restrictions on The Drift;

18. There is no reference to waiting being prohibited at all times on lengths of The Green (south west corner);

19. There is reference to waiting being prohibited between the hours of 9.00am and 6.00pm Monday to Friday inclusive on Castle Road. This should refer to The Yews in Horndean instead.

RCPC DOES NOT support:

As per its response to an earlier consultation, RCPC continues to consider the earlier TROs extend too far downhill on the West side of Redhill Road in the vicinity of Hillbrow Close thereby limiting parking availability for residents.

Waiting prohibited at all times

- i) Redhill Road (West side) from its junction with The Green(west) to a point outside the boundary of 24/26 Redhill Road;
- ii) Redhill Road (West side) from a point outside the boundary of 26/28 Redhill Road to a point 25 metres north east of the junction of Castle Road;
- iii) Redhill Road (East side) from its junction with College Close for a distance of 117 metres in a south westerly direction;
- iv) Redhill Road (East side) from its junction with College Close in a north easterly direction to its junction with Stansted Close;
- v) Redhill Road (East side) from its junction with Stansted Close in a north easterly direction to its junction with Deerleap Lane;

The 'Statement of Reasons for Proposing to Make this Order' includes:

"In 2018 new restrictions were introduced in a number of locations including Redhill Road.

These restrictions have been reviewed and a number of minor amendments have been proposed. Several requests for additional restrictions have been made and the opportunity has been taken to include some of these in these proposals".

At one stage, particularly during the latter half of 2018 and early 2019, there were problems with construction vehicles from nearby developments parking all along this part of Redhill Rd because of the lack of parking availability on site. This did become an issue at the time but no longer exists because construction has been completed. On this basis, RCPC does not support the five proposals above, on the basis that insufficient reasons for them have been given, the restrictions are unnecessary and may indeed give rise to more speeding on that section of Redhill Rd that will appear to be a 'clearway'. In addition the measures will deny residents any visitor/contractor parking in the road and prevent disabled and elderly residents gaining easy access to the Church-on-the-Green for services and other social event;.

- vi) Hillbrow Close (Both sides) for its entire length including turning head

We do not support this proposal because the 'Statement of Reasons for Proposing to Make this Order' refers to a complaint having been received about parking taking place in Hillbrow Close. In contrast, 2 residents in the vicinity have copied the Parish Council on their responses to EHDC about this consultation, giving their reasons for opposing any parking restrictions. There are only

- 9 houses in the Close. Therefore, it is not justifiable to impose restrictions on both sides of the road along its entire length including the turning head, because of a single complaint;
- vii) The Green (South Western corner) for a distance of 40 metres in a north-easterly direction from its junction with Deerleap Lane. At present this area is designated as 'Keep Clear' with a white line 22 ms in length. If this were to be replaced by double yellow lines 40ms in length there would be a reduction of 18 ms in the already very often-used unrestricted parking around The Green. EHDC has provided no reason for this;
 - viii) Kings Close (North side) from a point 15 metres west of the turning head in an easterly, southerly and northerly direction for 52 metres including the turning head. One of the spaces in the turning head is marked out as a 'disabled' parking space so if double yellow lines were painted there, that space would be lost. Neither version of the Order refers to any revocation of that space. EHDC has not proposed a replacement 'disabled' space but if it had it could not have been where it is at present if double yellow lines were there. It would have to be further from the house outside of which it is at present, possibly inconveniencing the disabled resident who is using it. The Statement of Reasons refer to "complaints have been received concerning obstructive parking across driveways" however none of the houses outside which parking restrictions have been proposed have driveways so this justification is not sufficient and it is understood residents object to these proposals. There is a narrow road leading from the turning head to a block of c 10 lock-up garages yet it is proposed to paint double yellow lines right across the junction of that road and the turning head – is that permissible?

Questionable Elements:

At present, unlike the junction of The Drift with Redhill Road, there is little or no problem with parking at the 2 locations below. RCPC does not want and will not support excessive and/or unnecessary markings and signage which detract from the appearance of the village. Only those markings which are necessary and suitably justified should be imposed.

Waiting prohibited at all times

- ix) College Close (Both sides) from its junction with Redhill Road for a distance of 10 metres in an easterly direction;
- x) Stansted Close (Both sides) from the junction with Redhill Road for a distance of 10 metres in an easterly direction.

RCPC DOES support:

Waiting prohibited at all times

- xi) Redhill Road (West side) from its junction with Hazeldean Drive in a southerly direction for a distance of 10 metres;
- xii) Redhill Road (West side) from its junction with Hazeldean Drive in a northerly direction for a distance of 11 metres;
- xiii) Redhill Road (West side) from a point 24 metres north of Hazeldean Drive in a northerly direction for a distance of 17 metres;
- xiv) Redhill Road (East side) from its junction with Hillbrow Close for a distance of 10 metres in a north easterly direction;
- xv) Redhill Road (East side) from its junction with Hillbrow Close for a distance of 10 metres in a south westerly direction;
- xvi) Kings Close (Both sides) from its junction with Castle Road for a distance of 15 metres in a southerly direction;
- xvii) Castle Road (South side) from its junction with Kings Close for a distance of 15 metres in an easterly direction;
- xviii) Castle Road (South side) from its junction with Kings Close for a distance of 10 metres in a westerly direction;
- xix) The Green (East side). The map shows ten 'No waiting at any time' lengths of the road, although none are included in the Order;
- xx) The Drift (both sides) from its junction with Redhill Road for a distance of 15 metres in an easterly direction. Vehicles often park on the north side of the Drift immediately adjacent to Redhill Road.

As a result, other vehicles entering The Drift are forced to steer towards the wrong (south side) of The Drift but their drivers cannot see any vehicles approaching Redhill Road from The Drift. This presents a danger of a collision;

- xxi) Redhill Road (East side) from its junction with The Drift for a distance of 10 metres in a south westerly direction;
- xxii) Redhill Road (East side) from its junction with The Drift for a distance of 10 metres in a north easterly direction;

Limited Waiting 2 hours No Return in 2 hours

- xxiii) Redhill Road (West side) from a point 11 metres north of the junction with Hazeldean Drive for a distance of 13 metres in a northerly direction;

Limited Waiting 30 minutes No Return in 2 hours, Between the hours of 8.00am and 6.00pm Monday to Saturday

- xxiv) The Green (east) between a point 14 metres west of its junction with Woodberry Lane and a point 15 metres west of that point;

Disabled Badge Holders Only Parking

- xxv) The Green (North side) between a point 63 metres west of its junction with Bowes Hill and a point 6 metres west of that point.

Notes:

Deerleap Lane: Only the first c 20 ms of Deerleap Lane from Redhill Road has been adopted by HCC. On 28 May 2020, HCC's Highways Development Planning department confirmed to RCPC that there is funding available for the build-out and narrowing of the overly-wide and unsafe bellmouth junction of Deerleap Lane with Redhill Road and associated pedestrian improvement works. This work is expected to be undertaken in the near future, therefore, if any double yellow lines were to be painted at this junction before these works are carried out, they would have to be re-painted.

In addition to all the above, RCPC also identified other errors and inconsistencies relating to some roads in Horndean Parish which are part of this Consultation. Further information on these is available upon request.

In conclusion, RCPC wishes to reiterate its request that these TRO proposals and Consultation are withdrawn pending a more strategic review of the needs of Rowlands Castle.

Yours faithfully



Lisa Walker – Clerk to the Council
On behalf of Rowlands Castle Parish Council

- CC: D Cllr Ingrid Thomas – Portfolio Holder
D Cllr Malcolm Johnson – Rowlands Castle Ward
D Cllr Marge Harvey – Catherington Division, incl Rowlands Castle