

**CUFAUDE LANE TRAFFIC REGULATION ORDER,  
SUMMARY OF COMMENTS FOLLOWING PUBLIC ADVERTISEMENT**

Summary of comment(s)	Officer response
<b>Comments from road users</b>	
<ol style="list-style-type: none"> <li>1. From a safety point the TRO is welcomed.</li> <li>2. Consider extending the yellow lines a little further along the road past the access to number 18 to prevent cars parking opposite the access making exit difficult.</li> </ol>	<ol style="list-style-type: none"> <li>1. Comment noted.</li> <li>2. Officers believe the scheme has brought an effective improvement. However during the experimental period parking was noted to occasionally restrict the free flow of traffic, particularly during the evening peak period. This can affect the operation of the priority narrowing traffic calming feature. Local elected representatives have also requested that the parking controls at this location are extended. This extension will be part of a further proposed traffic regulation order.</li> </ol>
<ol style="list-style-type: none"> <li>1. Since implementation of the order there have been two road traffic collisions along Cufaude Lane.</li> <li>2. The speed and quantity of vehicles using Cufaude Lane has increased, such that the Parish Council have set up a Speed Watch Campaign which is yet to be enforced. An increase in traffic has caused excessive road noise, antisocial behavior and excessive use of vehicle horns. This combined with the lack of street lighting has increased the likelihood of a road safety incident.</li> <li>3. There is a lack of parking in proportion to the size and scale of the properties.</li> <li>4. There is a lack of parity, parking problems do not solely effect Cufaude Lane but the whole estate.</li> <li>5. The order has resulted in parking displacement to adjacent roads.</li> <li>6. There is a need to revise the current</li> </ol>	<ol style="list-style-type: none"> <li>1. Hampshire Constabulary have no record of any reported injury or damage only collisions occurring in Cufaude Lane since the experimental order started, damage only collisions are not reported.</li> <li>2. The experimental traffic order is unlikely to have caused an increase in traffic on the road. However ongoing highway improvement works on A33 may have.</li> <li>3. The amount of parking provided is an issue that would have been considered as part of the planning application for the site, and the local authorities parking standards would have been met.</li> <li>4. Other roads in the development have been safety audited. Only parking on Cufaude Lane has been raised as an issue.</li> <li>5. During visits to the road Officers</li> </ol>

**CUFAUDE LANE TRAFFIC REGULATION ORDER,  
SUMMARY OF COMMENTS FOLLOWING PUBLIC ADVERTISEMENT**

<p>situation so that the needs of residents are balanced in proportion to road safety risk. The current measures are disproportionate to the needs of residents and are instead sympathetic to the needs of commuters and through traffic.</p> <p>7. I have not witnessed a representative monitoring the order.</p>	<p>have noted that on-street parking was generally available.</p> <p>6. The scheme still allows for some on-street parking while restricting parking where it is considered appropriate.</p> <p>7. Officers have regularly attended the site and monitored parking.</p>
<p>1. I agree that line of sight visibility issues do exist and is something which prevails on most roads of Sherfield Park. Rockbourne Road has not come under the same scrutiny as Cufaude Lane despite the same problems. I wish for residents of Cufaude Lane to be treated in the same manner as all other residents in the development.</p> <p>2. Since the removal of parking, speeding has become a serious issue further impacted by the volume of traffic using Cufaude Lane as a shortcut. Prior to implementation parked cars served as a natural speed trap so speeding was not an issue. The Parish Council have set up a speed watch campaign which was not required prior to implementation. Crossing the road is now difficult. Particularly at the junction of Rockbourne Road and Cufaude Lane.</p> <p>3. Noise is another issue due to the speed and volume of traffic.</p> <p>4. All parking controls should be removed to allow parking to act as a traffic calming feature to make the route less appealing to commuter traffic and help reduce the noise</p> <p>5. A crossing point is required in the middle of the Rockbourne Road and</p>	<p>1. Both Rockbourne Road and Cufaude Lane have had the same scrutiny and both roads, ahead of being adopted as public highway, have been safety audited. The safety audit for Cufaude Lane identified on-street parking as a safety concern. The safety audit for Rockbourne Road did not identify a need for parking controls.</p> <p>2. The experimental traffic has not removed all on-street parking. Recent highway improvements works on A33 may have resulted in an increase in traffic. The Parish Council had started the process of setting up a speed watch campaign prior to the traffic order being implemented.</p> <p>3. Noise levels can increase with the level of traffic and speed however these are unlikely to be a direct impact of the traffic order.</p> <p>4. The experimental order allows for some limited on-street parking. Removing the parking controls may move vehicles to areas where parking is undesirable such as at junctions.</p> <p>5. The junction of Rockbourne Road and Cufaude Lane was included in</p>

**CUFAUDE LANE TRAFFIC REGULATION ORDER,  
SUMMARY OF COMMENTS FOLLOWING PUBLIC ADVERTISEMENT**

<p>Cufaude Lane junction.</p> <p>6. Prior to the ETO, cars parked outside of numbers 3 and 4. This ensured traffic entering Sherfield Park could not use excessive speed as these parked cars acted as a very effective speed trap. The removal of parking here has provided road users with a long clear run which has resulted in the use of excessive speed.</p>	<p>the safety audit and it did not consider a crossing point necessary. However it is noted that this junction is wide and Hampshire County Council, the Highway Authority, have been informed of the request for an island at this junction.</p> <p>6. Parking was restricted in front of numbers 3 and 4 to improve access and visibility in and out of the nearby junction leading to the off-street parking area.</p>
<p>1. The road has become more dangerous. Speed and volume of traffic has increased. Vehicles approach the pinch point at faster speeds than before causing aggressive exchanges.</p> <p>2. Traffic noise is now at an unacceptable level.</p> <p>3. The needs of drivers/commuters are being put before the safety of residents.</p> <p>4. There have been 2 incidents where cars have left the road.</p> <p>5. A report created by Stuart Michaels Associated providing expert opinion in relation to a planning application states Cufaude Lane was not designed as a commuter through route but as a residential access route. Cars parked along this route form a natural traffic calming measure. The report also suggests the road was intended to be a 20mph limit. Why was this never enforced?</p> <p>6. By introducing parking restrictions, through traffic has been encouraged</p> <p>7. What expertise were called upon</p>	<p>1. See 2 above.</p> <p>2. See 3 above.</p> <p>3. The safety audit considers all road users including pedestrians.</p> <p>4. Hampshire Constabulary have no record of any reported injury or damage only collisions occurring in Cufaude Lane since the experimental order started.</p> <p>5. The report states Cufaude Lane has been designed to a 20mph residential development access road standard. It does not state the road will have a 20mph limit. The road is subject to a 30mph limit which is common for such a residential area and includes priority narrowings.</p> <p>6. See 2 above.</p> <p>7. The traffic order has been implemented as recommended in an independent safety audit, carried out by a qualified safety auditor. The order has been developed by</p>

**CUFAUDE LANE TRAFFIC REGULATION ORDER,  
SUMMARY OF COMMENTS FOLLOWING PUBLIC ADVERTISEMENT**

<p>when the council decided to implement the order?</p> <p>8. What monitoring has taken place?</p> <p>9. Why has only Cufaude Lane had parking issue addressed when similar problems occur on other roads in the development? HCC has stated the removal of parked vehicles on Rockbourne Road would mean a likely increase in speed.</p>	<p>Engineers at Hampshire County Council, Basingstoke and Deane Borough Council and the developer.</p> <p>8. The traffic order has regularly been monitored, and Officers from Hampshire County Council, Basingstoke and Deane Borough Council and the developer have made frequent visits to the area.</p> <p>9. Both Cufaude Lane and Rockbourne Road have been subject to a safety audit. Only the safety audit for Cufaude Lane identified the need for parking controls.</p>
<p>1. I support the measures and the decisions to put in yellow lines near a bend or junction.</p> <p>2. There should be some gaps in yellow lines to allow parking where there is full visibility.</p> <p>3. The speed and volume of traffic is a real concern on what is a residential road. There has been an accident, and speed of traffic contributed to it.</p> <p>4. A raised table is required at the Cufaude Lane/Rockbourne Road junction to improve safety of pedestrians and vehicles.</p> <p>5. Introduce a speed limit reminder or speed indicator device to raise driver awareness.</p> <p>6. Reduce the speed limit to 20mph</p> <p>7. Reopen old Cufaude Lane for through traffic.</p> <p>8. Install yellow lines throughout the estate.</p>	<p>1. Comment noted.</p> <p>2. Comment noted.</p> <p>3. See comments above</p> <p>4. The Highway Authority, Hampshire Council County has been made aware of the request for a raised table.</p> <p>5. Such signs are normally erected on to lamp columns in the absence of any street lighting along the road such signs would not be considered. Once the road has been adopted as public highway it may be possible to consider erecting some 'think 30' signs on new posts to act as a reminder to drivers.</p> <p>6. Speed limits are set to ensure consistency and at a level that reflects the function and geometry of the road, taking into account the needs of all road users. Speed</p>

**CUFAUDE LANE TRAFFIC REGULATION ORDER,  
SUMMARY OF COMMENTS FOLLOWING PUBLIC ADVERTISEMENT**

	<p>limits should be evidence led, self-explaining and seek to reinforce people’s assessment of what is a safe speed to travel. They should encourage self-compliance. Several factors are taken into account in the assessment of a road for a speed limit. These include, general character of the road, type and extend of road side development, traffic composition, accident history, current traffic speeds, suitability for speed enforcement, the frequently of junctions, presence of amenities that attract pedestrians and cyclists, environmental and visual impact. 20mph limits rely on traffic speed being already at or below that speed (generally at or below 24 mph). The road would not be considered appropriate for a 20mph limit.</p> <p>7. The old Cufaude Lane is now a shared use footway for pedestrians, cyclists and horses and forms part of the national cycle network. This was agreed as part of the planning application for the development and it is not possible to now re-open this route for traffic.</p> <p>8. As the roads in the estate are adopted as public highway a safety audit will be carried. If the safety audit for any of the roads suggest parking controls are necessary this will be considered.</p>
<p>1. I object to the experimental traffic order. The majority of lines should be removed or repositioned.</p> <p>2. There has been, in the past, irresponsible parking on the corner of Amport Road and Cufaude Lane and the introduction of the yellow lines has remedied this.</p>	<p>1. Comment noted.</p> <p>2. Comment noted.</p> <p>3. Officers are not clear where this refers to, 6 Amport Road is not an address on our mapping system.</p>

**CUFAUDE LANE TRAFFIC REGULATION ORDER,  
SUMMARY OF COMMENTS FOLLOWING PUBLIC ADVERTISEMENT**

<p>3. I can see no benefit in the line to the whole of the front of 6 Amport Road. This serves no purpose and is detrimental.</p> <p>4. Traffic coming from Bramley towards Chineham is not restricted in any way along the whole length of the road, apart from the 'pinch-point' at the end of the development. There is a clear run along the whole length of that side of the road which has resulted in drivers speeding from one end to the other. The rate at which they travel does not give drivers travelling towards Bramley, who pull in between the areas of yellow lines on the railway side of the road, a chance to pull out safely. I have witnessed numerous 'near misses' and angry confrontations, but of course the encouragement of speeding is the most dangerous effect of the current layout. When a car parked on yellow lines outside of 3, Cufaude Lane, this immediately had the effect of slowing down the traffic coming from the Bramley direction, as drivers were unable to see along the whole length of Cufaude Lane. I believe it would improve safety and reduce speeding if the yellow lines outside numbers 3 and 4, Cufaude Lane were removed.</p> <p>5. The yellow lines on the railway side of the road on the Chineham side of Rockbourne Road, still cause a dangerous situation because they still don't extend sufficiently far from the Rockbourne Road junction.</p> <p>6. Why it is considered necessary for the yellow lines to extend halfway along the length parallel to the lay-by between numbers 8 - 13 Cufaude Lane and believe that the yellow</p>	<p>4. There is an access to a private parking area between 4 and 7 Cufaude Lane. Allowing vehicles to park outside 3 and 4 Cufaude Lane would restrict visibility and movement in and out of this access.</p> <p>5. An extension to the parking controls will be advertised in a separate proposed traffic regulation order.</p> <p>6. The alignment of the road is not favourable for parking between nos 8-10 Cufaude Lane as it is on the outside of a bend.</p>
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**CUFAUDE LANE TRAFFIC REGULATION ORDER,  
SUMMARY OF COMMENTS FOLLOWING PUBLIC ADVERTISEMENT**

<p>lines parallel to numbers 8, 9 and 10 Cufaude Lane should be removed. This is no more or less unsuitable for parking than the area parallel to numbers 12 and 13.</p>	
<p><b>Comments from Councillors</b></p>	
<p>Comments from Cllr J Bowyer</p> <ol style="list-style-type: none"> <li>1. The break in the lines is dangerous with up to 4 cars being parked there at any given time. If you are coming down the road then you have to overtake on the wrong side of the Road. The junction with Rockbourne is a wide junction and cars repeatedly look to the right then carry on round to the left without stopping. There have been 2 accidents already that I am aware of, luckily no injuries to people but one car ended up in the ditch. Safety is the issue here not more parking for residents. In fact before the yellow lines were put in there was usually 1 car parked on the road with other residents using their own drives and parking bays.</li> <li>2. Added to the chaos is the twice hourly bus service which travels the route from Ampport Road along the bottom of the development then turns into Cufaude Lane and after travelling the length of the Lane exits into Hanmore Road.</li> <li>3. The break in the yellow lines further down is not a problem and has the effect of slowing the traffic down but the road is wider at that point.</li> </ol>	<ol style="list-style-type: none"> <li>1. Officers believe the scheme has brought an effective improvement. However, as highlighted by local members, during the experimental period parking was noted to occasionally restrict the free flow of traffic, particularly during the evening peak period. This can affect the operation of the priority narrowing traffic calming feature. An extension to the existing parking controls will be progressed as a further proposed traffic regulation order. By ending the current experimental order and making what is on-street permanent the developer and HCC can progress with the adoption of the road and it concludes the consultation period of what is now on-street.</li> <li>2. The development does benefit from a regular bus service. Double yellow lines have been installed at the junction of Ampport Road to help improve access.</li> <li>3. Comment noted.</li> </ol>
<p>Comment from Cllr E Still</p> <ol style="list-style-type: none"> <li>1. I wish for the order to be amended to allow for yellow lines to be put down where the break is.</li> </ol>	<ol style="list-style-type: none"> <li>1. See 1. above</li> </ol>

**CUFAUDE LANE TRAFFIC REGULATION ORDER,  
SUMMARY OF COMMENTS FOLLOWING PUBLIC ADVERTISEMENT**

<p>Comments from - Cllr P Miller, Cllr E Still, Cllr J Bowyer, Cllr N Robinson and Cllr V Rowland</p> <ol style="list-style-type: none"> <li>1. Discussions between Ward Members and BDBC Officers have not reached full agreement as to the degree and extent of parking regulations necessary to satisfy the observations in the safety audit and Members' recommendations. The portion of the traffic order in question is the gap in the double yellow lines on the west side of Cufaude Lane between the roundabout at the north end of Hanmore Road and the intersection of Rockbourne Road. The traffic control restriction immediately to the South of the gap in the double yellow lines gives vehicles the right of way northbound thus southbound traffic has to give way. Cases occur frequently when cars park in the gap and multiple southbound traffic gives way to oncoming traffic that then has difficulty proceeding between the stationary parked vehicles and the holding traffic. This precludes the free flow of traffic and nullifies the objective of the traffic control restriction and creates a situation that compromises traffic safety.</li> <li>2. Engineers appear to consider residents' requests to have addition on-street parking. The first and only consideration in this case is the Safety Audit and consideration of traffic control restrictions already in place in this narrow through road in a residential area. Homes built in this phase of Sherfield Park were provided with either on-plot or off-road parking allocations in</li> </ol>	<ol style="list-style-type: none"> <li>1. See 1 above.</li> <li>2. See 1 above.</li> <li>3. See 1 above.</li> </ol>

**CUFAUDE LANE TRAFFIC REGULATION ORDER,  
SUMMARY OF COMMENTS FOLLOWING PUBLIC ADVERTISEMENT**

<p>accordance with the parking regulations and Policy at the time and although additional parking is an understandable wish, it can only be provided when available and in the most appropriate circumstances. This case satisfies neither of these. In addition, there are several constructed on-street non-allocated parking bays provided to the north of the Rockbourne Road intersection that satisfy the occasional visitors.</p> <p>3. We recommend that the gap in the double yellow lines as defined in the proposed TRO be closed with continuous double yellow lines on the western side of this portion of Cufaude Lane in the interests of road safety.</p>	
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