



PORTFOLIO HOLDER DECISION NOTICE

INDIVIDUAL DECISION BY THE PORTFOLIO HOLDER FOR TRANSPORT AND PROFESSIONAL SERVICES

TOPIC – TRAFFIC REGULATION ORDER – THE VALLEY, WINCHESTER

PROCEDURAL INFORMATION

The Access to Information Procedure Rules – Part 4, Section 22 of the Council's Constitution provides for a decision to be made by an individual member of Cabinet.

In accordance with the Procedure Rules, the Head of Legal and Democratic Services, the Chief Executive and the Head of Finance are consulted together with Chairman and Vice Chairman of The Overview and Scrutiny Committee and any other relevant overview and scrutiny committee. In addition, all Members are notified.

If five or more Members from those informed so request, the Leader may require the matter to be referred to Cabinet for determination.

Contact Officers:

Case Officer: Neville Crisp – Traffic Engineer. Tel: 01962 848484. Email: ncrisp@winchester.gov.uk

Democratic Services Officer: Nancy Graham – Senior Democratic Services Officer. Tel: 01962 848235. Email: ngraham@winchester.gov.uk

SUMMARY

- Following complaints about inconsiderate commuter parking causing obstructions and requests from residents and the local City Councillors it was agreed to investigate the possible extension of the existing permit parking scheme in lower Stanmore to the bottom section of The Valley and Octavia Hill.
- Informal consultation was carried out in March 2015 to establish the level of support for additional restrictions with residents of The Valley, Octavia Hill, Valley Court and Lent Hill Court. The results of the consultation showed that the residents of Octavia Hill were not in favour of additional restrictions. Proposals were subsequently drafted excluding Octavia Hill.
- The proposed changes were advertised on 13 July 2016. All residents in the vicinity of the changes in The Valley, Valley Court and Lent Hill Court were notified by letter. Notices were posted on street in the immediate vicinity of the

proposed changes, published in the Mid Hants Observer, placed on the Council's website and held on deposit in the City Office reception.

- One response was received objecting to the proposal mainly on the grounds that it is not appropriate for the area, that it will cost residents and would not guarantee parking. The objections have been replied to and no further correspondence has been received.
- The proposal is in keeping with the Corporate Priorities in its attempt to improve traffic management, road safety and the environment.
- The cost of implementing the proposal is funded through the Traffic Management Agency Agreement with Hampshire County Council. There are no additional enforcement resource implications.
- Copy of the plan showing the location and extent of the proposal is attached (Appendix 1).
- Copy of proposed schedule and statement of reasons is attached (Appendix 2).
- Copy of the representation received and the officer response is attached (Appendix 3).

DECISION

- That restrictions be introduced as detailed in the schedule attached (Appendix 2).
- That the Head of Legal and Democratic Services be authorised to make the necessary order.

REASON FOR THE DECISION AND OTHER ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

See Summary.

RESOURCE IMPLICATIONS:

- The cost of advertising and implementing the traffic regulation order is covered by the Traffic Management agreement with Hampshire County Council.
- No discernible increase in enforcement resources or costs is anticipated.

CONSULTATION UNDERTAKEN ON THE DECISION

- Informal consultation was carried out in March 2015 to establish the level of support for additional restrictions with residents of The Valley, Octavia Hill, Valley Court and Lent Hill Court. The results of the consultation showed that the residents of Octavia Hill were not in favour of additional restrictions. Proposals were subsequently drafted excluding Octavia Hill.
- Requests for consent to proceed to formal advertisement was sent to all local Ward Members, County Councillor, Police and WCC Parking Office Manager and duly confirmed
- All residents of The Valley, Valley Court and Lent Hill Court were contacted by letter notifying them that the proposals were being advertised. Proposal notices were posted on street in the immediate vicinity of the proposed changes, published in the Mid Hants Observer, placed on the Council's website and held on deposit in the City Office reception.

FURTHER ALTERNATIVE OPTIONS CONSIDERED AND REJECTED FOLLOWING PUBLICATION OF THE DRAFT PORTFOLIO HOLDER DECISION NOTICE

N/A

DECLARATION OF INTERESTS BY THE DECISION MAKER OR A MEMBER OR OFFICER CONSULTED

N/A

DISPENSATION GRANTED BY THE STANDARDS COMMITTEE

N/A

Approved by: (signature)

Date of Decision: 05.10.16

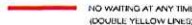





Councillor Byrnes – Portfolio Holder for Transport and Professional Services

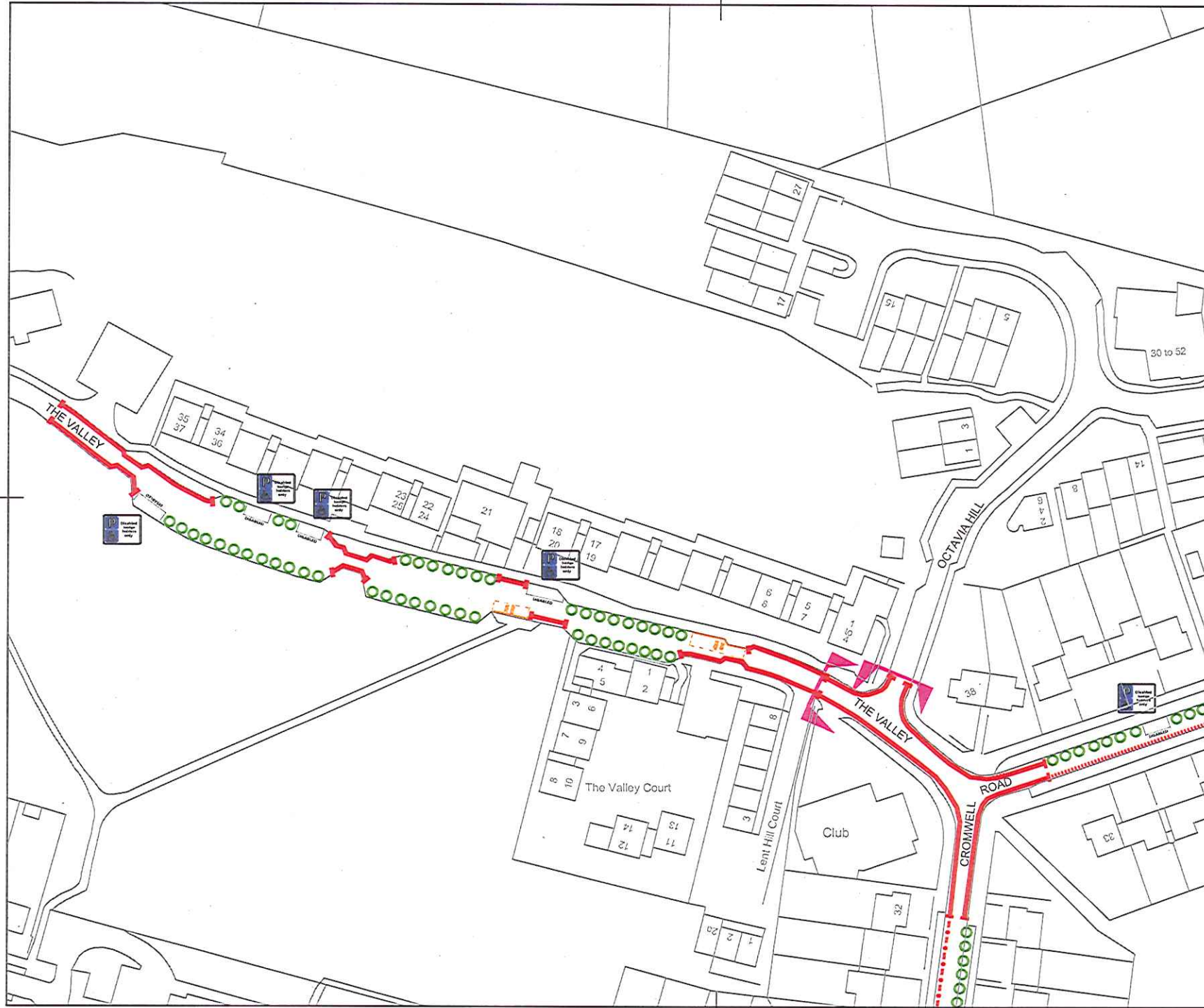
Appendices:

Appendix 1 – Plan

Appendix 2 – Proposed Schedule & Statement of Reasons

Appendix 3 – Representations received

-  NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)
-  NO WAITING 10.00am TO 4.00pm MONDAY TO FRIDAY (SINGLE YELLOW LINE)
-  2 HOUR LIMITED WAITING PERMITTING WITH PERMIT HOLDERS EXEMPTION 8.00am TO 6.00pm MONDAY TO SATURDAY
-  DISABLED BADGE HOLDERS ONLY
-  NO STOPPING HADAPT BUSES
-  EXTENT OF EXISTING WAITING RESTRICTIONS



Rev	Description	Date	Drawn
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Winchester
 City Council
 OPERATIONS GROUP
 ACCESS & INFRASTRUCTURE
 City Offices
 Colebrook Street
 Winchester,
 SO23 9LJ.

Project: PERMANENT TRAFFIC REGULATION ORDERS

Title: PROPOSED WAITING RESTRICTIONS THE VALLEY WINCHESTER

Scale: NTS	Date: 26/05/2016
Drawn: NYC	Checked:
DRG. No. 810402/285/002	Status:

PHD 714 Appendix 1

PROPOSED VARIATION TO:-HAMPSHIRE COUNTY COUNCILROAD TRAFFIC REGULATION ACT 1984THE HAMPSHIRE (VARIOUS ROADS, WINCHESTER)
(PARKING PLACES AND RESTRICTION OF WAITING)
(CONTROLLED ZONE) (NO. 2) ORDER 2012**STATEMENT OF REASONS FOR REVISION:-**

The proposals are to address issues of visibility, obstruction and/or to increase on-street parking provision. There is a significant problem with commuter and long-term non-residents that park in the area. Consequently the extension/introduction of residents permit parking and limited waiting restrictions should help diffuse the existing parking problems.

EXISTING ITEMS TO BE DELETED:-SCHEDULE II
No Waiting At Any Time

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Zone</u>
THE VALLEY	BOTH	BETWEEN ITS JUNCTION WITH CROMWELL ROAD AND A POINT 40.0 METRES NORTH-WEST OF THAT JUNCTION.	2A

NEW ITEMS FOR CONTROLLED ZONE NO. 2 ORDER

SCHEDULE I Pt XVII Disabled Badge Holders Only

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Zone</u>
THE VALLEY	SOUTH	BETWEEN A POINT 185.0 METRES NORTH-WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 192.0 METRES NORTH-WEST OF THAT JUNCTION.	2A
THE VALLEY	NORTH	BETWEEN A POINT 98.0 METRES NORTH-WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 106.3 METRES NORTH-WEST OF THAT JUNCTION.	2A
THE VALLEY	NORTH	BETWEEN A POINT 152.0 METRES NORTH-WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 156.5 METRES NORTH-WEST OF THAT JUNCTION.	2A
THE VALLEY	NORTH	BETWEEN A POINT 164.4 METRES NORTH-WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 169.2 METRES NORTH-WEST OF THAT JUNCTION.	2A

SCHEDULE II No Waiting At Any Time

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Zone</u>
THE VALLEY	SOUTH	BETWEEN ITS JUNCTION WITH CROMWELL ROAD AND A POINT 69.9 METRES NORTH-WEST OF THAT JUNCTION.	2A
THE VALLEY	SOUTH	BETWEEN A POINT 93.0 METRES NORTH-WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 100.3 METRES NORTH-WEST OF THAT JUNCTION.	2A
THE VALLEY	SOUTH	BETWEEN A POINT 140.0 METRES NORTH-WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 146.0 METRES NORTH-WEST OF THAT JUNCTION.	2A
THE VALLEY	SOUTH	BETWEEN A POINT 192.0 METRES NORTH-WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 215.8 METRES NORTH-WEST OF THAT JUNCTION.	2A
THE VALLEY	NORTH	BETWEEN ITS JUNCTION WITH CROMWELL ROAD AND A POINT 56.7 METRES NORTH-WEST OF THAT JUNCTION.	2A
THE VALLEY	NORTH	BETWEEN A POINT 106.3 METRES NORTH-WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 111.3 METRES NORTH-WEST OF THAT JUNCTION.	2A
THE VALLEY	NORTH	BETWEEN A POINT 136.5 METRES NORTH-WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 152.0 METRES NORTH-WEST OF THAT JUNCTION.	2A

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Zone</u>
THE VALLEY	NORTH	BETWEEN A POINT 176.3 METRES NORTH-WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 215.8 METRES NORTH-WEST OF THAT JUNCTION.	2A

SCHEDULE X

No Stopping 7:00am to 7:00pm Except Buses

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Zone</u>
THE VALLEY	SOUTH	BETWEEN A POINT 100.3 METRES NORTH-WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 111.5 METRES NORTH-WEST OF THAT JUNCTION.	2A
THE VALLEY	NORTH	BETWEEN A POINT 56.7 METRES NORTH-WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 69.9 METRES NORTH-WEST OF THAT JUNCTION.	

SCHEDULE 1 Pt XVIII

2 Hour Limited Waiting With Permit Holders Exemption 8:00am to 6:00pm Monday to Saturday

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Zone</u>
THE VALLEY	SOUTH	BETWEEN A POINT 69.9 METRES NORTH-WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 93.0 METRES NORTH-WEST OF THAT JUNCTION.	2A
THE VALLEY	SOUTH	BETWEEN A POINT 111.5 METRES NORTH-WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 140.0 METRES NORTH-WEST OF THAT JUNCTION.	2A
THE VALLEY	SOUTH	BETWEEN A POINT 146.0 METRES NORTH-WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 185.0 METRES NORTH-WEST OF THAT JUNCTION.	2A
THE VALLEY	NORTH	BETWEEN A POINT 69.9 METRES NORTH-WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 98.0 METRES NORTH-WEST OF THAT JUNCTION.	2A
THE VALLEY	NORTH	BETWEEN A POINT 111.3 METRES NORTH-WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 136.5 METRES NORTH-WEST OF THAT JUNCTION.	2A
THE VALLEY	NORTH	BETWEEN A POINT 156.5 METRES NORTH-WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 164.4 METRES NORTH-WEST OF THAT JUNCTION.	2A
THE VALLEY	NORTH	BETWEEN A POINT 169.2 METRES NORTH-WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 176.3 METRES NORTH-WEST OF THAT JUNCTION.	2A

Sent: 11 August 2016 15:24

To: Neville Crisp

Subject: The Valley - Parking Propoasal - Deadline for objections 12 August 2016

Good afternoon,

Now that the formal notice regarding the introduction of residents permit parking restrictions in the lower section of The Valley has been published

I put forward the following.

When the 'new bays' were installed in the lower valley area it was claimed by the council and local councilors that the work had been achieved by representations from councilors in the best interest of providing additional parking for the local residents. That was all very fine in principle and

a job well done, getting the bays installed and the quality of workmanship and landscaping. However what actually transpired with the parking was that the bays became overspill parking for staff and students of Winchester University.

It is my contention that signs depicting the bays as parking for the local residents and their visitors should have been installed from the beginning.

Adjacent areas, Lent Hill Court, Valley Court the properties further up The Valley have their own dedicated parking areas for residents and visitors.

During 2014 the problem with university overspill parking became so severe that at certain times, parking the residents was all but impossible.

As you aware from your site visit in November 2014 the majority of vehicles parked there were associated with the University.

There was clear evidence that the majority of vehicles parking in The Valley during the Monday to Friday working pattern were associated with the university as during the academic year holidays the parking problem disappeared. Yet no communication was, as far as I am aware, undertaken with the university in order to highlight the nuisance being caused to local residents.

Why was no scheme put in place for the university staff and students to have dedicated parking facility within the Park & Ride schemes.

Prior to your site visit I had spoken with a person at the University who was responsible for staff and student vehicle parking, they very aware of the problems being caused to local residents by the parking of university related vehicles. Why was no scheme put in place for the university to have a dedicated parking facility within the Park & Ride schemes. An opportunity missed to accrue much needed extra revenue for those services

My objection/s to the proposed scheme are,

1) The model applied to Cromwell Road/Stuart Crescent is not particularly appropriate to The Valley.

By reason that there is no off road parking available to residents in lower area of the The Valley and Octavia Hill. There is considerable off road/on property parking available in Cromwell Road/Stuart Crescent.

- 2) The proposed scheme has a cost to local car using residents through no fault of their own.
- 3) Holding a parking permit does not guarantee a parking place.
- 4) The scheme does not apply at weekends, when people attending events at The Sportsman's Club occupy spaces required by residents.
- 5) Late afternoon, overnight through too the following morning parking will not be controlled by the permit system.
- 6) I believe this too be most important, that during the consultation process only the permit scheme has been put forward.

No other options have been proposed, this hardly reflects on a fair and acceptable consultation process.

- 7) The Winchester City Council have gone directly to scheme that has a cost too residents factor.
- 8) Other schemes, such as, resident parking/visitor signs, similar to those at Valley Court / Lent Hill Court could be displayed.
Parking bays dedicated to numbered properties that have vehicles.
- 9) In conclusion, it is my belief that this process has not been conducted in a way that has taken into consideration the possibility that the area requirements are not necessarily in line with the model proposed.
That a more detailed study and fact finding procedure be conducted without delay.

Yours sincerely

Neville Crisp

From: Neville Crisp
Sent: 07 September 2016 14:26
To:
Cc:
Subject: RE: The Valley - Parking Propoasal - Deadline for objections12 August 2016

Dear ,

Please accept my sincere apologies for the delay in formally replying to your email.

When introducing on-street restrictions it is necessary to be consistent to ensure motorists are not confused and so that any restrictions can be readily enforced. The existing restrictions in the Cromwell Road area have proven to be very successful and it is sensible to extend them into The Valley.

All residents in this section of The Valley were consulted regarding possible restrictions in March 2015 and the 2 hour limited waiting received the most support. It is this option that was therefore taken forward formally, with the full support of the local Councillors. All residents in this section of The Valley were written to in July 2016 when the formal proposals were advertised, so I do not see how you feel this matter has not been conducted and consulted on in a fair and acceptable manner.

It is acknowledged that introducing the restrictions will not guarantee residents spaces to park on street, but it is the only way the Council can control parking and is the best option available to prevent all day parking by non-residents and therefore maximise the available parking for the residents. There is inevitably a charge for providing this service, however I must point out that the permit fees are set purely to cover the cost of administering and enforcing the scheme on a cost neutral basis.

If the restrictions are introduced people attending The Sportsman Club would be no more likely to park in The Valley than in Cromwell Road as the restrictions will be identical. Having restrictions in place will provide a degree of protection to residents during the week, so they are more likely to already be parked up before the weekend or evenings. In any event it will be no worse than the current situation.

I can confirm that although the Council has not provided dedicated provision for university students and staff at the Park & Ride sites we have worked closely with the university regarding the Park & Ride operation in relation to the 'South Winchester' site. This has involved the availability of discounted parking for university staff and students to use the service, which is promoted by the university directly. There is currently sufficient capacity within the car park to accommodate this without the need to dedicate spaces to specific groups of users.

Unfortunately the university is not able to physically stop its students from parking on street as private motorists and the only way the Council can control such parking is through the introduction of waiting restrictions.

The parking areas in Valley Court and Lent Hill Court are private and hence signed as they are for residents and visitors only. A similar approach for The Valley is not possible as it is not legal to reserve the highway for individuals.

I would also like to take this opportunity to point out that the restrictions, if introduced, will also stop the inconsiderate parking on footways and at locations where it obstructs larger vehicles including the buses and potentially emergency services vehicles. Something we have had complaints about in the past.

I can confirm that your objection (the only one received) will be included in full in the report when this matter is taken forward for decision by the relevant Port Folio Holder in due course.

I trust the above is of use and will endeavour to keep you informed with progress.

Yours

Neville Crisp IEng FIHE
Traffic Engineer
Engineering & Transport
Built Environment
Winchester City Council
Tel: 01962 848484

Think Green - don't print off this e-mail unless absolutely necessary!