PHD715
Ward(s): Wonston & Micheldever

DRAFT PORTFOLIO HOLDER DECISION NOTICE

PROPOSED INDIVIDUAL DECISION BY THE PORTFOLIO HOLDER FOR TRANSPORT AND PROFESSIONAL SERVICES

TOPIC – TRAFFIC REGULATION ORDER – VARIOUS ROADS, MICHELDEVER

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.

If you wish to make representation on this proposed Decision please contact the relevant Portfolio Holder and the following Democratic Services Officer by 5.00pm on Tuesday 4 October 2016.

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 from the police about inconsiderate parking causing obstructions on Church Road in the vicinity of Micheldever Primary School advisory white lines were installed to deter parking on the bend and junctions. Due to these markings were not being sufficiently respected it was requested that they be replaced with enforceable yellow lines.

- Further to a site meeting with representatives of the parish council it was agreed to pursue the introduction of double yellow lines and include a section at the entrance to the school to accommodate the school mini-bus which often has difficulty parking.

- The proposed changes were advertised on 13 July 2016. 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.

- Two responses were received objecting to the proposal on the grounds that they would reduce the available on street parking for residents and not resolve the issue of school staff parking which is the main cause of the problems. The objections have been replied to and further extensive correspondence has taken place which is being followed up by the school and HCC to resolve parking issues outside the remit of WCC and the TRO as being proposed.

- 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 unlikely to be any 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 representations received and the officer response is attached (Appendix 3).

PROPOSED 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 PROPOSED 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 PROPOSED DECISION

- 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

- 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

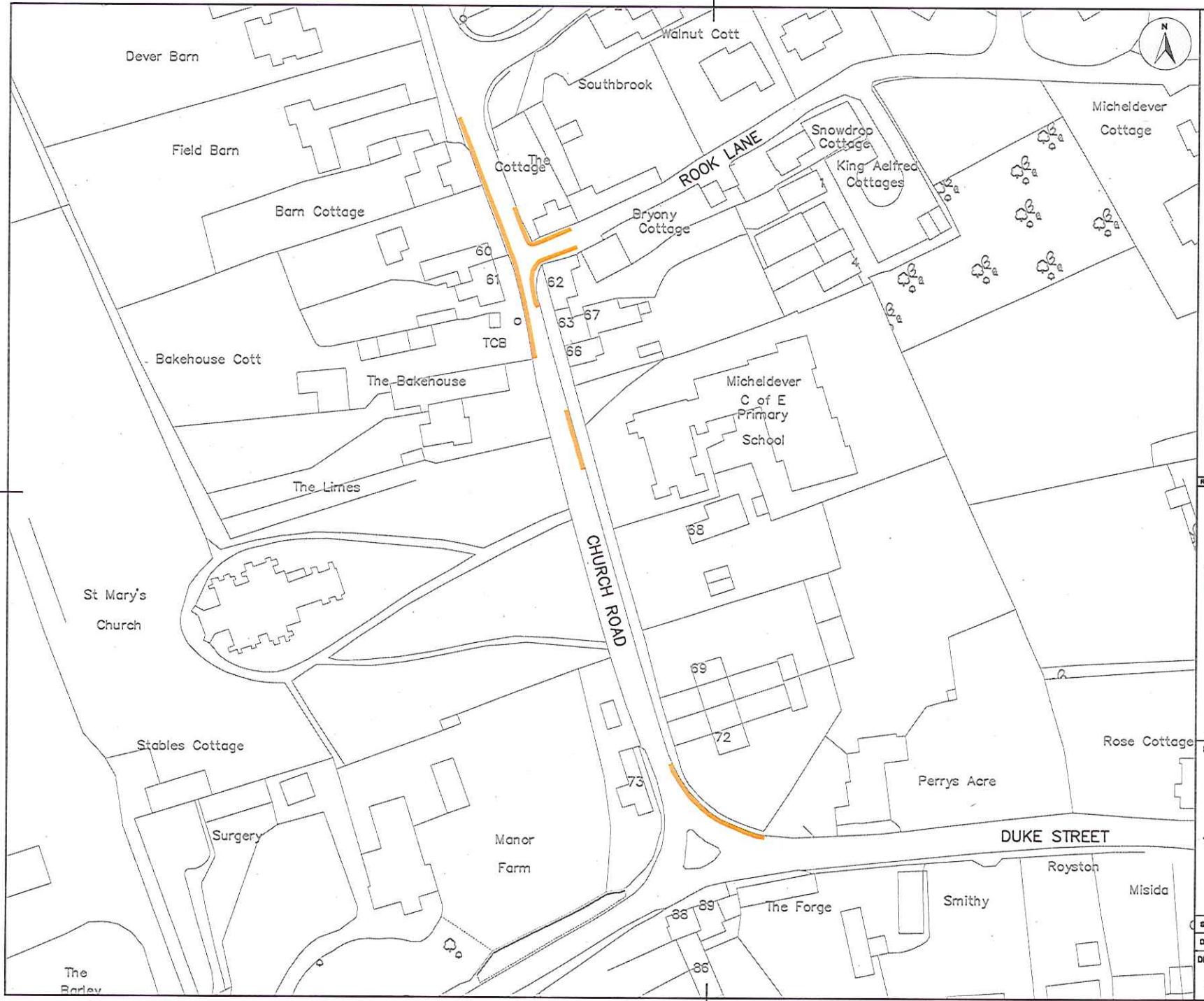
N/A

Approved by: (signature) **Date of Decision**

Councillor Byrnes – Portfolio Holder for Transport and Professional Services

Appendices:

Appendix 1 – Plan
Appendix 2 – Proposed Schedule & Statement of Reasons
Appendix 3 – Representations received



PHD 715 Appendix 1

PHD715 Appendix 2

STATEMENT OF REASONS

The proposal is to address issues of visibility and obstruction predominantly caused by vehicles on 'the school run' by replacing the existing advisory white lines and "no parking" markings with enforceable yellow lines.

EXISTING ORDER TO BE AMENDED

WINCHESTER CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE HAMPSHIRE (VARIOUS ROADS, WONSTON AND MICHELDEVER) (PARKING PLACES AND RESTRICTION OF WAITING) ORDER 2010

EXISTING ITEMS

None

NEW ITEMS

SCHEDULE II
Roads in the Parish of Wonston and Micheldever

NO WAITING AT ANY TIME			
NAME OF ROAD	SIDE	DESCRIPTION	ZONE
CHURCH ROAD	EAST	BETWEEN A POINT 10.0 METRES NORTH OF ITS JUNCTION WITH ROOK LANE AND A POINT 10.0 METRES SOUTH OF THAT JUNCTION.	*
CHURCH ROAD	EAST	BETWEEN A POINT 32.5 METRES SOUTH OF ITS JUNCTION WITH ROOK LANE AND A POINT 48.0 METRES SOUTH OF THAT JUNCTION.	*
CHURCH ROAD	EAST	BETWEEN A POINT 120.0 METRES SOUTH OF ITS JUNCTION WITH ROOK LANE AND A POINT 149.0 METRES SOUTH OF THAT JUNCTION.	*
CHURCH ROAD	WEST	BETWEEN A POINT 36.3 METRES NORTH OF ITS JUNCTION WITH ROOK LANE AND A POINT 20.5 METRES SOUTH OF THAT JUNCTION.	*
ROOK LANE	BOTH	BETWEEN ITS JUNCTION WITH CHURCH ROAD AND A POINT 10.5 METRES EAST OF THAT JUNCTION.	*

PHD 715 Appendix 3

From:
Sent: 07 August 2016 16:30
To: '; Traffic Order Objections
Subject: RE: Traffic Regulation Order for yellow lines by Micheldever School

Dear ,

We entirely agree with everything you say in your email. Parking for the residents of Church Street has become a real headache and something needs to be done about it. We agree with both of your excellent suggestions to resolve the problem. Thank you for taking the time to campaign on our behalf.

Best wishes

Micheldever
Winchester
Hampshire, SO21 3DB

From:
Sent: 05 August 2016 13:42
To: tro@winchester.gov.uk
Subject: Traffic Regulation Order for yellow lines by Micheldever School

Hello
I'd like to discuss the proposed double-yellow lines on Church Street, please. For many years now (since the school grounds were closed for staff parking) the residents of Church Street have suffered an absolute nightmare for parking by our houses, as the road is treated as the school car park. Removing three more spaces (outside 62, and two by the school gates) by the application of yellow lines will make the situation completely untenable.

We live in old houses, and the street parking is all we have. People parking by our houses is the equivalent of me parking across the entrance to someone's drive - perfectly legal, but simply not done - however this being a road (ie without drive entrances) it isn't seen this way. I frequently have heavy materials and tools which need to be loaded/unloaded, and my neighbour has three young children with all the prams etc that go with that, but if any of us goes out we haven't got a hope of parking anywhere close to our own houses if we return within school hours. It really is absolutely ridiculous.

I would also point out that the proposed yellow lines by the school gates are presumably some sort of safety measure, but surely only need to be there when the school is being used. During holidays (as I write it's absolute bliss!) and weekends the lines are pointless, and will just restrict parking for us - and people using the church - completely unnecessarily.

I did have a discussion with the school last year, and they agreed not to park north of the school gates (ie outside 62 and 63-67). In fairness this informal agreement worked for a while, but then it fell away and the situation is bad again.

So what can be done? One elegant solution is to make Church Street (either the whole thing, or even just the bit north of the school) residents' parking only, and mark it so. This would fix the parking for us in 61, 62, and 63-67. Of course this means that the school staff will have to find somewhere else; but there are at least two solutions for this, too:

1) Reopen the school grounds for staff parking. Presumably they were closed for some sort of safety reason, but this was ill-considered - it's surely more dangerous to have the road absolutely chock-a-block with cars as the children are leaving (for this is when the "pick-up piccadilly circus" happens, of course), rather than have the staff drive away from the grounds into a nice empty road long after the children have left? I really can't see an argument against this
2) If this isn't an option, then use the field at the end of Rook Lane (by the sewage works) for staff parking. This is a short walk from the school - even shorter when the new footpath is created from the school to Rook Lane (by the Aelfred's Close houses) - and would solve the problem completely. This area of the field is used for school functions, so surely could be made permanent school parking.

I appreciate you taking the time to consider this. I am concerned that just applying the yellow lines without considering the residents will turn what's a very difficult situation into a confrontational one, and we all want to avoid that. Please do consider the 'residents parking' suggestion - thank you!

Church Street, Micheldever

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. Church Street, Micheldever

Neville Crisp

From: Neville Crisp
Sent: 13 September 2016 12:25
To:
Subject: Micheldever TRO proposal

Dear
Thank you for taking the time to send in your comments regarding the proposed waiting restrictions for Micheldever.
Please accept my apologies for the delay in replying.

Your comments have been noted and will be reported when this matter is taken forward for formal approval in due course.

The extent of the proposed double yellow lines has been kept to the absolute minimum to ensure clear access to Rook Lane and on the bend in Church Street, basically mirroring where the existing advisory white markings are at present.
The lines at the entrance to the school are there to protect the entrance to the school if emergency access is required, but they will also enable the school bus to use this area to drop-off and collect pupils as this is allowed on a double yellow line.

There are two alternatives at this location;-

1. The use of School Keep Clear zig-zag markings, but this applies to all vehicles and the school bus would therefore need to stop elsewhere.
2. The use of single yellow lines, however these are not as readily observed by motorists and it is more likely that the area would be parked on and the school bus would again find it hard to park.

It is acknowledged that restrictions are not required outside of school term times, but equally outside of these times there is not the same pressure on parking locally, so the proposed restrictions will not realistically reduce the available on-street parking.

Introducing residents permit parking is not a realistic option. There would have to be significant support locally for such restrictions before they would be investigated. They would require more lines and signs. If bays were installed they are very unlikely to be respected by non-residents as they would rarely, if ever, be enforced.

Although it is possible to install single yellow lines with timed restrictions to reflect the school operating times, this would require the erection of adjacent signing with the full details of the times and dates when the restrictions are in force. This would add an unacceptable level of street clutter that would be totally out of place. This reduced visual impact and the better 'self-enforcing' aspect is why double yellows lines were chosen over the more flexible single yellow line option.

Unfortunately although I appreciate your suggestions of where school staff should park this is outside my jurisdiction, however I will make the local Councillors fully aware of your suggestions as they may be in a better position to pursue this.

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

Neville Crisp IEng FIHE
Traffic Engineer
Engineering & Transport
Built Environment