



PORTFOLIO HOLDER DECISION NOTICE

INDIVIDUAL DECISION BY THE PORTFOLIO HOLDER FOR BUILT ENVIRONMENT

TOPIC – TRAFFIC REGULATION ORDER – CROSS STREET AND STAPLE GARDENS, 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 Chief Operating Officer, the Chief Executive and the Chief Finance Officer 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 from residents of Staple Gardens regarding traffic congestion at its junction with High Street and conflict between vehicles and pedestrians and damage to footways due to the width of the road not being suitable to take two-way traffic. To resolve the problems the Council proposed to introduce one-way traffic in Staple Gardens between Cross Street and High Street as well as one-way traffic in Cross Street.
- The proposed changes were advertised on 18th December 2013. 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. Letters were also sent to every property in or accessed from Cross Street and Staple Gardens. 18 responses were received.

- Respondents were in support of the one-way traffic in Staple Gardens although two stated that they would object if cyclists were not exempt from the restrictions. The majority of respondents did not see the need for one-way traffic in Cross Street. These comments have been taken on board and a revised proposal produced banning vehicles (except cycles) from turning right into Staple Gardens from High Street. This will resolve the issues [and objections] with the minimum of signage compared to a formal one-way system.
- 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 cost implications for the City Council.
- 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 proposal notice is attached (Appendix 3).
- Copy of the advertised order is attached (Appendix 4).
- Summary of responses is attached (Appendix 5).
- Copy of plan showing the revised proposal is attached (Appendix 6).
- Copy of revised proposed schedule is attached (Appendix 7).

DECISION

- It is recommended to introduce restrictions as detailed in the revised schedule attached (Appendix 7).
- 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.

- There are no resource or cost implications for the Council as the restrictions are enforced by the Police.

CONSULTATION UNDERTAKEN ON THE 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.
- Letters were sent to all properties in or with access from Cross Street and Staple Gardens.

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

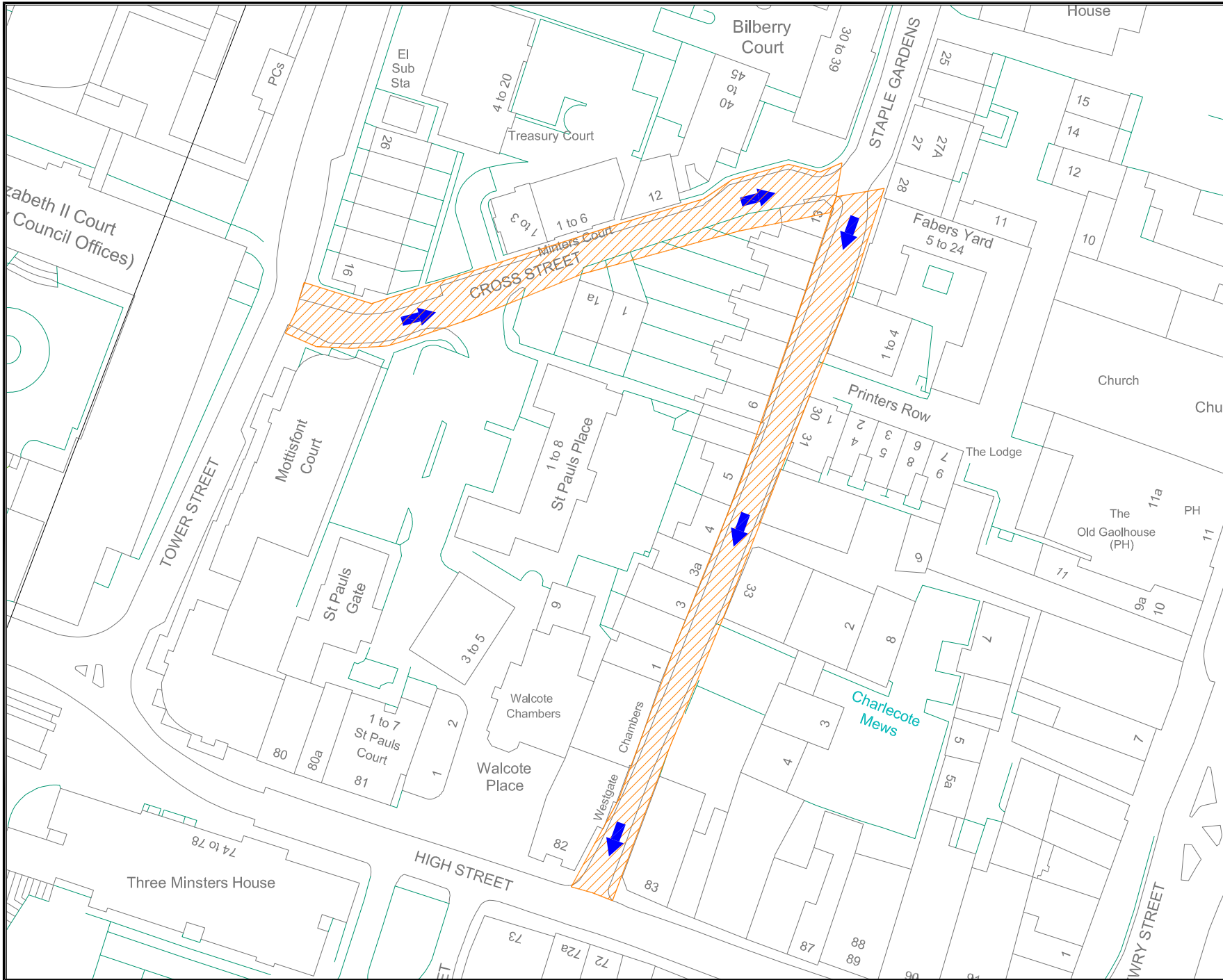
N/A

Approved by: (signature)

Date of Decision

13 March 2014

Councillor Weston – Portfolio Holder for Built Environment



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Ordnance Survey 100019531



Extent and direction
of proposed
one-way traffic.

Rev.	Description	Date	Drawn



Winchester
City Council

OPERATIONS GROUP
ACCESS & INFRASTRUCTURE

City Offices
Colebrook Street
Winchester,
SO23 9LL



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Project: **TRAFFIC ORDERS
PERMANENT**

Title: **PROPOSED
ONE-WAY TRAFFIC**

**STAPLE GARDENS AND CROSS STREET
WINCHESTER**

Scale: NTS Date: 21/08/13

Drawn: NVC Checked:

DRG. No. 810402/176/002 Status:

PROPOSED VARIATION TO

HAMPSHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE CITY OF WINCHESTER (CENTRAL AREA) TRAFFIC REGULATION
(CONSOLIDATION) ORDER 1984

STATEMENT OF REASONS FOR REVISION

On traffic management and road safety grounds to prevent congestion and obstruction.

NEW ITEMS

SECOND SCHEDULE

ONEWAY TRAFFIC FLOWS (ARTICLES 3 AND 4)

First Column

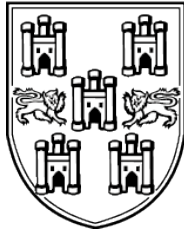
Second Column

Staple Gardens (that length of road which extends
from Cross Street to its junction with High Street)

Southerly

Cross Street
(for its entire length between Tower Street and Staple Gardens)

North-Easterly



Winchester

City Council

TRAFFIC REGULATION ORDER

Notice of Proposals of making of Various Road Traffic Regulation Orders Affecting the District of Winchester City Council

Winchester City Council as agents for Hampshire County Council proposes making the undermentioned road traffic regulation orders:-

1. The Hampshire (Various Roads, New Alresford) (Restriction of Waiting) Order 1998 (Variation No. 3) Order 2014

The effect of this order will be to extend the no waiting area in Sun Lane Alresford. Details are as follows:-

Road Name	Parish	Traffic Restrictions Proposed
Sun Lane	Alresford	No Waiting at any time

2. The Hampshire (Central Area) Traffic Regulation Order (Consolidation) Order 1984 (Variation No. 17) Order 2014

The effect of this order will be to introduce one way traffic provisions in Staple Gardens and Cross Street Winchester. Details are as follows:-

Name of Road	Direction of travel
Staple Gardens (that length of road which extends from Cross Street to its junction with High Street)	Southerly
Cross Street (for its entire length between Tower Street and Staple Gardens)	North Easterly

FURTHER DETAILS:

A copy of this notice, the proposed orders, maps showing the location and the effect of the proposals, a statement of reasons may be inspected during usual office hours at the following place:-

- City Offices, Colebrook Street, Winchester, SO23 9LJ

A copy of this notice and plan(s) showing extent of the proposal(s) are available to view online at:

www.winchester.gov.uk/roads-highways/traffic-regulation-orders

OBJECTIONS AND REPRESENTATIONS: All objections and other representations in respect of this proposal must state the grounds on which they are made, and be received by 30th January 2014.

Objections and representations may be sent to the undersigned by:

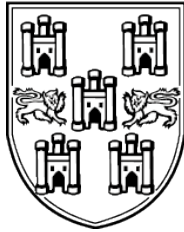
- Email to tro@winchester.gov.uk

H. N. Bone,
Head of Legal Services
Winchester City Council
City Offices
Colebrook Street
Winchester
Hampshire
SO23 9LJ
of TRO'S



Scan to view details

currently proposed by



Winchester

City Council

TRAFFIC REGULATION ORDER

- In writing to the undersigned below

Dated the 18th day of December 2013

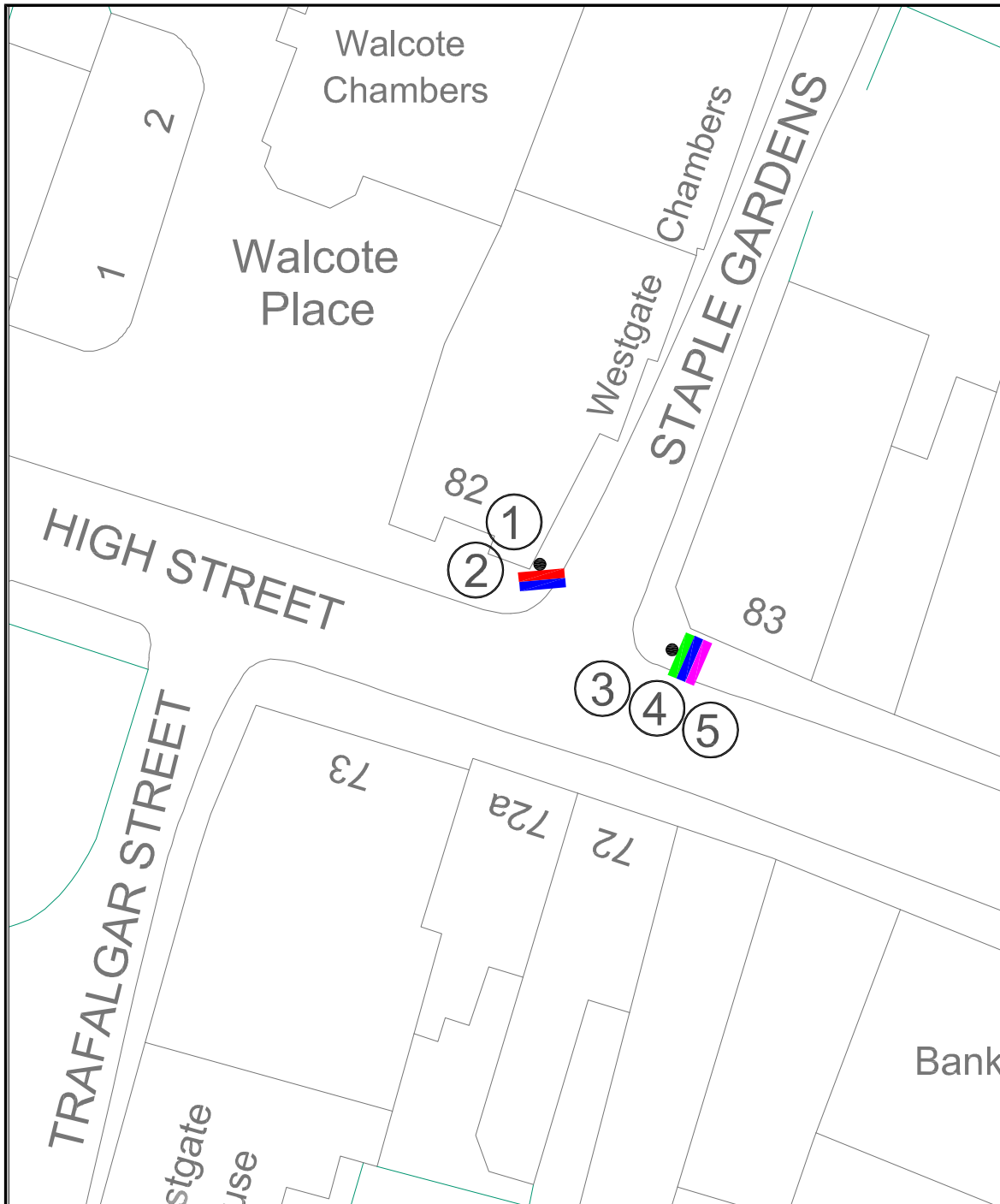
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




Scan to view details

PROPOSED TRAFFIC REGULATION ORDER - CROSS STREET AND STAPLE GARDENS, WINCHESTER

<p>I think this an excellent proposal and I greatly appreciate the council's attention on addressing this - the options seem very sensible. Additional comment regarding junction of Cross Street/Staple Gardens.</p>
<p>I am in total support of the proposed changes and the reasons for these.</p>
<p>I am so pleased that something is being done re. traffic congestion in Cross Street and Staple Gardens. Additional comment about lorries and sketboarders.</p>
<p>The CTC objects to the TRO for Staple Gardens and Cross Street unless cyclists are specifically exempt from its provisions. Comments regarding suitability of route for cyclists. Please treat this letter as an objection to the Order. However, if you can give me an assurance that cyclists will be exempt from this order, I shall be happy to withdraw the objection.</p>
<p>I fully support the proposal to implement a one way traffic flow on Cross Street between Tower Street and Staple Gardens, and also from the junction with Staple Gardens southbound to High Street. Additional comment regarding priorities at junction of Cross Street/Staple gardens.</p>
<p>Staple Gardens would benefit from this scheme because this road is not wide enough to accommodate two-way traffic as it approaches the High Street. At present when two vehicles wish to pass, one vehicle has to mount the pavement near the junction with the High street. This is both dangerous so far as pedestrians are concerned and also illegal. Additional comments regarding associated highway/parking issues.</p>
<p>As a resident and daily user of these roads I would take a different view to the issue in that I have never encountered any serious congestion and given the speed that cars use these roads (very slow due to the width) I do not think there is appreciable danger. I do appreciate and agree that Staple Gardens is very narrow and it may make sense to prohibit entry from the High Street to reduce two way traffic considerably. On the other hand if the one way proposal went ahead as indicated from my perspective that would mean regularly entering High Street which is difficult due to the nature of the junction (poor visibility, lots of pedestrians) and is itself often very congested. In short, from my perspective the proposal would solve a situation which I have not seen (congestion) and replace it with almost certain congestion. One last thing, if this proposal were to go ahead would it make any sense to relook at opening the other end of Staple Gardens where the road exits to Jewry St.</p>
<p>I normally visit the City by going and returning on my bicycle but the above order would interfere with my normal route from the southern part of the City. Almost all journeys from the City centre involve significant climbing. I find that this climbing is eased if I can break up the ascents into small portions and I also like to avoid the motor traffic as much as possible. I could continue to use this route if there was an exemption for pedal cycles on the proposed streets.</p>
<p>I am 100% supportive of the proposal as outlined. Additional comments regarding access for large vehicles, priorities at Cross Street/Staple Gardens junction and closure of Tower Street at theatre.</p>
<p>I think this an excellent proposal and fully support the proposed changes to create a one way section of road on Cross Street and Staple Gardens. If it is deemed to be essential that cyclists can travel in both directions I would suggest that a dedicated cycle lane is provided.</p>
<p>Further to your recent letter regarding proposed 'one way traffic' for Cross Street and Staple gardens, we as residents would openly encourage the change. Stopping access from the High Street into Staple Gardens would help, but a complete one way system 'from the top of Cross street, down into Staple Gardens' flowing clockwise, would be more favourable.</p>
<p>I am of course in favour of making Cross Street one way NE & Staple Gardens one way S. I find it difficult to understand how the "congestion & dangerous traffic" has been allowed to continue for over 10 years. I look forward to early implementation of the main proposal.</p>
<p>Personally I would favour making Staple Gardens one way, but leaving Cross street as a two way road.</p>
<p>I had seen the notices but didn't respond because I support the proposal to make the southern part of Staple Gardens one way. I had not realised that Cross St also would be one way. I don't see the need for this but if it were to be implemented then I suggest both roads should be subject to a 20 mph speed limit. This is because I fear for pedestrians heading north along Staple Gardens when they have to cross Cross St. Personally I use the west side pavement when it's wet because of the puddles which lie on the east side; cars already speed through these and give pavement users a soaking! I support the idea of an exemption for cyclists. Re Cross St, it is useful at the moment to be able to exit Staple Gardens that way on occasion, for example when the rubbish collections are being made in Staple Gardens or when other large vehicles block the road. Cross St is wider than Staple Gardens and has more generous passing space. To summarise, I support the proposal for Staple Gardens but not for Cross St.</p>
<p>I live in Belgarum Place and am all for this proposal. Either would be better than the existing system. I think that the lesser one of not turning right off Upper High St, while an improvement, would not solve the constant awkwardness of rights of way and general congestion as a result where Cross St and Staple Gdns meet. I think a proper one way system would be a great improvement.</p>
<p>I think it is a good idea having one way traffic. What about bikes, will their turn into Staple Gardens the other way cause problems.</p>
<p>We are often concerned by the number of cars who speed down this narrow road. Vehicles unfamiliar with the street often seem to assume that it is a one-way. After considering the options, our team believe the most sensible solution would be to stop access for motor vehicles turning right from the High Street. This should alleviate the problem without traffic needing to take a massive detour around the wider one way system, it would only be a minor inconvenience for traffic trying to turn right onto Staple gardens.</p>
<p>As a resident I wish to put it on record that I am very much in favour of the proposed one way traffic outlined in your letter. My comments are based on my experience of living here for seven years. 1. Staple Gardens would benefit from the proposed scheme because it is not wide enough to accommodate two-way traffic as it approaches the High Street. At present when two vehicles wish to pass, one vehicle has to mount the pavement near the junction with the High Street. This is both dangerous for pedestrians and also illegal. 2. I am not in favour of granting further residents permit parking spaces on the street -- it is simply not wide enough. 3. I am in favour and would support the proposal to make Cross Street one way; however if it is decided to keep it two way, then it should be made clear which vehicles have priority at the junction with Staple Gardens.</p>



- ①  New no entry sign to Dia.616 on new illuminated post. 
- ②  New 'except cycles' sign to Dia. 954.4 on existing post. 
- ③  New no right turn sign to Dia. 612 on existing post. 
- ④  New 'except cycles' sign to Dia. 954.4 on existing post. 
- ⑤  Take down for re-use existing one-way arrow. 

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Rev.	Description	Date	Drawn



Winchester
City Council

OPERATIONS GROUP
ACCESS & INFRASTRUCTURE

City Offices
Colebrook Street
Winchester,
SO23 9LL



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Project: **TRAFFIC ORDERS
PERMANENT**

Title: **PROPOSED NO ENTRY
SIGNAGE**

**STAPLE GARDENS AND HIGH STREET
WINCHESTER**

Scale: NTS Date: 29/01/14

Drawn: NVC Checked:

DRG. No. 810402/176/004 Status:

PHD562 Appendix 6

PROPOSED VARIATION TO

HAMPSHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE CITY OF WINCHESTER (CENTRAL AREA) TRAFFIC REGULATION
(CONSOLIDATION) ORDER 1984

STATEMENT OF REASONS FOR REVISION

On traffic management and road safety grounds to prevent congestion and obstruction.

NEW ITEMS

ELEVENTH SCHEDULE

TURNING RESTRICTIONS (ARTICLE 22)

First Column

Second Column

Third Column

High Street

Westerly

Right into Staple Gardens
(except cycles)