



PORTFOLIO HOLDER DECISION NOTICE

INDIVIDUAL DECISION BY THE PORTFOLIO HOLDER FOR ENVIRONMENT, HEALTH AND WELLBEING

TOPIC – TRAFFIC REGULATION ORDER: MARKET LANE, MARKET STREET, THE SQUARE AND GREAT MINSTER STREET.

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: Sara Davies –Transport Planner & Engineer Tel: 01962 848241. Email: sdavies@winchester.gov.uk

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

SUMMARY

- This traffic regulation order takes into account four different roads. Firstly, the proposals for Market Lane include extending the parking bay outside the Wessex Hotel and making the bay into four exact parking spaces. Two loading bays have also been proposed either side of the existing disabled bay. A short length of loading ban has been proposed on the junction with Colebrook Street.
- The existing single yellow lines (allowing parking in the evenings and Sundays) in The Square are proposed to be changed to double yellow lines. Recent evidence from CCTV cameras has shown that ambulances and fire engines struggle to turn into Market Street when vehicles are parked on that junction. The Square is also too narrow a road for vehicles to park anywhere except the existing parking bays.

- The single yellow lines in Market Street are also proposed to be changed to double yellow lines and to prevent parking in evenings and on Sundays. The parked vehicles become a hazard for pedestrians trying to walk to the shopping area.
- A 10 metre section of single yellow lines in Great Minster Street was also proposed to become no waiting at any time, with a loading ban. This part of Great Minster Street is a pinch point and any vehicle parked in this position either blocks the road or forces other vehicles to mount the kerb to pass.
- No representations were made regarding the parking restrictions in Market Lane, Market Street, Great Minster Street and The Square at the formal consultation stage. A few email responses were received from businesses in the informal consultation stage where by Winchester BID sent proposals out to businesses via email.
- The proposal is in keeping with the Corporate Priorities in its attempt to improve traffic management, road safety and the environment.
- The cost of the proposal will be funded through the Traffic Management Agency Agreement with Hampshire County Council. There are no additional enforcement costs.
- Copies of the plans showing the location of the proposals are attached (Appendix 1 and 2).
- A copy of proposed schedule and a statement of reasons are attached (Appendix 3).

DECISION

That the parking and waiting restrictions be introduced in those roads stated above as modified and 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.

CONSULTATION UNDERTAKEN ON THE DECISION

- The scheme was submitted to the local Ward Members, Portfolio Holder, County Councillor and Police for their approval to proceed formally.
- Proposal notices were placed in the Mid Hants Observer and posted on street accordingly.
- Winchester BID sent out an email to businesses in the area at the informal consultation stage and then again when it was formally advertised. An email was also sent to WAAFA (Winchester Area Access For All). The residents directly affected by the amended restrictions in Great Minster Street were informed of the proposals by letter at the formal consultation stage.

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

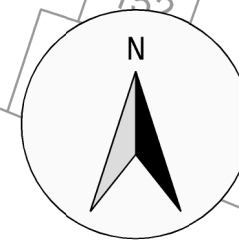
DISPENSATION GRANTED BY THE STANDARDS COMMITTEE

N/A

Approved by: (signature)

Date of Decision

Councillor Frank Pearson – Portfolio Holder for Environment, Health and Wellbeing



- PROPOSED/REPLACEMENT RESTRICTIONS
- EXISTING RESTRICTIONS



Rev.	Description	Date	Drawn



OPERATIONS GROUP
BUILT ENVIRONMENT
City Offices
Colebrook Street
Winchester,
SO23 9LJ.



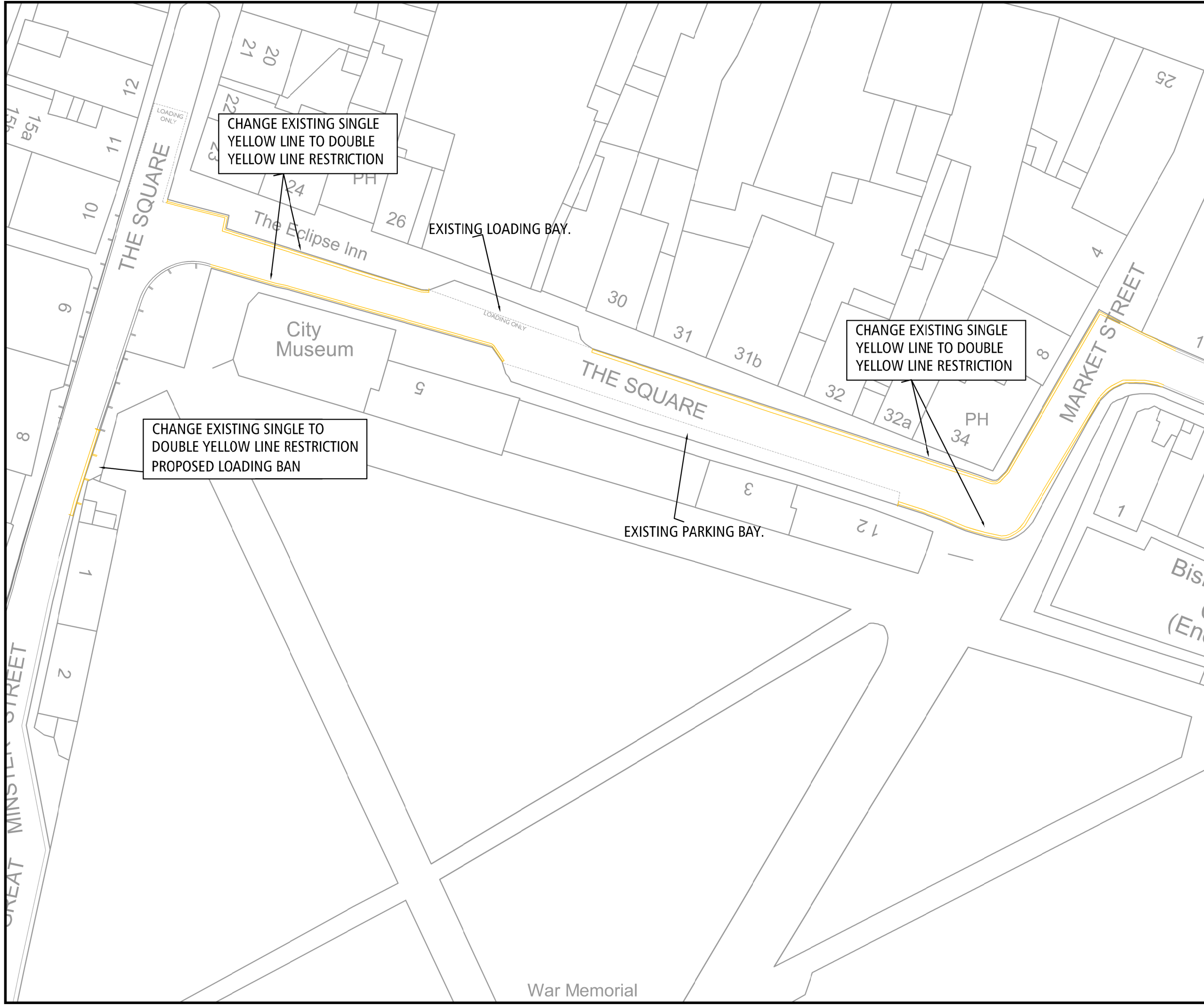
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Project:
TRAFFIC MANAGEMENT
TRAFFIC ORDERS RESERVE SCHEMES


Title:
MARKET LANE/ COLEBROOK STREET
PROPOSED LOADING BAY &
PARKING BAY EXTENSION

Scale: NTS	Date: 18/03/15
Drawn: SD	Checked:
DRG. No. 810402/173/004	Status:

— PROPOSED/REPLACEMENT RESTRICTIONS
— EXISTING RESTRICTIONS



Rev.	Description	Date	Drawn



Winchester
City Council

OPERATIONS GROUP
BUILT ENVIRONMENT

City Offices
Colebrook Street
Winchester,
SO23 9LJ.



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Project:
TRAFFIC MANAGEMENT
TRAFFIC ORDERS

Title:
THE SQUARE
PROPOSED DOUBLE YELLOW LINES

Scale: Not to scale	Date: 18/03/15
Drawn: SD	Checked:
DRG. No. 810402/173/005	Status:

PROPOSED VARIATION TO ORDER-

WINCHESTER CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984 THE HAMPSHIRE (VARIOUS ROADS, WINCHESTER) (PARKING PLACES AND RESTRICTION OF WAITING) (CONTROLLED ZONE) (CONSOLIDATION) ORDER 2010 VARIATION 25

STATEMENT OF REASONS:-

Market Lane - The short section of parking bays outside the Wessex Hotel is proposed to be enlarged slightly and then separated into four exact bays. This bay is sometimes not maximised due to drivers leaving manoeuvrability spaces. Many of the High Street's shops are serviced daily by HGVs and delivery lorries which park on Market Lane. Currently, no loading bays exist; only double yellow lines which are regularly used by other vehicles to park. It is proposed that two loading bays are installed either side of the current disabled bay. A loading ban will also be proposed on the junction with Colebrook Street as any vehicle parked on this junction causes an obstruction to this narrow road. This is merely formalising the Highway Code, reiterating 'that vehicles should not park with 10m of a junction'.

The Square – It is proposed to replace the existing single yellow line in The Square with a double yellow line (no waiting at any time). In the evening and on Sundays, vehicles which park on the single yellow line cause obstructions and block the carriageway and the footway.

Great Minster Street – The loading ban proposed on a small section of Great Minster Street near to The Square, by a pinch point, will prevent the road being obstructed.

EXISTING ITEMS TO BE REMOVED:-

<u>NO WAITING AT ANY TIME</u> (items to be removed from Schedule 2 of the Principal Order)			
NAME OF ROAD	SIDE	DESCRIPTION	ZONE
MARKET LANE	NORTH	BETWEEN ITS JUNCTION WITH COLEBROOK STREET AND A POINT 57.2 METRES WEST OF THAT JUNCTION.	S
MARKET LANE	NORTH	BETWEEN ITS JUNCTION WITH MARKET STREET AND A POINT 92.5 METRES WEST OF ITS JUNCTION WITH COLEBROOK STREET.	S
MARKET LANE	SOUTH	BETWEEN ITS JUNCTION WITH COLEBROOK STREET AND A POINT 2.2 METRES WEST OF THAT JUNCTION.	S
MARKET STREET	EAST	BETWEEN A POINT 32.0 METRES SOUTH OF ITS JUNCTION WITH HIGH STREET AND A POINT 6.8 METRES SOUTH OF ITS JUNCTION WITH MARKET LANE.	S
<u>NO WAITING 8AM TO 6PM, MONDAY TO SATURDAY</u> (items to be removed from Schedule V of the Principal Order)			
MARKET STREET	EAST	BETWEEN ITS JUNCTION WITH THE SQUARE AND A POINT 6.8 METRES SOUTH OF ITS JUNCTION WITH MARKET LANE.	S
MARKET STREET	WEST	BETWEEN ITS JUNCTION WITH THE SQUARE AND A POINT 32.0 METRES SOUTH OF ITS JUNCTION WITH HIGH STREET.	S
THE SQUARE	NORTH	BETWEEN A POINT 14.6 METRES NORTH AND EAST OF ITS JUNCTION WITH GREAT MINSTER STREET AND A POINT 74.4 METRES WEST OF ITS JUNCTION WITH MARKET STREET.	S
THE SQUARE	NORTH	BETWEEN A ITS JUNCTION WITH MARKET STREET AND A POINT 52.8 METRES NORTH-WEST OF THAT JUNCTION.	S
THE SQUARE	SOUTH	BETWEEN A POINT 7.7 METRES EAST OF ITS JUNCTION WITH GREAT MINSTER STREET AND A POINT 36.5 METRES SOUTH AND EAST OF THAT JUNCTION.	S
THE SQUARE	SOUTH	BETWEEN ITS JUNCTION WITH MARKET STREET AND A POINT 15.5 METRES WEST OF THAT JUNCTION.	S
GREAT MINSTER STREET	EAST	BETWEEN A POINT 27.0 METRES NORTH AND EAST OF ITS JUNCTION WITH SYMONDS STREET AND A POINT 96.9 METRES NORTH AND EAST OF THAT JUNCTION.	S
<u>NO WAITING AT ANY TIME & NO LOADING AT ANY TIME</u> (items to be removed from Schedule 3 of the Principal Order)			
GREAT MINSTER STREET	EAST	BETWEEN A POINT 96.9 METRES NORTH AND EAST OF ITS JUNCTION WITH SYMONDS STREET AND ITS JUNCTION WITH THE SQUARE.	S

**PAY AND DISPLAY 1 HOUR LIMITED WAITING WITH
NO PERMIT HOLDERS EXEMPTION MONDAY TO SATURDAY 8AM TO 6PM**
(items to be removed from Schedule 1 Part XXVI of the Principal Order)

MARKET LANE	SOUTH	BETWEEN A POINT 2.2 METRES WEST OF ITS JUNCTION WITH COLEBROOK STREET AND A POINT 23.1 METRES WEST OF THAT JUNCTION.	S
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NEW ITEMS TO BE INSERTED:-

NO WAITING AT ANY TIME
(items to be inserted into Schedule 2 of the Principal Order)

NAME OF ROAD	SIDE	DESCRIPTION	ZONE
MARKET LANE	NORTH	BETWEEN A POINT 11.0 METRES WEST OF ITS JUNCTION WITH COLEBROOK STREET AND A POINT 32.0 METRES WEST OF THAT JUNCTION.	S
MARKET LANE	NORTH	BETWEEN A POINT 101.6 METRES WEST OF ITS JUNCTION WITH COLEBROOK STREET AND ITS JUNCTION WITH MARKET STREET.	S
MARKET LANE	SOUTH	BETWEEN ITS JUNCTION COLEBROOK STREET AND A POINT 1.4 METRES WEST OF THAT JUNCTION.	
MARKET STREET	BOTH	BETWEEN ITS JUNCTION WITH THE SQUARE AND ITS JUNCTION WITH MARKET LANE.	S
THE SQUARE	NORTH	BETWEEN A POINT 14.6 METRES NORTH AND EAST OF ITS JUNCTION WITH GREAT MINSTER STREET AND A POINT 74.4 METRES WEST OF ITS JUNCTION WITH MARKET STREET.	S
THE SQUARE	NORTH	BETWEEN A ITS JUNCTION WITH MARKET STREET AND A POINT 52.8 METRES NORTH-WEST OF THAT JUNCTION.	S
THE SQUARE	SOUTH	BETWEEN A POINT 7.7 METRES EAST OF ITS JUNCTION WITH GREAT MINSTER STREET AND A POINT 36.5 METRES SOUTH AND EAST OF THAT JUNCTION.	S
THE SQUARE	SOUTH	BETWEEN ITS JUNCTION WITH MARKET STREET AND A POINT 15.5 METRES WEST OF THAT JUNCTION.	S

NO WAITING AT ANY TIME & NO LOADING AT ANY TIME
(items to be inserted into Schedule 3 of the Principal Order)

GREAT MINSTER STREET	EAST	BETWEEN A POINT 86.3 METRES NORTH AND EAST OF ITS JUNCTION WITH SYMONDS STREET AND ITS JUNCTION WITH THE SQUARE.	S
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MARKET LANE	NORTH	BETWEEN ITS JUNCTION WITH COLEBROOK STREET AND A POINT 11.0 METRES WEST OF THAT JUNCTION.	S
<u>PAY AND DISPLAY 1 HOUR LIMITED WAITING WITH NO PERMIT HOLDERS EXEMPTION MONDAY TO SATURDAY 8AM TO 6PM</u> (Items to be inserted into Schedule 1 Part XXVI of the Principal Order)			
MARKET LANE	SOUTH	BETWEEN IT'S A POINT 1.4 METRES WEST OF ITS JUNCTION WITH COLEBROOK STREET AND A POINT 23.4 METRES WEST OF THAT JUNCTION.	S
<u>GOODS VEHICLES ONLY</u> (Items to be inserted into Schedule 1 Part XIV of the Principal Order)			
MARKET LANE	NORTH	BETWEEN A POINT 32.0 METRES WEST OF ITS JUNCTION WITH COLEBROOK STREET AND A POINT 57.2 METRES WEST OF THAT JUNCTION.	S
MARKET LANE	NORTH	BETWEEN A POINT 92.5METRES WEST OF ITS JUNCTION WITH COLEBROOK STREET AND A POINT 101.6 METRES WEST OF THAT JUNCTION.	S
<u>NO WAITING 8AM TO 6PM, MONDAY TO SATURDAY</u> (items to be inserted to Schedule V of the Principal Order)			
GREAT MINSTER STREET	EAST	BETWEEN A POINT 27.0 METRES NORTH EAST OF ITS JUNCTION WITH SYMONDS STREET AND A POINT 86.3 METRES NORTH EAST OF THAT JUNCTION.	S