

CABINET (TRAFFIC AND PARKING) COMMITTEE

1 December 2010

Attendance:

Councillors:

Bell (Chairman) (P)

Evans (P)

Hiscock (P)

Others in attendance who addressed the meeting:

Councillors Cook, Higgins, McLean, Tait and Thompson

1. **MINUTES**

RESOLVED:

That the minutes of the previous meeting, held on 8 March 2010, be approved and adopted.

2. **PUBLIC PARTICIPATION**

Comments from various members of the public who addressed the Committee are summarised under the relevant agenda items below.

3. **CAR PARK CHARGES – RESULTS OF ADVERTISEMENT OF ORDER**
(Report [CAB2090\(TP\)](#) refers)

The Head of Access and Infrastructure explained that the proposals were approved by Cabinet on 13 October 2010 and then formally advertised for consultation. The Council had received 38 responses within the statutory notice period and these were summarised in the Report. An additional four representations were received after the publication of the Report and these all related to proposed parking increases in Bishops Waltham.

The Chairman advised that, as a result of comments made, the Report proposed that the implementation date for car parking charges be delayed until 31 January 2011 (first Sunday, 6 February 2011). With regard to some comments that Sunday parking charges should not be introduced until midday, to allow church goers to continue to park for free, the Chairman stated that it had been considered that there were sufficient car parks that would remain free on Sundays within a short walking distance of the various town centre churches (for example Tower Street, Chesil Street or Durngate car parks).

The Chairman advised that a number of objections to the proposed increase in rural parking charges had been received, some after the official deadline which had meant it had not been possible to deal with them in the Report. However, to take account of comments received, it was proposed to change the charges for parking in rural areas as set out below (changes to charges in the Report shown in bold):

Up to an hour:	£0.40 (Report proposed £0.50)
Up to 2 hours:	£0.80
Up to 3 hours:	£1.00
Up to 4 hours:	£1.50 (Report proposed £1.20)
All day:	£2.00 (Report proposed £1.50)

The Head of Legal Services confirmed that there was a requirement for the proposals to be re-advertised, but it was hoped that this could be achieved to enable their implementation during February 2011. The Committee noted that the appropriate Town and Parish Councils and Chambers of Commerce would be contacted directly regarding these revised proposals. Members also requested that the notices showing the schedule of proposed parking charges be made as clear as possible.

In addition, the Chairman advised that should planning permission be granted for a large supermarket in Bishops Waltham, this would be taken into account in the next annual review of parking charges.

During the public participation period, six people spoke and their comments are summarised below.

Mr G Davies and Mrs P Meirs (Colebrook Street residents) together with Mr J Sirl (Parchment Street resident) all raised concerns about the impact of the proposed Sunday car parking charges on residents' parking in their roads. They highlighted that current activities on Sundays, such as the Farmers' Market, meant these roads were already very congested with people parking in residents' bays and on single yellow lines and they believed the proposed charges would exacerbate this. They requested that the residents' parking restrictions be extended to include Sundays to help alleviate the problem.

Mr C Gillham (Winchester Friends of the Earth) highlighted the high level of resources directed both locally and nationally to car travel and parking and believed that car parking charges should be increased to address this balance. He stated that traders and businesses should be asked to subsidise the cost of parking.

Mrs K Macintosh (Winchester Action on Climate Change - WinACC) reported back on the recent Blueprint meeting, which had highlighted the aim that central Winchester become traffic free and people be expected to walk in as far as possible, with drop-off arrangements for the infirm or disabled etc. The Council could then consider building on car parks within the town centre. The public transport system should continue to improve, with a higher level of services on Sundays.

Mr P Gagg (WinACC Transport Group) welcomed the proposals as a step towards discouraging car travel into the centre of Winchester. He highlighted that by 2050, Winchester must have achieved an 80% reduction in its carbon footprint, as required under the Climate Change Act 2008.

At the invitation of the Chairman, Councillors McLean, Higgins, Tait and Cook addressed the Committee and their comments are summarised below.

Councillor McLean spoke as a Ward Member for Bishops Waltham and highlighted that Bishops Waltham was used as a hub by those living in nearby villages to drive in and do their shopping. He stated that many of the car parks were often full and people had to park on nearby roads. He requested that no change to parking charges be made at this time.

Councillor Higgins spoke in opposition to the proposed Sunday parking charges and, in particular, highlighted the possible impact on people attending religious events. He suggested that the charging either start at midday or a reduced charge be offered between 10am and midday on Sundays.

Councillor Tait supported the comments made by residents of Colebrook Street and Parchment Street set out above, regarding the impact of Sunday parking charges on parking in their roads. He requested that this matter be addressed as soon as possible. He also expressed concern that the Committee did not offer the most appropriate forum for such matters to be discussed and suggested that the Winchester Town Forum might consider the matter.

Councillor Cook spoke as a Ward Member for The Alresfords and emphasised that New Alresford was also used by people living in nearby villages as a place to do their regular shopping. He welcomed the compromise offered by the amended proposals set out above.

The Head of Access and Infrastructure acknowledged the comments made by residents regarding their parking difficulties on Sundays. He highlighted that the current concessions that allow inner area resident parking permit holders to park free on Saturdays, would be extended to Sundays in all car parks where this is currently allowed. In relation to Colebrook Street and Parchment Street, the nearest such car parks would be Friarsgate Multi-storey, Chesil surface and St Peter's car parks. It was also possible this concession could be extended to Chesil Multi-storey.

Any extension to residents' parking restrictions on Sundays would probably have to be considered across the whole Inner Zone and there were potential costs of increased enforcement (Report CAB2083 (TP) next on the agenda refers).

With regard to comments made regarding overspill parking in Bishops Waltham causing difficulties on some roads, the Head of Access and Infrastructure requested that Councillor McLean contact him with specific details.

The Chairman thanked the members of public and Councillors for their comments.

One Member of the Committee requested that the Council publicise the continuing availability of some free car parking in Winchester on Sundays and the Head of Access and Infrastructure agreed to pursue this further.

The Committee agreed to the following for the reasons set out above and outlined in the Report.

RESOLVED:

1. That the changes to on and off-street parking charges be agreed as set out below, for implementation from Monday 31 January 2011:

a) that there be no increase in the level of weekday and Saturday parking charges for the off-street car parks and park and ride in Winchester Town, with the exception of Recommendation 4 below.

b) that charges for parking on a Sunday in the Winchester Town 'core' short stay car parks (The Brooks, Middle Brook Street, Colebrook Street, Friarsgate, Jewry Street, Cossack Lane, Upper Brook Street and St Peters) be introduced on a 'flat-rate' basis of £2 per visit between 10am and 4pm. A £2 flat rate fee also be introduced in metered on-street parking bays on Sundays for bays in the vicinity of those central car parks, as set out in Paragraph 2.4 of the Report and the Schedule in the Appendix.

c) that the 'free half-hour' on-street parking in Winchester town centre be removed, and that the minimum charge period be set at half hour and that payment for such minimum charge period be set at 50p.

d) that the cost of all-day parking in the River Park Leisure Centre be increased from £8 to £10 Monday to Friday (with no change to the existing charges for Saturdays).

e) that parking charges for short stay visits to towns and villages in the rural area of the District be increased as set out below and the Head of Legal Services be authorised to give public notice of the necessary orders required to give effect to those changes and (if no responses were received within the statutory consultation period) to make such orders for implementation from 31 January 2011:

Up to an hour:	£0.40
Up to 2 hours:	£0.80
Up to 3 hours:	£1.00
Up to 4 hours:	£1.50
All day:	£2.00

2. That, should planning permission be granted for a large supermarket at Bishops Waltham, a further review of parking charges in that village be undertaken as part of the annual review process for car parking charges.

3. That, as an urgent matter, consideration be given to the extension of parking restrictions in the 'Inner Zones' to allow enforcement of resident permit holder parking bays on Sundays.

4. **REVIEW OF THE RESIDENTS' PARKING SCHEME**

(Report [CAB2083\(TP\)](#) refers)

The Head of Access and Infrastructure emphasised that the aim of the proposals was to improve the service offered to Winchester residents. If agreed, the proposals would be consulted upon further with local people and interested groups. Depending upon the nature of the proposals being considered this would include sending a letter to all current permit holders.

With regard to concerns raised in the previous agenda item, regarding the possible impact of Sunday parking charges on residents' permit holder parking bays in the 'Inner Zones', the Committee agreed that this should be reviewed as soon as possible and the results be reported back to a future meeting.

Five members of the public spoke regarding this item and their comments are summarised below. Mr J McKee, Mr J Sirl and Mr W Sclater spoke as residents of Parchment Street. Mr G Davies and Mrs P Meir spoke as residents of Colebrook Street.

The Parchment Street residents highlighted the lack of residents' parking bays in their area and the disparity between spaces available in the Inner and Outer Zones. They believed this meant the current system was unfair. The idea of a nominated second zone was welcomed, but some concern was expressed that the replacement of visitors' permits with 'Scratchcards' could make the current situation worse. They requested that the two proposals currently contained within Phase 2 of the Reports' recommendations be addressed as soon as possible and a report be made to a future Committee.

Mr G Davies raised particular concerns regarding possible abuse of amenity permits in Colebrook Street which exacerbated the shortage of residents' parking. Mrs Meir stated that, as a non-car owner, she would be penalised by the proposals as set out if she had more than 22 visitors a year. This was because she was currently entitled to a Visitors' Permit at a cost of £22 per year, but under the new proposals she would be required to purchase 'Scratchcards' which enabled visitor parking at £1 per visit.

At the invitation of the Chairman, Councillors Higgins, Tait and Thompson addressed the Committee and their comments are summarised below.

Councillor Higgins spoke as a Ward Member for St John & All Saints and welcomed the proposal for expanding parking zones on a parking 'light' scheme in outer areas (Recommendation 3 of the Report). He suggested that it might be appropriate to introduce such schemes from Monday to Fridays only. He also asked whether the current policies regarding restricting the number of parking permits issued to new developments (which had sub-divided previous dwellings into flats etc) would be re-examined.

Councillor Tait reiterated his support of the points raised by residents outlined above and his suggestion that the proposals be submitted to the Winchester Town Forum for further consideration.

Councillor Thompson spoke as a Ward Member for St Lukes and welcomed the proposals to consult Stanmore residents regarding the introduction of a parking 'light' scheme and also the proposal to alter the 'two-thirds' requirement (as set out in Recommendation 2 of the Report). She also highlighted that Stanmore had been recognised as an area of deprivation in the Community Strategy and, as such, whether there was any scope for reducing the cost of residents' permits.

The Head of Access and Infrastructure clarified the current situation regarding the issue of amenity permits and the Committee noted that it was proposed to undertake a review of this matter (Recommendation 8 of the Report). He requested that Mr Davies advise him of specific concerns outside of the meeting and he would investigate further.

The Chairman noted the comments made by residents of Parchment Street, but highlighted that the layout of central Winchester inevitably meant that parking would be restricted and there would be less spaces available than in the Outer Zones.

The Chairman acknowledged the concerns outlined by Mrs Meir about the impact on non-car owners and advised that this matter would be examined further with a view to addressing this issue.

The Chairman also stated that she would undertake further investigations into the concerns raised by Councillor Higgins, concerning limited parking permits for new developments, and those by Councillor Thompson regarding the cost of permits. She also welcomed the suggestion for the matter of residents' parking to be discussed by the Winchester Town Forum.

One Member requested that Recommendation 2 of the Report be amended to approve delegated authority to the Head of Access and Infrastructure, in consultation with the Portfolio Holder. This was agreed.

The Committee thanked officers for their work in producing the Report's proposals and emphasised that alternative suggestions and ideas for improvement would be welcomed during the consultation period.

The Committee agreed to the following for the reasons outlined above and set out in the Report.

RESOLVED:

That the following proposals be implemented or considered in the designated phases:

Phase 1

1. That alterations be made to the Hampshire (Various Roads Winchester) (Parking Places and Restriction of Waiting) (Controlled Zone) Order 2002 to enable the following changes to be made:

- a) The use of 'Visitor' permits be phased out and replaced by the use of 'scratchcards' for all visitors;
- b) The number of 'Residents' permits permitted per dwelling be increased to compensate for the reduction in 'visitor' permits, thus allowing two permits in the Inner Zone and four permits in the Outer Zone;
- c) All 'Residents' permits to be vehicle-specific, to a vehicle used by a person residing within the relevant parking zone;
- d) 'Residents' permits to be allowed to show two different vehicle registration numbers used by persons residing at the same address;
- e) The maximum number of 'Scratchcards' issued annually to any one dwelling be increased from 20 to 100 and that a maximum of 50 scratch cards be issued to any one dwelling at a time.

2. That delegated authority be given to the Head of Access and Infrastructure in consultation with the Portfolio Holder for High Quality Environment, to progress schemes beyond the informal consultation stage for the introduction of new traffic regulation orders such as extensions to parking zones (subject to sufficient resources being available), except where one-third or more of the households affected object to the proposal at informal consultation stage, and that the Council's policy be amended accordingly.

3. That possible new and expanded parking zones based on a parking 'light' scheme as set out in paragraph 7.5 of the Report be considered according to the following priority – Weeke, Stanmore, Abbots Barton, Highcliffe and Winnall - and those new zones be developed in full consultation with affected residents, in order that new options for parking controls can be considered and evaluated.

4. That refunds issued relating to part used 'Residents' permits be only given to returned permits with at least six months' validity remaining and that a £10 administration fee be payable for any refund application.

5. That, as soon as reasonably possible, further investigations be undertaken regarding the opportunity for users of 'Residents' permits in 'Inner' Zones to designate a second, adjacent zone, to the one in which they live and the findings be reported back to a future Committee or Cabinet.

6. That, as soon as reasonably possible, consideration be given to the operation of parking restrictions in the 'Inner Zones' to allow enforcement on Sundays, once the effects of Sunday parking charges have been assessed and the results be reported back to a future Committee of Cabinet.

Phase 2

7. That the financial implications of the changes to the operation and enforcement of the Controlled Parking Zones be reviewed and reported back to Cabinet in due course.

8. That a review of the 'Amenity' permits be undertaken, the results of which be reported back to Cabinet in due course.

Enabling Recommendations

9. That, where required for the Phase 1 recommendations listed above, the Head of Legal Services be authorised to give public notice of the necessary orders under the Road Traffic Regulation Act 1984 (as amended) required to give effect to these changes and (if no responses be received within the statutory consultation period) to make such orders for implementation from 1 April 2011.

10. That, if relevant responses to the proposals are received within the statutory consultation period, a further report be taken to a Cabinet (Traffic and Parking) Committee in February 2011 to consider such responses to the Variation Notice and to agree the charges for implementation in April 2011.

5. PROPOSED TRAFFIC REGULATION ORDER – HYDE CHURCH LANE, WINCHESTER

(Report [CAB2086\(TP\)](#) refers)

The Head of Access and Infrastructure explained that the proposals had first been suggested in response to concerns raised about damage to buildings, caused by large vehicles attempting to turn out from Hyde Church Lane onto Hyde Street. In September 2008, a Traffic Regulation Order (TRO) proposing the full closure of the Lane from its entrance onto Worthy Road was

advertised. As a result of this, a number of concerns were raised that this could result in cars being forced to reverse out onto Hyde Street. In addition, concerns were also highlighted about the possible conflicts caused by shared pedestrian, cyclist and vehicle use of the road.

Consequently, the Head of Access and Infrastructure advised that the Report was proposing an experimental TRO for "No Entry" at the Worthy Road entrance to the Lane. It was confirmed that the possibility of the complete closure of the Lane could be re-examined in the future, if thought sensible, once the results of the alternative proposal were examined. In addition, a cyclist bypass would be provided at the "No Entry" to enable cyclists to continue to be able to access from Worthy Road.

The Head of Access and Infrastructure drew the Committee's attention to a petition from local residents against the Report's proposals and also a survey undertaken by residents of traffic/pedestrian movement along the Lane.

Mrs Robertson spoke under the public participation period and stated that she was speaking for residents of Hyde Church Lane and neighbouring roads. She had undertaken a survey of use of the Lane between 7am and 7pm on one day, which had recorded 237 vehicles movements and 739 pedestrians (of whom 151 were children and 71 were elderly). The petition referred to above contained 277 signatures. Mrs Robertson reported that the residents of Hyde Church Lane had extreme difficulty at times leaving their houses, particularly with push chairs etc, due to the attitude of drivers using the Lane (which had no pavements). She requested that the Lane be closed and that the closure point be located closer to Hyde Street to allow vehicles which had to drive along the Lane to be able to turn round.

The Head of Access and Infrastructure advised that officers did not consider that the Lane was wide enough to enable a turning point to be introduced at any point along it.

One Member raised concerns that the Report's proposals could result in an increase of traffic, as drivers might feel more confident using the Lane if they were unlikely to meet traffic travelling in the opposite direction. He also highlighted the potential dangers to pedestrians.

Following further debate, the majority of Members agreed to the proposals as outlined in the Report and as amended below, regarding continuing cycle access. Members believed that action was required and the experimental order would hopefully address the current problems and would also enable the situation to be monitored. The Committee also agreed that the possibility be investigated of introducing additional 'pedestrian in the road' warning signs. The Committee agreed to the following for the reasons outlined above and set out in the Report.

RESOLVED:

1. That an experimental 'No Entry' Traffic Regulation Order be introduced on Hyde Church Lane at the junction of Worthy Lane including a cyclist bypass for a period of twelve months and the results monitored, after which time consideration will be given as to whether the 'No Entry' should be made permanent.

2. That the Head of Legal Services be authorised to make the necessary Order.

3. That further investigation be undertaken into the possibility of introducing appropriate 'pedestrian in the road' warning signs in Hyde Church Lane.

The meeting commenced at 10.00am and concluded at 1.15pm

Chairman