

CABINET (TRAFFIC AND PARKING) COMMITTEE

10 June 2011

TRAFFIC REGULATION ORDER – PROHIBITION OF DRIVING (EXCEPT FOR ACCESS) - GREAT MINSTER STREET, MARKET STREET AND THE SQUARE, WINCHESTER

REPORT OF HEAD OF ACCESS AND INFRASTRUCTURE

Contact Officer: Neville Crisp

Tel No: 01962 848484 Email: ncrisp@winchester.gov.uk

RECENT REFERENCES:

[CAB2164\(TP\)](#) - Traffic Regulation Order – Prohibition Of Motor Vehicles (Except for Access) - Great Minster Street and The Square, Winchester, 27 April 2011.

EXECUTIVE SUMMARY:

This report considers the results of the formal advertisement of a proposed Traffic Regulation Order on Great Minster Street, Market Street and The Square, Winchester for the prohibition of driving (except for access).

RECOMMENDATIONS:

- 1 That the proposed Order for the Prohibition of Motor Vehicles (except for access) in Great Minster Street, Market Street and The Square, Winchester be approved as advertised.
- 2 That the Head of Legal Services be authorised to prepare the necessary Traffic Regulation Order.

Continued ...

TO CABINET

- 3 That the City Council's contribution of £150,000 towards the cost of the refurbishment scheme for The Square and Great Minster Street be approved for the purpose of Financial Procedure Rule 6.4 and paid to the County Council on completion of the scheme.

CABINET (TRAFFIC AND PARKING) COMMITTEE

10 June 2011

TRAFFIC REGULATION ORDER – PROHIBITION OF DRIVING (EXCEPT FOR ACCESS) - GREAT MINSTER STREET, MARKET STREET AND THE SQUARE, WINCHESTER

REPORT OF HEAD OF ACCESS AND INFRASTRUCTURE

DETAIL:

1 Introduction

- 1.1 At its meeting on 27 April 2011, the Cabinet (Traffic and Parking) Committee agreed that the formal advertisement of a Traffic Regulation Order on Great Minster Street, Market Street and The Square, Winchester for a Prohibition of Motor Vehicles (except for access) be undertaken. This followed detailed consultation, the results of which were presented to that Committee meeting. This report considers the results of the formal advertisement of the Traffic Regulation Order.
- 1.2 The extent of the proposed restrictions were agreed at the above meeting and are detailed in Appendix A and Appendix B.
- 1.3 These were formally advertised for public comment with notices being posted on street and advertised in the press on 4 May 2011 (Appendix C).

2 Results of Consultation

- 2.1 The end of the objection period for this proposal was 2 June 2011, the date for dispatch of the report. This report sets out details of objections received up to 12.00 noon on 2 June, and an oral update will be given on any objections received after that time on 2 June.
- 2.2 At the time of dispatch, four representations had been received. Copies of these are included in Appendix D.
- 2.3 Winchester Cathedral commented that they required access from Great Minster Street to Market Street for activities such as ceremonial occasions, Services, funerals, etc., and would not therefore agree to restrictions preventing or restricting essential access to the Outer Close. The Head of Access and Infrastructure has confirmed that the Order would be “except for access” and therefore the wishes of the Cathedral would be met.
- 2.4 Three further representations, two from local residents (St. Swithun Street and Romsey Road) and one from the St Swithun Street and Symonds Street Residents’ Association, have been received. One resident is concerned at

the impact on residents and occupiers of the Swithun Streets and deliveries to the High Street, and increases in congestion due to all traffic having to turn onto Southgate Street (rather than just within the fixed closure period originally proposed). It suggests that an alternative "access only" restriction should be consulted upon, extended to include St. Swithun Street, thereby permitting such residents to use the route whilst preventing through traffic.

- 2.5 The Romsey Road Resident objects on the basis that this would be the loss of a through route for local traffic which currently is relatively light, increasing traffic in other parts of the Town, and harming the amenity of the area due to additional signage. The objection also questions how representative the consultation exercise previously carried out (responses being received from 0.7% of the Town area population).
- 2.6 The Residents' Association welcomes the proposals in reducing traffic flow and enhancing the street scene. It restates the suggestion from the local resident that the prohibition of access commences at the junction of St. Swithun Street and Southgate Street (which it says should be repeated for St. Thomas Street and St. Clement Streets). It also advocates a width restriction commencing at the same location. The representation also refers to the street market in the High Street, which is said to have an impact on residents in that delivery lorries use alternative routes to avoid the High Street when the market is operating.
- 2.7 Appendix E sets out a brief summary of these representations, and officer comments in response to these.

3 Implementation of Refurbishment Works

- 3.1 The refurbishment scheme for The Square and Great Minster Street has been tendered and it is hoped to appoint a contractor shortly. Following the appointment of the contractor, discussions will commence with businesses and residents affected by the works in relation to access and deliveries. Early discussions will also take place with the Hat Fair organisers. The Prohibition of Driving, if approved, would be brought into force when the refurbishment scheme is completed, which is anticipated to be during November 2011.
- 3.2 Consultation and progression of a Traffic Regulation Order to introduce a 20 miles per hour speed limit in Great Minster Street, The Square, Market Street and associated streets is also being taken forward to formal consultation. The results of this will be reported back to Cabinet as necessary in due course.

OTHER CONSIDERATIONS:

4 SUSTAINABLE COMMUNITY STRATEGY AND CHANGE PLANS (RELEVANCE TO):

- 4.1 The proposal is in keeping with the Council's strategies in its attempt to provide a high quality environment and safe and strong communities and to support economy prosperity.

5 RESOURCE IMPLICATIONS:

- 5.1 The cost of advertising and implementing the traffic regulation order and associated physical works is covered by the Traffic Management agreement with Hampshire County Council and The Square refurbishment project.
- 5.2 The total cost of the scheme is circa £720,000. The City Council's contribution of £150,000 will allow the use of high quality materials in the refurbishment of The Square and Great Minster Street, to match those used in the High Street. The contribution is already included in the City Council's Capital Programme.

6 RISK MANAGEMENT ISSUES

Risks are fully considered as part of the assessment process of all Traffic Regulation Orders.

BACKGROUND DOCUMENTS:

Correspondence on Access and Infrastructure Division files Ref: 810402/129.

APPENDICES:

Appendix A: Proposal Statement of Reasons and Schedules

Appendix B: Detail of Proposed Restrictions

Appendix C: Proposal Notice

Appendix D: Copies of four objections received.

Appendix E: Summary of objections and officer comments in response.

PROPOSED VARIATION TO:-

Winchester City Council
The City of Winchester (Various Roads) (Prohibition and Restriction of Driving and
Waiting) Order 2008

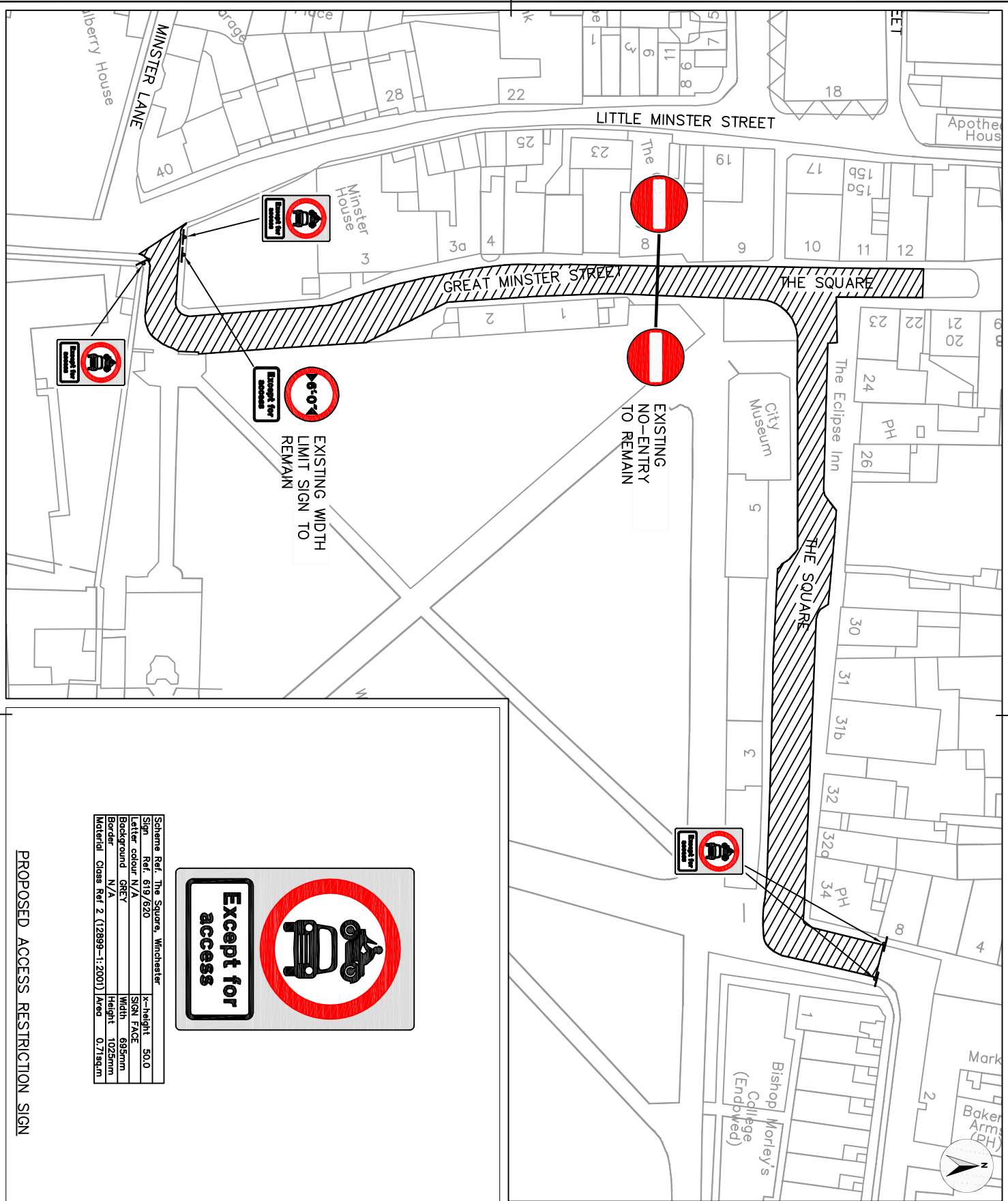
STATEMENT OF REASONS FOR REVISION:-

On traffic management and environmental grounds, to introduce restricted access for the benefit of pedestrians and road safety in general.

PROPOSED NEW SCHEDULE:-

New Schedule
(Prohibition of Driving except for access)

Road	Description
Great Minster Street	Between its junction with Little Minster Street to its junction with The Square.
The Square	Between its junction with Great Minster Street to its junction with Market Street.
Market Street	Between its junction with The Square and its junction with Market Lane.



KEY
 EXTENT OF NEW ACCESS RESTRICTION

NOTE
 1. ALL OTHER ACCESS AND WAITING RESTRICTIONS TO REMAIN AS EXISTING.



Winchester
 City Council

OPERATIONS GROUP
 ACCESS & INFRASTRUCTURE
 City Offices
 Colebrook Street
 Winchester,
 SO23 9LJ.

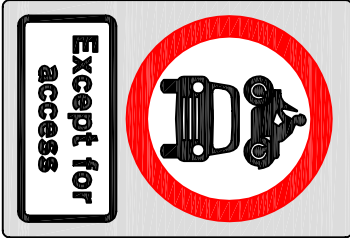


Project: TRAFFIC & TRANSPORT PROJECTS
 THE SQUARE, WINCHESTER

Title: PROPOSED ACCESS RESTRICTIONS

Scale: NOT TO SCALE	Date: 27/04/11
Drawn: MCH	Checked: MCH
DRG. No. 810402/129/003	Status: P

Scheme Ref.	The Square, Winchester
Sign Ref.	619/620
Letter colour	N/A
Background	GREY
Border	N/A
Material	Class Ref 2 (12899-1:2001)
Area	0.71sq.m
X-Height	50.0
Sign FACE	
Width	695mm
Height	1025mm



PROPOSED ACCESS RESTRICTION SIGN

**Notice of Proposals of making of a 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 order:-

-
1. THE CITY OF WINCHESTER (VARIOUS ROADS) (PROHIBITION AND RESTRICTION OF DRIVING AND WAITING) ORDER 2008 (VARIATION NO.1) 2011

The effect of this order will be to prohibit driving except for access in Great Minster Street, Market Street and The Square, Winchester. Details are as follows:-

(Prohibition of Driving except for access)

Road	Description
Great Minster Street	Between its junction with Little Minster Street to its junction with The Square.
The Square	Between its junction with Great Minster Street to its junction with Market Street.
Market Street	Between its junction with The Square and its junction with Market Lane.

FURTHER DETAILS: A copy of this notice, the proposed orders, and effect of the proposals, a statement of reasons and the order to be varied may be inspected during usual office hours at the following place:-

- (i) City Offices, Colebrook Street, Winchester.

OBJECTIONS: All objections and other representations in respect of this proposal must be sent in writing to the undersigned by the 2nd June 2011. All objections must state the grounds on which they are made.

Dated this 4th day May 2011

H. N. Bone, Head of Legal Services,
Winchester City Council, City Offices, Colebrook Street, Winchester, Hampshire.

SOLUTIONS

23 MAY 2011

To: Mr H.N. Bone, Head of Legal Services, Winchester, City Council, City Offices,
Colebrook Street, WINCHESTER, Hampshire, SO23 9LJ

THE CITY OF WINCHESTER (VARIOUS ROADS) (PROHIBITION AND RESTRICTION OF DRIVING AND WAITING) ORDER 2008 (VARIATION NO.1) 2011 to prohibit driving except for access in Great Minster Street, Market Street and the Square, Winchester.

Written objection and representation in respect of the above Order (hereinafter referred to as "TRO 2011") by [redacted] of St Swithun Street, Winchester, SO23 9JP, an elector residing within the Winchester City District.

The grounds for the written objection and representation that TRO2011 be not confirmed, or alternatively not until re-considered and amended, are as follows:

1. The Scheme of traffic management provided by TRO 2011 fails to address sufficiently or at all a fair and reasonable scheme of traffic management provision for residents and users, both commercial and domestic, in or attending premises in St Swithun Street, the Inner Cathedral Close (including Dome Alley), Symonds Street, Little Minster Street, Kings Head Yard, St Thomas Street and St Clement Street (South of Southgate Street) (hereinafter jointly called "the Swithun Streets"). Winchester City Council were at all material times aware that Traffic Management proposals relating to access to Great Minster Street would affect the residents and occupiers of the Swithun Streets.

2. Further and alternatively, TRO 2011 is proposed as a variation to a City of Winchester Traffic Regulation Order of 2008 (hereinafter referred to as "the Principal Order"). The Principal Order relates to the High Street, Market Street, Parchment Street and Little Minster Street. TRO 2011 in varying the Principal Order fails to make a fair and reasonable scheme of Traffic Management for deliveries in Winchester High Street.

3. At the time of the Square improvement scheme exhibition held at the Winchester Guildhall on the 13 December 2010, Hampshire County Council and Winchester City Council jointly stated in writing that "Apart from retaining the existing arrangements a form of part-time closure was the only option" (see: "Market Street, The Square and Great Minster Street joint publication by Hampshire County Council and Winchester City Council). The improvement scheme (hereinafter called "the December proposals"), included the proposal to close Great Minster Street to traffic between 10am and 4pm. Such a scheme created disadvantage for the Swithun Streets users by preventing them departing by vehicle through Great Minster Street during the hours of closure. It created the advantage that during those hours no other vehicle users would be able to drive through the Swithun streets in order to reach

Great Minster Street or the Square or beyond. The City Council well knew that the December proposals and any variation of them would primarily affect the Swithun Streets, Great Minster Street, the Square and Market Street.

4. Following consultation with residents and businesses in the Square, the December proposals were amended to provide for access only to Great Minster Street, the Square and Market Street. The proposals now appear in TRO 2011. These proposals abandon the concept of excluding traffic from the Square (and particularly delivery vehicles) at the middle times of day when pedestrian numbers can be expected to be at their highest. TRO2011 provides that at any time, vehicles, both private and commercial, can travel directly from St Cross Road and Southgate Street into and through St Swithun Street and Symonds Street as a route for access to the Square. Those permitted access to the Square would include "customers" and those wishing to access the public "pay and display" parking in the Square, which parking the December proposals stated would remain. Such a scheme would render any or any effective enforcement of breaches of TRO2011 improbable.

5. In addition to the above amendments which caused disadvantage to the Swithun Streets residents and users, TRO2011 created the additional disadvantage for those wishing to depart by vehicle from attendance at or in premises in the Swithun Streets. The only route of departure was to be through Southgate Street. Departure through Great Minster Street would be barred not for 6 hours each day as in the December proposals but throughout the 24 hours. Furthermore, it would be known that residents or visitors with permits available for use in parking zone "S" would no longer be able to drive from the Swithun Streets through Great Minster Street to park in the Colebrook Street part of zone "S".

6. At the time of making the proposals contained in TRO2011, it was known or ought to have been known to Winchester City Council that there was from time to time traffic congestion at the Southgate Street/St Swithun Street junction for vehicles departing from the Swithun Streets, particularly when vehicles were seeking to turn right into Southgate Street. The City Council knew or ought to have known that this traffic congestion would worsen if all traffic departing from the Swithun Streets was compelled to use this junction. The City Council knew or ought to have known that Traffic Management changes causing or permitting an increase in the number and size of delivery vehicles in the narrow, congested and historic Swithun Streets and in particular Little Minster Street and Kings Head Yard should be avoided "on traffic management and environmental grounds" (see Statement of Reasons in TRO2011). The City Council should have heeded the fact that there were proposals for housing development in the Cathedral Inner Close for non-ecclesiastical residential use by two car families, which development will increase the number of vehicles regularly departing from the Swithun Streets.

7. TRO2011 fails to take account of, or seek to resolve, these problems sufficiently or at all. The City Council knowing that the users and residents in

the Swithun Streets would be adversely affected by their amended proposals, both as to the use they could make of the Swithun Streets and the increase in delivery traffic, failed to consult thereon sufficiently, or at all with the residents occupiers and users in the Swithun Streets before the 4 May 2011.

8. In March 2011, Hampshire County Council and Winchester City Council invited the public in a two question survey to assist upon the decision to be made as to the standard of road surfacing in the Square. The alternative questions were not expressed in neutral terms. The City Council failed to consider sufficiently or at all whether in limiting access to the Square it would be fair and reasonable to seek to make distinction between the essentially local users departing from the Swithun Streets and the more general road users travelling from St Cross Road and St James Lane who wished to drive through Great Minster Street to avoid driving through the Southgate Street/High Street junction.

9. TRO2011 ought not to be confirmed until The City Council has considered or re-considered and consulted with the public upon whether there is a form of Traffic Management other than that in TRO2011, which could help to address the issues identified in Paragraph 6 above. In particular, they should consult with the Swithun Streets residents, occupiers and users on whether there is a form of traffic management that could better achieve a fair and reasonable solution without breaching the principle of a scheme of traffic management intended to prohibit through traffic from St Cross Road using Great Minster Street as a non-stop route to Colebrook Street or beyond.

10. Such a scheme of traffic management could be achieved by establishing the point of commencement of access only for all vehicles, not at the entry to Great Minster Street, but for all vehicles entering St Swithun Street from the west. Such a scheme would permit vehicle entry only to those intending to attend premises in the Swithun Streets, Great Minster Street, the Square and Market Street. Access to Great Minster Street would not only be limited to those lawfully permitted to enter St Swithun Street, but entry would be further limited by the Width Restriction in place since August 1974 at the entry to Great Minster Street for vehicles exceeding 6 foot in width, save only for deliveries in Great Minster Street.

11. Such a scheme of traffic management would enable Swithun Street vehicle users a choice (as now) of leaving those streets, either through Great Minster Street or the St Swithun Street/Southgate Street junction. It is to be expected that the majority of Swithun Street users would continue to depart through the junction. The St Swithun Street/ Southgate Street junction as the point of commencement for an access only restriction would have the additional merit of being the logical junction at which to divert vehicles not permitted to enter the Square. In the December proposals, the point of entry to St Swithun Street was chosen as the commencement of a 20mph speed limit zone. This further emphasises that on "traffic management and environmental grounds" it is a desirable place at which to restrict access.

12. The Swithun streets residents, occupiers and visitors, commercial and domestic, should be recognised in any traffic management scheme (for indeed it is what they are) as a local group of vehicle users different from the more general users travelling from St Cross Road who have been accustomed to using the route through the Square to avoid driving through the High Street/Southgate Street junction. Any additional traffic from the Swithun Streets using Great Minster Street as an exit route is unlikely to add significantly to the volume of traffic entering Great Minster Street and the Square created by TRO2011 which no longer provides the prohibition on all vehicles between 10am and 4pm set out in the December proposals.

13. Such an amended provision also has the merit of providing a wider scheme of Traffic Management than a step by step approach, which approach in the past has appeared to solve one problem only to create another.

14. Paragraph 2 above, refers to the objection to the confirmation of TRO2011 and representations in relation to TRO2011 by reason of the fact that it does not provide an adequate scheme of traffic management for deliveries in that part of Winchester High Street covered by the Principal Order.

15. TRO2011 provides a scheme of traffic management, which when combined with other activities promoted and permitted by Winchester City Council, can be expected to create an unfair and unreasonable increase in delivery vehicles of all widths driving through the Swithun Streets to unload from Little Minster Street and Kings Head Yard to premises in the High Street and/or the Square. This increase is likely to arise because of Market stall activities in the section of the High Street between Middle Brook Street and Market Street and the delivery vehicles supplying them from 6.0am (See: Market Rule 20 in Appendix 2 of CAB2100;) in all of which activities the promoters of TRO2011 have acquiesced. Winchester City Council has further since the 9 February 2011, caused or permitted the erection of road closed signs and closed the section of road pursuant to orders under the Town Police Clauses Act 1847. (See: CAB2100). The promoters of TRO 2011 have agreed or acquiesced in these closures and obstructions well knowing they prevent or discourage vehicles delivering to High Street shops from unloading in this section of the High Street, or using this section of the High Street as a route to The Square. This route to the Square set out in Schedule I of the Principal Order, provides the only lawful route to the Square for vehicles over 6 foot in width.

16. Additionally, TRO2011 provides a scheme of traffic management which will no longer make it lawful for delivery vehicles of any width to enter the Square from Great Minster Street in order to deliver therefrom to shops in the High Street. St George's Street does not provide a realistic alternative for deliveries to those shops in the High Street between Middle Brook Street and St Thomas Street which have been accustomed to receive deliveries from delivery vehicles parking in the Square or in the section of the High Street between Middle Brook Street and Market Street. Without adequate provision

for such deliveries in a scheme of traffic management other than the proposals in TRO2011 it can be expected that additional delivery vehicles would make use of Little Minster Street and Kings Head Yard. Winchester City Council well knows that it is the larger commercial vehicles that cause a disproportionate amount of the repeated damage to the carriageway in the Swithun streets and a disproportionate amount of the congestion therein. Additional delivery vehicles unloading in Little Minster Street and Kings Head Yard will add further to vehicle congestion at the Southgate Street/St Swithun Street junction.

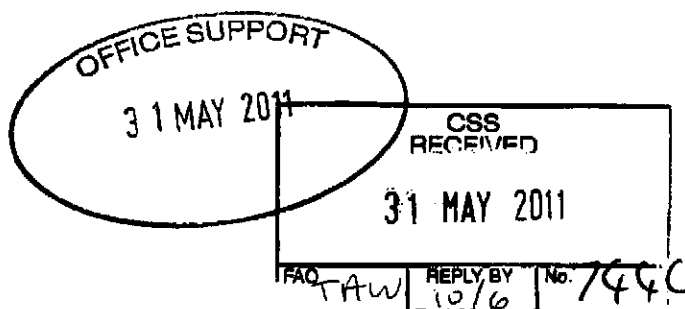
17. The 22 week period during which road closures will be necessary while work is undertaken in the Square carriageway provide an opportunity to consider an alternative Scheme of traffic management to that proposed in TRO2011 and in particular as it affects the Swithun streets and the likely effect of limiting departure from the Swithun Streets to the single exit at the St Swithun Street/Southgate Street junction. It is accepted that for a number of years a scheme of traffic management which is appropriate both for the Square and for the Swithun Streets with their narrow historic roads of high tourist amenity and which are unsuitable for the increasing volumes and size of vehicles has been an aim which has been difficult to achieve. This difficulty has again been demonstrated by the significant changes advanced since the December proposals. TRO2011 fails to achieve the best that can be achieved for the reasons indicated and should not be confirmed.

Signed.....

Date: 21 May 2011

Romsey Road
Winchester
Hampshire
SO22 5PQ

H N Bone
Head of Legal Services
Winchester City Council
City Offices
Colebrook Street
Winchester
Hampshire SO23 9LJ



26th May 2011

Objection to City of Winchester (Various Roads) (Prohibition & restriction of driving and waiting) order 2008 (Variation No1) 2011 introducing restrictions for Great Minster Street, The Square & Market Street.

Dear Mr Bone

I wish to lodge an objection to the above order for the following reasons: -

- (1) The order will prohibit the use of a through route to the Broadway area for local traffic approaching the City via St Cross. This traffic will be routed onto an already over congested one-way system, enforcing a lengthy detour. This will add to City centre pollution and is unnecessarily wasteful of fuel. This is an established and ancient route and part of the City's character.
- (2) While the aims of the scheme are laudable, the benefits provided will in the majority be for local businesses and tourists / visitors. Local residents will be inconvenienced all year round, for the benefit of visitors in mainly the summer tourist season and around Christmas time.
- (3) The traffic that uses this through route in my experience is relatively light and I have never witnessed any congestion, nor excessive speeds. The narrowness of the road, the tight bend near the Square (and the existing badly undulating surface) precludes anything but low speed. The only nuisance from traffic that I have witnessed is from larger delivery vehicles and it appears that these will still be permitted. I therefore see no need to exclude through traffic.
- (4) Of the two schemes proposed the one that appears to have been selected is that with a higher quality York stone roadway finish similar to the High Street. If this surface is to allow vehicles for access and also heavier delivery vehicles, I see no reason why a compromise scheme of the more aesthetic surface cannot be combined with through traffic.
- (5) Based upon past practice, the proposed 20mph speed limit, plus the restricted access will result in excessive road signage that will detract from the appearance of such an attractive area. The same experience also suggests that the excessive signage will be made irrelevant by a lack of enforcement, further adding to its redundancy.
- (6) Winchester is a mix of historical features attractive to visitors and a modern city in which people must work and live, and be able to go about their daily business. The 'pedestrian only' High Street has provided great benefits but at the cost of a congested one-way system that does not cope with the demands placed upon it. Closing yet another alternative route across the city is not acceptable.
- (7) The basis for the Council going forward is quoted as the 'convincing support' in favour of the selected scheme following public consultation. This amounted to 256 positive responses to the web survey, 4 emails and 9 letters. A total of 269 responses in favour. I do not have information as to whether these responses were from residents or visitors, but assuming residents then this actually represents approximately 0.7% of the town area population, which to my mind is insufficient evidence on which to base a decision. (Calculated from council figures of 109,000 district population with 35% in the city area).

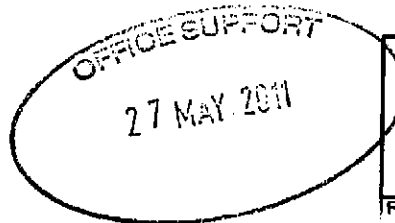
Yours Sincerely,

Mr

ST SWITHUN STREET & SYMONDS STREET RESIDENTS' ASSOCIATION

27th May 2011

H N Bone Esq
Head of Legal Services
Winchester City Council



CSS RECEIVED		
31 MAY 2011		
FAO HAW	REPLY BY 10/6	No. 7443

Dear Mr Bone

In response to the Notice you have published regarding the proposed prohibition to be placed on driving except for access in Great Minster Street, The Square and Market Street, we wish to make the following representations.

We would like to start by saying how much we welcome the whole thrust of these proposals. We are currently in the front line of the excessive traffic flows in our two streets which are largely caused by drivers not destined for these streets using them as a cut through. This proposal at a stroke achieves the twin results of reducing that traffic flow (hopefully significantly!) whilst at the same time enhancing very considerably the street scene in the streets concerned.

As in so many plans the devil lies in the detail. This proposal is no exception and it is to those that we would like to turn.

1. It is our view that there would be significant advantages if the formal road signs prohibiting driving except for access were placed not at the entrance to Great Minster Street but instead at the junction of St Swithun St and Southgate St. We are very concerned that, unless there is adequate signage at that junction, we are going to experience a high degree of traffic chaos in our and neighbouring streets particularly at the reopening of The Square post repaving but also on a longer term basis. We can see no disadvantage to this suggestion because our little road system is a closed system except for the entrances from St Thomas St and St Clement St which would also have to be similarly signed. It would also be hugely important that advance notice of the driving prohibition be placed at earlier places on the approach roads principally St Cross and St James' Lane irrespective of where the formal signs are placed.
2. There is an illogicality of placing the width restriction sign (subject to access) in Great Minster St in a situation where the only traffic allowed is that seeking access all of which can be of any size – the sign is meaningless. Surely there should be an absolute restriction on the size of all vehicles using these mediaeval streets – they are simply not designed for anything bigger. On this basis we would suggest that there should simply be a six foot width restriction full stop and that that sign should be placed at the St Swithun St/Southgate St junction. Larger vehicles wishing to access The Square can do so from the bottom (provided there is no street market – see below)

3. As a side issue but nevertheless one which significantly impinges on these traffic flows we would also like to raise a matter which is particularly relevant during the period when access to The Square will be either totally or partially blocked during the repaving period. The issue concerned is the creation (and indeed apparent expansion) of street markets in the part of the High St between Middle Brook and Upper Brook Streets. On the days of these markets that part of the High St is closed from 6 am to 5pm and during the repaving period this closure coupled with the closure of Great Minster St will deny any vehicular access at all to The Square. These markets are a very new creation (within the last year?) and have apparently been introduced without any thought to the traffic flows. Originally they were to be on Wednesdays only but already they are also taking place on other days. It impinges on our residents because already we are experiencing additional traffic in our streets caused by commercial lorry drivers seeking to get round the early morning blockage in the High St. It seems to us to be a clear case of lack of joined up thinking within Winchester City Council.

We would be obliged if the points we have raised could be taken into consideration before these proposals are finalised.

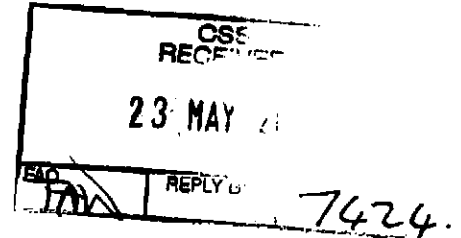
Yours faithfully

Chairman



**WINCHESTER
CATHEDRAL**

Bob Forrester, Special Projects Manager, Winchester Cathedral
The Cathedral Office, 9 The Close, Winchester, SO23 9LS
Tel: 01962 857209, Fax: 01962 857201
email: bob.forrester@winchester-cathedral.org.uk



Mr H N Bone
Head of Legal Services
Winchester City Council
City Offices
Colebrook Street
Winchester
Hampshire
SO23 9LJ



19 May 2011

Dear Mr Bone,

THE CITY OF WINCHESTER (VARIOUS ROADS) (PROHIBITION AND RESTRICTION OF DRIVING AND WAITING) ORDER 2008 (VARIATION NO.1) 2011

I am writing to you on behalf of the Dean and Chapter about the subject proposed Traffic Order prohibiting vehicle traffic from Great Minster Street through to Market Lane, except for access.

You will be aware that the sole means of accessing the Cathedral Outer Close by vehicle is via the Bargate at the bottom of Market Street. While the Cathedral tries to minimise vehicular access by the Bargate, during November and December each year, in particular, we have to transfer our parking to the Outer Close as the Inner Close parking space is taken over by the Christmas Market and Ice Rink. It is essential, therefore, that our staff and volunteers have unrestricted access from Great Minster Street through to Market Lane throughout the day, as there is no other viable alternative. There are also days throughout the year when vehicle access is required from Great Minster Street through to Market Street for activities ranging from ceremonial occasions, Services and concerts to major funerals and vintage car displays. The Dean and Chapter could not, therefore, agree to any traffic restrictions that prevent or restrict essential access to the Outer Close.

I would be grateful if you would ensure that the proposed new traffic restrictions for Great Minster Street, Little Minster Street, Market Street and Market Lane take into account the above requirements.

Yours sincerely,

Summary of Objections and Officer Comments

Respondent	Summary of Response	Comments
1. Winchester Cathedral	Winchester Cathedral commented that they required access from Great Minster Street to Market Street for activities such as ceremonial occasions, Services, funerals, etc., and would not therefore agree to restrictions preventing or restricting essential access to the Outer Close..	The proposed Order would be “except for access” and therefore the wishes of the Cathedral would be met. The Cathedral has been informed.
2. Resident of St. Swithun Street	<p>Concerned at the impact on residents and occupiers of the Swithun Streets and deliveries to the High Street, and increases in congestion due to all traffic having to turn onto Southgate Street (rather than just within the fixed closure period originally proposed). It suggests that an alternative “access only” restriction should be consulted upon, extended to include St. Swithun Street, thereby permitting such residents to use the route whilst preventing through traffic.</p> <p>Also concerned about the impact on parking within zone S. The proposed TRO would prevent access to parking in Colebrook Street car park without having to travel around the one-way system</p>	<p>The current proposal does not change access arrangements for deliveries to The High Street or The Square as the order has an ‘except for access’ exemption. Its main impact will be to reduce the amount of general through traffic which should benefit residents (of part) of St Swithun Street and Great Minster Street and The Square.</p> <p>A Prohibition of Driving extended to include St Swithun Street would not bring any greater benefits to St Swithun St residents in terms of traffic reduction. It would however allow residents of St Swithun St to drive through The Square as they would be within the area covered by the ‘except for access’ exemption. This would benefit residents of St Swithun St in terms of providing them with a shorter route to the</p>

Respondent	Summary of Response	Comments
		<p>southern part of the town but it would mean more vehicles passing through The Square.</p> <p>It is considered that Colebrook St car park is used by residents after 6pm but more likely to be residents in that part of zone S nearer to the car park than by residents in St Swithun Street. After 6pm there is car parking available on Street in adjacent Zones.</p>
<p>3. Resident of Romsey Road)</p>	<p>Objects on the basis that this would be the loss of a through route for local traffic which currently is relatively light, increasing traffic in other parts of the Town, and harming the amenity of the area due to additional signage. The objection also questions how representative the consultation exercise previously carried out (responses being received from 0.7% of the Town area population).</p>	<p>The proposed Prohibition of Driving will prevent residents such as those living in Romsey Road from travelling through The Square to access southern parts of the Town. This is to seek to improve conditions for residents, businesses, pedestrians and cyclists in that area. In effect this means that people who do not live within the area covered by the 'access only' exemption will have to find a different route, travel in a different way or to an alternative location.</p> <p>The response to the consultation was mainly from people directly affected by the proposal and therefore represents a small proportion of the total Town population. The nature of the consultation did however give anybody the opportunity to respond.</p>

Respondent	Summary of Response	Comments
4. Symonds Street Residents' Association	<p>Welcomes the proposals in reducing traffic flow and enhancing the street scene. It restates the suggestion from the local resident that the prohibition of access commences at the junction of St. Swithun Street and Southgate Street (which it says should be repeated for St. Thomas Street and St. Clement Streets). It also advocates a width restriction commencing at the same location.</p> <p>The representation also refers to the street market in the High Street, which is said to have an impact on residents in that delivery lorries use alternative routes to avoid the High Street when the market is operating.</p>	<p>General support noted.</p> <p>See also comments relating to 2 above.</p> <p>A width restriction commencing at Southgate Street would prevent deliveries from Little Minster Street to businesses fronting Great Minster Street, The Square and parts of the High Street. There is no alternative access point for these deliveries.</p> <p>Comments relating to the Market in the High Street are noted and should be dealt with separately as these are not affected by the proposal in this report.</p>