

CABINET (TRAFFIC AND PARKING) COMMITTEE

24 SEPTEMBER 2012

KINGS HEAD YARD, WINCHESTER - PARKING RESTRICTIONS

REPORT OF HEAD OF ACCESS AND INFRASTRUCTURE

Contact Officer: Andy Hickman Tel No: 01962 848105 Ext 2015

RECENT REFERENCES:

CAB1589 (TP) – Proposed Traffic Regulation Order – Kings Head Yard, Winchester
- 30 January 2008

Minutes of the Cabinet (Traffic and Parking) Committee held 11 June 2012

EXECUTIVE SUMMARY:

This report considers the need for more restrictive parking restrictions to be introduced along the north side of Kings Head Yard following a representation by a resident at the 11 June 2012 Cabinet (Traffic and Parking) Committee meeting.

This matter has been considered previously by the Committee in June 2008 when a proposal to introduce more restrictive parking restrictions was not approved due to the number of objections received and the impact on residents and visitors to Mozzetta House.

This report reconsiders the matter.

RECOMMENDATIONS:

That, further parking restrictions are considered for the northern side of Kings Head Yard at its junction with St Thomas Street.

CABINET (TRAFFIC AND PARKING) COMMITTEE

24 SEPTEMBER 2012

KINGS HEAD YARD, WINCHESTER - PARKING RESTRICTIONS

REPORT OF HEAD OF ACCESS AND INFRASTRUCTURE

DETAIL:

1 Introduction

- 1.1 A resident (Mr Wilson) of King Heads Yard, Winchester spoke during the public participation period of the 11 June 2012 meeting of the Committee and raised a number of concerns regarding parking in Kings Head Yard and Little Minster Street. In summary, since the development of the flats in Kings Head Yard (Mozzetta), vehicles were parking on the single yellow lines making it difficult for Kings Head Yard residents to access their garages. In addition, Mr Wilson highlighted that parking in this area was preventing access to larger vehicles into Little Minster Street, including fire engines. He requested the replacement of the single yellow lines outside the flats with double-yellow lines.
- 1.2 The Head of Access and Infrastructure advised that the issue had previously been considered by the Committee at its meeting on 30 January 2008 (Report CAB1589(TP) refers). At that meeting, residents of the Mozzetta flats had argued against the introduction of double-yellow lines, as it would prevent them parking near their homes (residents of the flats were not entitled to any residents' parking permits). The Committee had decided, on balance, not to approve the introduction of double-yellow lines.
- 1.3 Members noted the comments made by Mr Wilson at the more recent meeting (outlined above) and his contention that the level of traffic and anti-social parking had increased since the matter was last considered. Members therefore requested that the Head of Access and Infrastructure revisit the matter and report back accordingly to a future Committee.
- 1.4 This report therefore considers the need for more restrictive parking restrictions to be introduced along the north side of Kings Head Yard.
- 1.5 There are currently no waiting 8am to 6pm Monday to Saturday restrictions along the northern side of Kings Head Yard and following the June Committee meeting 58 visits have been made by Parking Attendants between during June and July to ascertain if the restrictions are being complied with. From these visits it is clear that a number of blue badge holders park along here during the day and that delivery vehicles also use the area, both of which are permitted under the current regulations. On nine occasions, vehicles were observed parking illegally and were issued Penalty Charge Notices or were moved on.

1.6 The width available to residents of garages along the south side of Kings Head Yard to manoeuvre their cars into and out of their garages is approximately 7.25 metres (if the width of the footway area on the south side is included). Cars are usually just over 2 metres in width and hence if a vehicle is parked on the northern side of Kings Head Yard, then the available space to manoeuvre into and out of the garages will reduce depending upon the size of the vehicle. It is acknowledged that it is not ideal, but not that different to many other streets in the central part of Winchester and is still sufficient space to enable cars to manoeuvre into and out of the garages on the south side of Kings Head Yard.

1.7 Hampshire Fire service was consulted on this issue and made the following comments in relation to access to Kings Head Yard for fire appliances.

'Access during the day wasn't too bad as the parking controls are generally obeyed.

During evenings/nights it was much tighter due to parking on yellow lines. The section that we found the tightest was turning from King's Head Yard into St Thomas Street, the only addition that might help would be an anytime restriction in St Thomas Street at the top of King's Head Yard.

There was general consensus that further parking restrictions would help access but wondered if cars and access issues would then be pushed elsewhere'

1.8 A plan is attached at Appendix 3 which shows the path which a Fire Service vehicle would take in order to access Kings Head Yard. This shows that a fire service vehicle can manoeuvre into Kings Head Yard but that this may involve mounting the footway if larger vehicles are parked near to the junctions at either end.

1.9 If it is agreed that further restrictions are required then these would need to prevent parking at any time and by all road users. This would therefore require a loading ban as well as no waiting at any time restrictions in order to prevent blue badge holders parking and loading/ unloading taking place. Such proposals would have to be included in a future Traffic Regulation Order Programme and would be subject to consultation and formal advertisement.

1.10 Overall access into and out of Kings Head Yard for Fire appliances is possible although not easy and the Fire Service have suggested further parking controls at the junction of St Thomas Street and Kings Head Yard would help improve the situation. It is considered that access into and out of the garages in Kings Head Yard for residents, although not easy, is possible and not that different to other areas in the city.

1.11 An important point to consider is that if a proposal to introduce no parking and loading at any time on this section of road were to be advertised it is very

likely that the same objections would be received as when this was advertised in 2008 and that there is little that can be done to overcome these objections.

OTHER CONSIDERATIONS:

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

- 2.1 Relevant to High Quality Environment and Safe and Secure community objectives.

3 RESOURCE IMPLICATIONS:

- 3.1 If it is decided to introduce further restrictions then the scheme would need to be included within a future Traffic Regulation Order programme. A reserve scheme is already included for consideration of parking restrictions in St Thomas Street, which could be added to.

4 RISK MANAGEMENT ISSUES

- 4.1 The risks of not agreeing to additional restrictions have been considered in this report.

BACKGROUND DOCUMENTS:

Parking attendant reports

APPENDICES:

1. January 2008 Traffic and Parking Report
2. Plan showing parking restrictions as advertised in January 2008.
3. Plan showing Fire Service vehicle swept path

CAB2398(TP) – APPENDIX 1

CAB1589(TP)
FOR DECISION
WARD(S): ST MICHAEL

CABINET (TRAFFIC AND PARKING) COMMITTEE

30 January 2008

PROPOSED TRAFFIC REGULATION ORDER – KINGS HEAD YARD, WINCHESTER

REPORT OF THE HEAD OF ACCESS AND INFRASTRUCTURE

Contact Officer: Neville Crisp Tel No: 01962 848484

RECENT REFERENCES:

None.

EXECUTIVE SUMMARY:

In response to complaints and representations from residents experiencing problems accessing garages to their properties in Kings Head Yard, due to inconsiderate parking opposite, proposals to introduce 'No waiting at any time' double yellow line waiting restrictions were informally consulted on. Letters were sent to all residents likely to be immediately affected to ascertain whether these further restrictions would be supported by the majority of residents (Appendix A refers). There were only 3 comments arising from this informal consultation (2 against and 1 in support) and due to this limited response it was decided to pursue the proposal formally.

The location of the proposal is shown in the photographs attached in Appendix B.

The Schedule, Statement of Reasons and plan of the proposed restrictions are attached in Appendices C and D.

The Ward Members, County Councillor and Police gave their approval to proceed, the proposal being formally advertised on street and in the Hampshire Chronicle on Friday 18th October 2007 with the objection period ending on 15th November 2007 (Appendix E refers).

14 letters were received in response to the notices all of which were objecting to the proposed restrictions. These are summarised in Appendix F.

Nearly all objectors stated that the proposed double yellow lines would create difficulties with receiving deliveries and stopping for short periods whilst unloading shopping, etc. This is however not the case as the restrictions will allow limited waiting provided the vehicle is in the process of loading or unloading. The objectors have been informed of this when being notified of the meeting, but no further responses had been received in time for inclusion in

this report.

Some objectors also mentioned that the proposal will result in it not being possible for them or their visitors to park adjacent to their property in the evenings or weekends.

Despite these objections it is proposed that the restrictions are introduced as on balance they reflect the needs of the residents as a whole. They will also help prevent occasional obstruction to through traffic caused by inconsiderate parking on the bends at either end of Kings Head Yard.

RECOMMENDATIONS:

1. That the proposed sections of 'No waiting at any time' waiting restrictions in Kings Head Yard, Winchester be approved as advertised.
2. That the Head of Legal Services be authorised to make the necessary order.

OTHER CONSIDERATIONS:

2 CORPORATE STRATEGY (RELEVANCE TO):

The proposal is in keeping with the Corporate Strategy in its attempt to provide a high quality environment & safe and strong communities.

3 RESOURCE IMPLICATIONS:

The cost of implementing the traffic regulation order and associated signs and lining work is covered by the Traffic Management agreement with Hampshire County Council.

4 BACKGROUND DOCUMENTS:

Correspondence on Traffic and Transport Division files Ref: 810402/104

APPENDICES:

Appendix A: Informal Consultation letter (for attached drawing see Appendix D)

Appendix B: Photographs

Appendix C: Proposed Statement of Reasons and Schedule

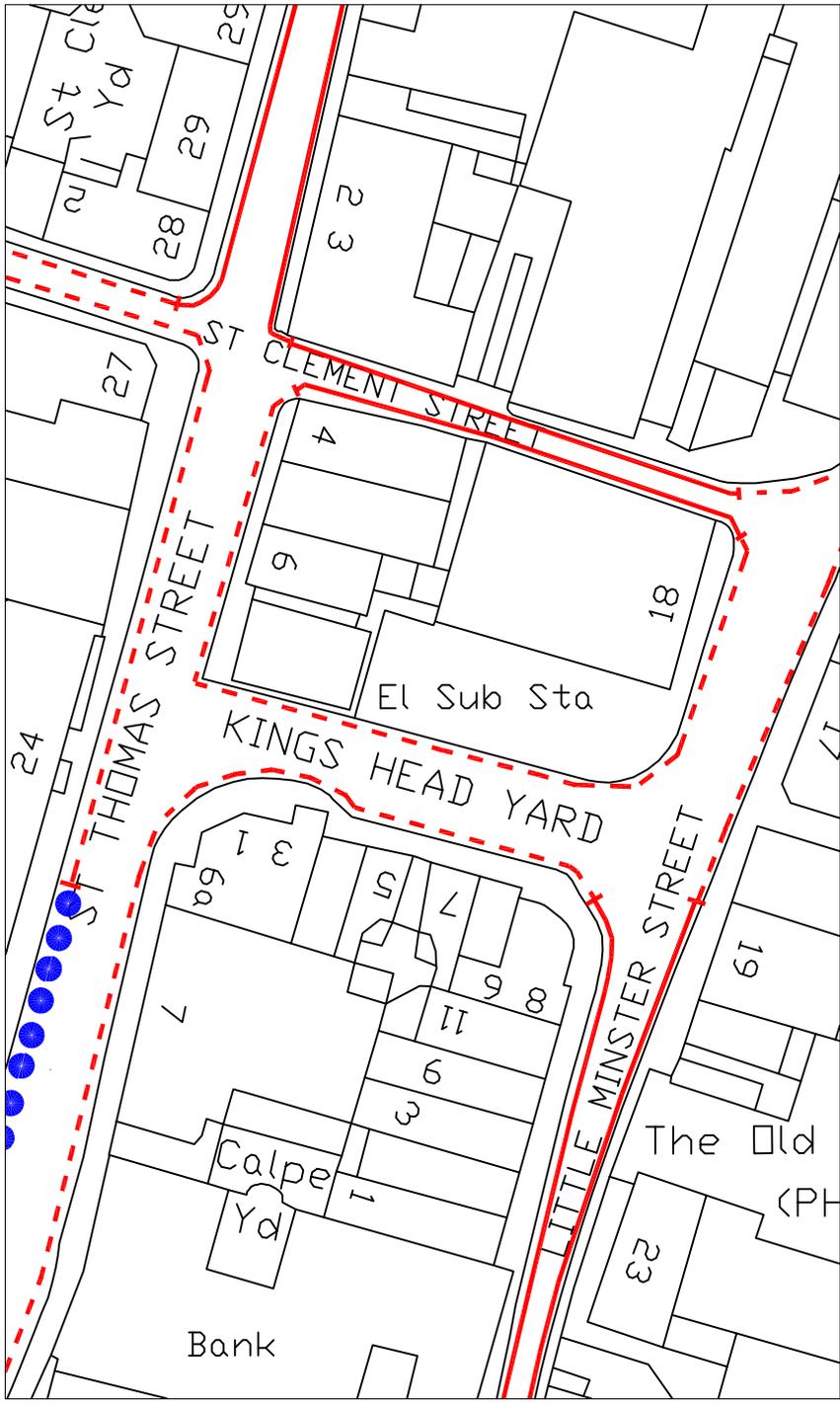
Appendix D: Detail of Proposed Order (Drawing No 810402/104/001)

Appendix E: Proposal Notice as advertised

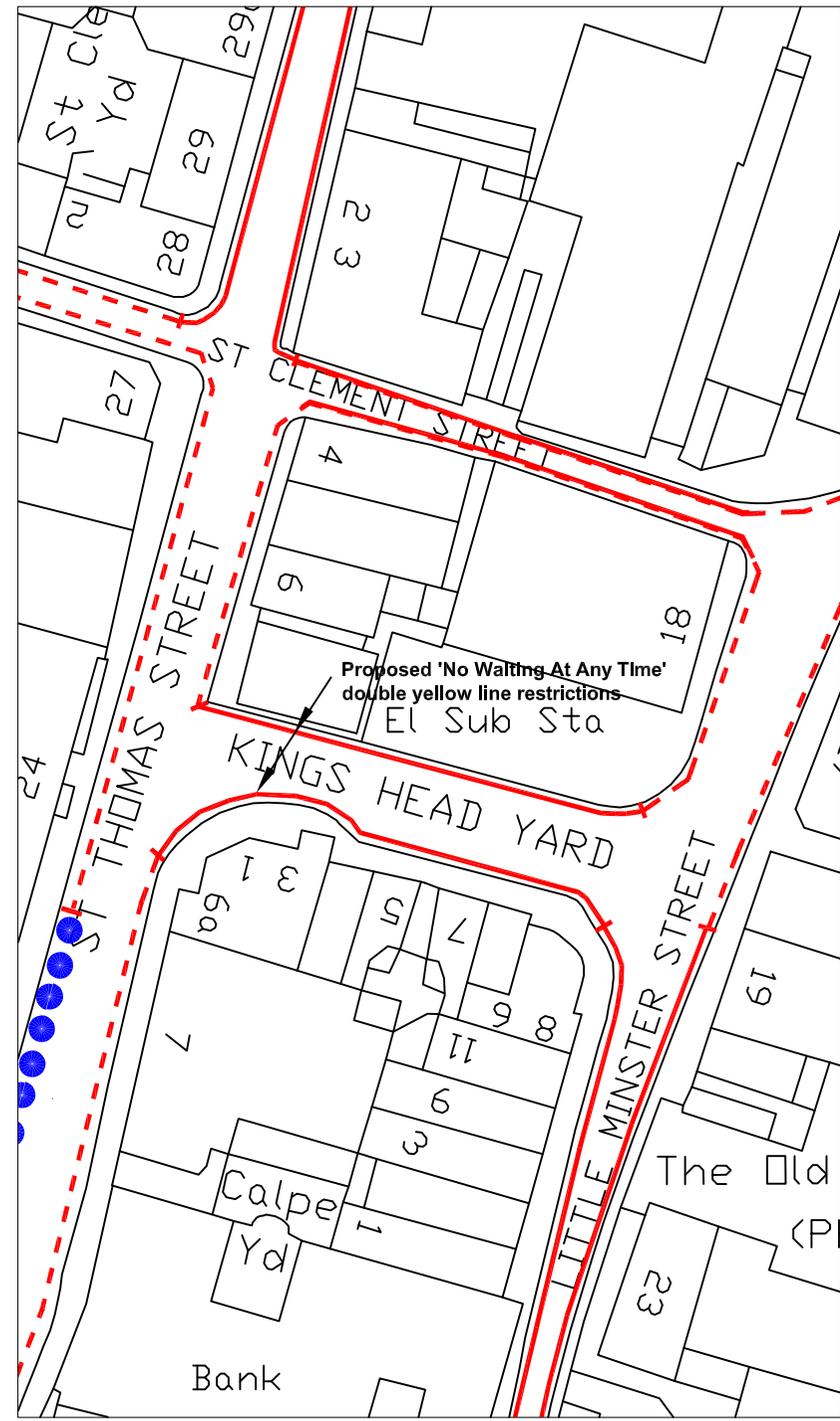
Appendix F: Summary of responses to Formal Notice



- NO WAITING AT ANY TIME
- - - NO WAITING 8:00am TO 6:00 pm MONDAY TO SATURDAY
- PERMIT HOLDERS ONLY 8:00am TO 10:00pm MONDAY TO SATURDAY



EXISTING RESTRICTIONS



PROPOSED RESTRICTIONS

| Rev. | Description | Date | Drawn |
|------|-------------|------|-------|
| | | | |



DEVELOPMENT SERVICES
 ENGINEERING
 City Offices
 Colebrook Street
 Winchester,
 SO23 9LJ.

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Project: TRAFFIC MANAGEMENT
 PERMANENT
 TRAFFIC ORDERS

Title: PROPOSED REVISION TO
 WAITING RESTRICTIONS
 KINGS HEAD YARD
 WINCHESTER

| | |
|------------|------------------|
| Scale: NTS | Date: MARCH 2007 |
| Drawn: NVC | Checked: |

