

**CABINET (TRAFFIC AND PARKING) COMMITTEE****18 July 2011****Attendance:**

Councillors:

Weston (Chairman) (P)

Cooper (P)

Humby (P)

**Others in attendance who addressed the meeting:**

Councillors Berry, Collin, Mather, Mitchell, Nelmes and Tait

**Others in attendance who did not address the meeting:**

Councillor Scott

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**1. MINUTES**

RESOLVED:

That the minutes of the previous meeting, held on 10 June 2011, be approved and adopted.

**2. PUBLIC PARTICIPATION**

Mr Wallbridge, Mr Kingshott and Mr Holmes spoke regarding Report CAB2205(TP). Mrs King spoke regarding Report CAB2206(TP) and Mr Clarke spoke regarding Report CAB2207(TP). Mrs Hickey, Mr Platt and Mr Mudd spoke regarding Report CAB2208(TP). All comments are summarised under the relevant agenda items below.

**3. TRAFFIC REGULATION ORDER – CANON STREET, WINCHESTER**  
(Report [CAB2205\(TP\)](#) refers)

During the public participation period, three local residents addressed the Committee and their comments are summarised below.

Mr Wallbridge spoke as a resident of Canon Street, in opposition to the proposal to move parking bays to the northern side of the road. In summary, he believed that this would restrict his ability to gain access to his garage safely and might cause additional difficulties for pedestrians, due to increased speed of traffic along the road (if double-yellow lines were introduced).

Mr Kingshott spoke in support of the introduction of an enforceable 'Disabled Badge Holders Only' bay to enable him to park in the existing discretionary bay near to his house.

Mr Holmes lived near Canon Street and raised concerns as a user of the road, due to the number of vehicles parking on the pavements forcing pedestrians into the road. In addition, inconsiderate parking on occasions had blocked access to the road to other vehicles.

The Head of Access and Infrastructure outlined the background to the Report and emphasised the difficulty in recommending a proposal acceptable to all residents. However, as a result of the most recent consultation, the proposed introduction of six additional on-street parking spaces in Zone C was universally supported and might help to alleviate some of the problems in Canon Street.

At the invitation of the Chairman, Councillors Tait, Mather (both Ward Councillors) and Collin (County Councillor for Eastgate Division) addressed the Committee and their comments are summarised below.

Councillor Tait acknowledged the practical difficulties faced in implementing the mandatory disabled permit holder only bay in its current location. In addition, he considered that relocating this bay to the lower end of Canon Street might cause consequential problems if, in practice, it was not frequently used. He welcomed the proposal to consult on providing additional on-street parking spaces in Zone C.

Councillor Mather stated that she lived nearby and concurred with the views expressed by members of the public above, regarding difficulties caused by pavement parking. On balance, she considered that the proposal to introduce double-yellow lines would be of benefit, although she recognised this might cause difficulties for some residents who would no longer be able to park outside their house. She also acknowledged the practical difficulties of implementing the mandatory disabled permit holder only bay, but highlighted that Mr Kingshott was able to park in the current bay on the majority of occasions. She welcomed the proposal to introduce additional on-street parking spaces in nearby roads.

Councillor Collin supported Recommendation 1 of the Report due to the difficulties outlined above. However, he did not consider that there was sufficient consensus between Ward Members, officers and residents for Recommendation 2 to be agreed at this stage. He suggested that further investigations were required to mitigate the effect on some residents of Canon Street of introducing double-yellow lines.

In response to questions, the Head of Access and Infrastructure advised that past surveys had indicated that both the volume and speed of traffic along Canon Street was relatively low. He confirmed that if double-yellow lines were introduced, no additional post plate signs would be required.

Following debate, Members agreed that further consultation be undertaken on the proposal to introduce additional on-street parking spaces in Zone C, but that the other possible changes proposed in the Report be not agreed at this time.

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

RESOLVED:

1. That the changes advertised on 1 April 2010 to the 'Disabled Permit Holders Only', 'Permit Holders Only 8:00am to 10:00pm Monday to Saturday' and 'No Waiting At Any Time' waiting restrictions in Canon Street, Winchester as approved under CAB1946(TP) on 22 February 2010 be formally revoked.

2. That the proposed introduction of some additional areas of on-street parking in Zone C be formally advertised as set out in Appendix B of the Report.

4. **TRAFFIC REGULATION ORDER – LYNFORD AVENUE, LYNFORD WAY AND BEREWEEKE AVENUE, WINCHESTER**  
(Report [CAB2206\(TP\)](#) refers)

During the public participation period, Mrs King spoke in support of the proposals in the Report, as a resident of Lynford Avenue. She highlighted that inconsiderate student and commuter parking had caused residents difficulties in terms of increased traffic, blocked driveways etc.

At the invitation of the Chairman, Councillor Mitchell (as a Ward Councillor) also spoke in support of the Report and emphasised the difficulties in the area currently caused by student parking. He highlighted that the objections to the proposals appeared to have come from college students.

In response to questions regarding the possible knock-on effect of the proposals in nearby roads, the Head of Access and Infrastructure confirmed that consultations had been undertaken with all residents in the Weeke area. Residents in the roads located near to Lynford Avenue and Lynford Way were aware of the proposals and had not requested restrictions be extended to their roads.

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

RESOLVED:

1. That the proposed introduction of '1 Hour Limited Waiting With Permit Holders Exemption 10:00am to 4:00pm Monday to Friday' and changes to the 'No Waiting 8:00am to 6:00pm Monday to Saturday'

waiting restrictions in Lynford Avenue, Lynford Way and Bereweeke Avenue, Winchester be approved as advertised.

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

5. **TRAFFIC REGULATION ORDER – STONEY LANE, WOODLEA CLOSE AND BEREWEEKE AVENUE, WINCHESTER**  
(Report [CAB2207\(TP\)](#) refers)

The Head of Access and Infrastructure explained that the proposals in the Report had resulted from an area-wide consultation with all residents in the Weeke area. That consultation had indicated an overwhelming support for restrictions to be introduced on Stoney Lane.

The Head of Access and Infrastructure advised that it was not possible to introduce more onerous restrictions than those advertised. Therefore, it was not possible to introduce yellow lines along the whole of Stoney Lane or restrict the waiting time in the unrestricted parking sections, without formally advertising the proposals. He suggested that the proposals in the Report be agreed and the situation be monitored to ascertain whether further measures were required.

Mr Clarke spoke during the public participation period in opposition to the unrestricted parking bays along Stoney Lane, as he considered those spaces were likely to be occupied all day by commuter or student parking. He believed that those sections should be for one or two hour limited parking instead.

The Head of Access and Infrastructure highlighted his explanation given above, but confirmed that the suggestion could be considered further at a later date if necessary.

At the invitation of the Chairman, Councillors Mitchell and Berry (both Ward Councillors) addressed the Committee and their comments are summarised below.

Councillor Mitchell believed that time limit restricted parking spaces along the proposed unrestricted parking sections of Stoney Lane would be preferable. However, he agreed that the Report's proposals should be implemented as soon as possible and the situation monitored.

Councillor Berry thanked the Head of Access and Infrastructure for his team's work in consulting Weeke residents and the solutions proposed. She agreed that the proposals be agreed and the situation regarding use of unrestricted parking spaces in Stoney Lane be monitored.

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

## RESOLVED:

1. That the proposed introduction and revision of 'No Waiting 10:00am to 4:00pm Monday to Friday', 'No Waiting At Any Time' and 'No Time Limit' waiting restrictions in Stoney Lane, Woodlea Close and Bereweke Avenue, Winchester be approved as advertised.
2. That the Head of Legal Services be authorised to make the necessary Traffic Regulation Order.
3. That the impact of the Order be monitored and revised restrictions be pursued as necessary.

6. **BUS STOPS/SHELTER IN ST GEORGES STREET, WINCHESTER**  
(Report [CAB2208\(TP\)](#) refers)

The Head of Access and Infrastructure advised that the Report set out the results of a recent consultation regarding bus stops/shelter in St Georges Street, following a recent request to relocate the bus stop currently situated outside JoJo Maman Bebe and the Winchester Photo Shop.

During the public participation period, three people addressed the Committee and their comments are summarised below.

Mrs Hickey (JoJo Maman Bebe) outlined the difficulties caused by the current location of the bus stop for customers trying to gain access to the shop, often with pushchairs. She highlighted the sometimes anti-social behaviour of people queuing for the buses. She believed that an additional bus stop would not solve those problems, but that Stagecoach should be requested to alter their timetable and/or routing of buses.

Mr Mudd (resident of Brook Court) spoke in opposition to the proposed additional bus stop. He emphasised the current difficulties experienced caused by people queuing for buses, blocking the entrance to the flats and from the noise and smoke fumes generated; he believed that an additional bus stop would exacerbate those problems. He suggested that buses could stop on the opposite side of the road, or utilise the stop currently used primarily for Park and Ride buses, between Marks and Spencer and Sainsbury.

Mr Platt (Marks and Spencer) spoke in opposition to the proposed new bus stop/shelter on health and safety grounds, because the location was currently used by delivery vehicles for loading for the store. When delivery vehicles were parked there, bus passengers would have to stand in front of the vehicle to see a bus approaching. He concurred with views expressed that Stagecoach should alter the timetabling/use of the stop in St Georges Street.

The Head of Access and Infrastructure acknowledged that, for the period of time when delivery vehicles were parked in the area, passengers would have to go into the road to board buses. That was not an ideal situation, but it was, in fact, what currently happened when another bus was already at the bus

stop. However, he considered that the additional stop offered a compromise, which would hopefully improve the situation for JoJo Maman Bebe and Winchester Photo Shop, whilst not making the situation any worse for the residents of Brook Court. It was hoped that, by reorganising the bus services across the two bus stops and positioning the new bus stop away from the door to Brook Court, the situation would be slightly improved.

The Head of Access and Infrastructure confirmed that the possibility of locating a stop on the other side of St Georges Street had been examined, but rejected because of health and safety concerns, as the bus doors would be on the “wrong side”.

At the invitation of the Chairman, Councillors Collin and Nelmes addressed the Committee and their comments are summarised below.

Councillor Collin supported the proposal for an additional bus stop/shelter and highlighted the large numbers of passengers that used the existing stop. He considered that there were difficulties already experienced when delivery vehicles were parked outside Marks and Spencer and the new bus stop should not exacerbate this. He noted the comments made regarding anti-social behaviour and suggested the Police Community Support Officers be requested to undertake additional patrols in the area.

Councillor Nelmes spoke as a Ward Councillor and frequent user of the current bus stop. She highlighted that, at times, there were a large number of buses attempting to use the stop at the same time of day, which inevitably caused confusion with buses queuing and allowing passengers to disembark and board buses whilst not parked at the official bus stop. She agreed that Stagecoach be asked to address this issue by examining their timetabling and use of the stop. She also supported the proposal for an additional bus stop/shelter as a means of distributing passengers between stops.

The Head of Access and Infrastructure confirmed that he would contact Stagecoach again regarding the various comments made about changes to timetabling and routing of bus services using bus stops in St Georges Street, but stated that the decision should be made on the basis of the current situation. He acknowledged that the proposals did not offer a complete solution, but was a compromise which would hopefully ease some of the current problems.

Members noted that the Silver Hill development would include relocation of the bus station and re-routing of buses to enable a longer term solution. However, in the meantime, Members agreed that an additional bus stop/shelter be introduced in an attempt to alleviate current difficulties. In addition, the Council should raise comments made regarding timetabling etc directly with Stagecoach.

As Portfolio Holder for Communities, Safety and Public Health, Councillor Cooper stated that he would investigate further reports of anti-social behaviour of some passengers queuing for buses in the area.

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

RESOLVED:

That an additional bus stop be located in St Georges Street, as shown on the plan attached as Appendix 3 to the Report, and the situation be monitored.

The meeting commenced at 10.00am and concluded at 11.30am

Chairman