

CABINET (TRAFFIC AND PARKING) COMMITTEE**30 January 2007**Attendance:

Councillors:
Wood (Chairman) (P)

Allgood (P)

Pearson (P)

Others in attendance who addressed the meeting:

Councillors Higgins, Pines, and Rees

Others in attendance who did not address the meeting:

Councillor de Peyer

1. MINUTES

RESOLVED:

That the minutes of the previous meeting held on 27 September 2006, as amended at Cabinet on the 15 November 2006, be received.

2. STANMORE TRAFFIC CALMING (BATTERY HILL) - WINCHESTER
(Report CAB1396 (TP) refers)

The Committee noted that this item had been referred for its consideration by the meeting of Full Council held on the 1st November 2006, where a petition had been received, with 1194 signatures, seeking traffic calming measures for the Stanmore Estate, Winchester.

The Director of Development reported that potential traffic calming and traffic management options had been discussed during a site meeting at Battery Hill, Stanmore on 7 September 2006 with the then Portfolio Holder for Planning and Transport (Councillor Lipscomb) together with Ward Member Councillor Stephens and officers from Hampshire County Council Road Safety and the City Council.

An outcome of this site meeting was the erection of a speed limit reminder device, which was activated by speeding vehicles to help raise awareness. This device was triggered a total of 303 times over a thirty day period. Other options considered included revision of parking arrangements, which could result in the reduction of speeding traffic, but would affect the ability of residents to secure parking spaces. The officers' conclusion was to continue dialogue with the County Council to secure traffic calming and traffic management options through the Hampshire Action Teams, and prioritisation in the Highway Works Programme.

At the invitation of the Chairman, Councillor Rees (a Ward Member) commented on the large number of signatories contained within the petition, which reflected the strength of feeling in the Stanmore area. Existing traffic calming measures had been

partially successful in reducing the effect of 'rat run' traffic accessing the town centre via St Cross from Romsey Road. However, they had not resolved the problem, and the Stanmore Estate was still affected by the design of Stanmore Road, which offered a long straight access down Stanmore Hill through a densely populated area. This was exacerbated by the risk to children accessing local schools, particularly on Battery Hill. He encouraged the Committee to strengthen its recommendation to put increased pressure on the County Council to do more, including the introduction of speed restrictions and other ways to slow down and restrict traffic through Stanmore.

Councillor Higgins (a Ward Member for St John's and All Saints) added that he supported the comments of Councillor Rees. The County Council should be requested to introduce a 20 miles per hour speed limit through the Stanmore Estate and also to introduce electric signs which both indicated the speed limit and the actual speed that traffic was travelling. Such signs had been introduced already within the County, for example at Four Marks and Ropley.

In response to Member comments, the Chairman stated that the County Council had been asked to consider a 20 miles per hour speed limit and a response was awaited. A difficulty with the construction of build-outs was that they would slow down traffic and allow the formalising of parking arrangements, but they would also reduce the amount of parking available for local residents.

The Director of Development added that the County Council's Hampshire Action Teams would consider all schemes to implement traffic calming and not just those based on traffic accident priority information. To pursue with the County Council a solution through use of the traffic management budget would have a potentially wider success, as the provision of build-outs that would minimise the potential loss of car parking spaces would provide the best solution.

The Committee also noted that the County Council would consider speed reduction in the Stanmore estate through its Hampshire Action Teams (HATS). However, a potential 20 miles per hour speed limit would be considered outside Battery Hill School, but not elsewhere within the estate.

In conclusion, the Committee agreed that the Director of Development should design a scheme in draft form to provide build-outs to offer both car parking and to reduce potential traffic speeds, to be discussed further with the County Council. Once prepared, the draft scheme would also be discussed with local residents.

RESOLVED:

1. That the Director of Development prepare a draft scheme to introduce build-outs to provide formalised car parking and to reduce potential traffic speeds, to be further discussed with Hampshire County Council as part of further traffic calming and traffic management options, and with the Hampshire Action Teams.

3. **PROPOSED EXPERIMENTAL TRAFFIC ORDER – ST JOHN’S STREET WINCHESTER**

(Report CAB1398 (TP) refers)

The Director of Development reported that St John’s Street, Winchester had been the subject of representation from residents over a considerable length of time. St John’s Street was a narrow road and had been used as a shortcut to circumnavigate the one-way system by providing access from Alresford Road to Easton Lane. Its narrowness was exacerbated by a blind pinch point adjacent to St John the Baptist Church and there had been evidence of vehicles mounting the footpath, vehicle collisions and in some instances, anecdotal reports of vehicles hitting adjacent housing.

The Director continued that for six months in 2004, St John’s Street had been closed for work to St John the Baptist Church, which led to a temporary diversion of traffic and had resulted in no complaints. This being the case, the City Council had considered that a major traffic management scheme in the area might be acceptable and could be achieved without too much disruption. The resulting consultation paper had concluded that the majority of local residents were in favour of a one-way system, southbound, with northern access to be achieved from Magdalen Hill. The proposal therefore was for an Experimental Order, which could be introduced for a maximum duration of eighteen months. Dependent on public opinion, the Experimental Order could then be made permanent if required. He concluded that within St John’s Street there had been no recorded accidents and that the proposed scheme was a relatively inexpensive way to achieve a solution.

At the invitation of the Chairman, Mrs J. Grice, a resident of St John’s Street, stated that the traffic problems within St John’s Street had been made worse since the opening of a day nursery for six month to five year old children. The nursery operated between 8.00am and 6.00pm where parents dropping off and picking up small children indiscriminately parked on the pavements of St John’s Street blocking both vehicular and pedestrian access. The nursery was also located on a blind bend, which was not wide enough to accommodate two cars side by side. The proposed solution of a one-way system would provide a solution to the blind pinch point and was supported by local residents.

At the invitation of the Chairman, Mr S. Morrison, a resident of St John’s Street, supported Mrs Grice’s comments stating that St John’s Street was too narrow to accommodate passing places resulting in traffic mounting the pavement. The proposals might also result in the reduction of traffic speeds at the access point from St John’s Street into Bridge Street.

At the invitation of the Chairman, Councillor Pines (a Ward Member) stated that he supported the proposals. The proposals had the support of the local community and although he did not have information on traffic speeds it had been shown that only one in ten vehicles accessed the street southbound, whereas nine in ten vehicles accessed St John’s Street northbound, particularly to use it to avoid the one-way system. He also supported the proposals and asked the Committee to note that following the results of the Experimental Order, future consideration might also be given to introducing traffic measures on Blue Ball Hill.

Councillor Higgins (a Ward Member) added that he also supported the proposals. He also enquired whether a 20mph speed limit might be introduced outside of the nursery to further reduce traffic speeds.

In response to Members' comments on the potential of a one-way system to increase traffic speeds, the Director of Development stated that St John's Street was a narrow road and speeds were not high and he did not therefore consider that the introduction of a one-way system would introduce a significant risk.

At the conclusion of debate, the Committee supported the recommendations as set out in the report.

RESOLVED:

That an Experimental Traffic Order be produced and advertised for one-way traffic in St John's Street, Winchester, between its junction with Blue Ball Hill and its junction with Bridge Street, and the City Secretary and Solicitor be authorised to make the necessary Order.

4. **PROPOSED EXPERIMENTAL TRAFFIC ORDER – THE SQUARE, WINCHESTER**
(Report CAB1397 (TP) refers)

At the invitation of the Chairman, Councillor Pines commented that he had been informed that traders in the area of The Square were becoming increasingly in favour of the pedestrianisation of the whole area of the square, in addition to the section before the Committee for endorsement.

At the invitation of the Chairman, Councillor Higgins stated that on behalf of Councillor Beveridge he had been asked to inform the Committee of Councillor Beveridge's support for the scheme and to request that the scheme be properly publicised before the changes were made to reduce the potential for disruption to a minimum. Councillor Higgins added that he would not wish to see traffic congestion made worse by service goods vehicles parking on the turning circle access road if access to The Square service spur was closed.

The Director of Development responded that traders in the area of The Square had been written to with details of the Experimental Order and that parking for two lorries to provide access for deliveries would be maintained.

Following debate, the Committee supported the recommendation as set out. It was also commented that any wider scheme for The Square would be considered as part of the Winchester Access Plan.

RESOLVED:

That an Experimental Traffic Regulation Order prohibiting vehicles in The Square, Winchester (service spur) from 11.00am to 6.00pm Monday to Saturday between a point 8.6 metres north of its junction with The Square (main section) and a point 22.2 metres north of that junction be introduced and advertised and the City Secretary and Solicitor be authorised to make the necessary Order.

The meeting commenced at 9.30am and concluded at 10.20 am.

Chairman