

CABINET (TRAFFIC AND PARKING) COMMITTEE

5 NOVEMBER 2009

TRAFFIC REGULATION ORDER – VARIOUS ROADS, WICKHAM

REPORT OF HEAD OF ACCESS AND INFRASTRUCTURE

Contact Officer: Corinne Phillips Tel No: 01962 84832

RECENT REFERENCES:

None.

EXECUTIVE SUMMARY:

Following the introduction of parking charges in Wickham Square, concerns were raised by the Parish Council regarding the displacement of parked vehicles to the unrestricted residential roads in close proximity to the Square. Investigations and consultations have taken place to establish what measures were necessary to control the parking and maintain safety, whilst also maintaining a reasonable level of on-street parking for residents.

A proposal to introduce sections of double yellow lines to a number of residential roads within a reasonable walking distance of the Square was agreed and an informal consultation in the form of a public exhibition was undertaken. Comments received from the public exhibition were considered, and in some cases included in amendments to the scheme. The final scheme was agreed with the Parish Council prior to advertisement.

It was agreed to introduce sections of double yellow lines on Buddens Road, Manor Close, Tanfield Lane, Tanfield Park, Mayles Lane, Mill Lane, and Station Road. Enforceable disabled bays will also be introduced near the doctor's surgery and for a number of residents on Buddens Road and other residential roads, where at present informal bays exist. The purpose of the double yellow lines was to reduce the potential conflict caused by vehicles parked near junctions, which hindered visibility, access and turning movements.

The Public Notice, Schedule and details of the agreed proposals are attached as Appendices A and B (Plan numbers 810402/36/007 and 810402/36/08).

These proposals were formally advertised in the Hampshire Chronicle on Thursday 18 June 2009 and were erected on site on the same day and maintained until 30 July 2009.

As a result of the advertisement 13 letters of objection were received. A summary of these letters is attached as Appendix D. Full copies of all the correspondence have been provided to the Committee Members.

RECOMMENDATIONS:

- 1 That a Traffic Regulation Order be implemented to introduce restrictions as advertised in Appendix A of this report.
- 2 That the Head of Legal Services be authorised to make an Order as set out in Recommendation 1.

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REPORT OF HEAD OF ACCESS AND INFRASTRUCTURE

DETAIL:

1 Introduction

- 1.1 Following the introduction of parking charges in the Square, Wickham the Parish Council has had concerns regarding the displacement of parked vehicles to the residential roads in close proximity to the Square. There are also a number of other areas identified by the Parish Council, where parking near to junctions created access problems, therefore a review of the parking issues around the centre of Wickham was undertaken.
- 1.2 Several roads near the Square were considered for parking restrictions including Buddens Road, Tanfield Road, Tanfield Park, Mayles Lane and Manor Close. There are no restrictions on these roads at present and double yellow lines were proposed to prevent obstructive parking close to junctions. Mill Lane and Station Road, where there are limited restrictions at present were also reviewed and the current restrictions are proposed to be extended.
- 1.3 Consultations have taken place over a number of years and a public exhibition was held in the Community Centre in September 2007 to allow the public to comment on draft proposals. Following this, a meeting was held with the Parish Council to finalise the proposals for advertisement. The proposal was advertised in July 2009.
- 1.4 A total of 13 objections were received in response to the advertisement. The majority of these relate to either Buddens Road or Manor Close and are summarised in Appendix D. Once the objection period had closed the Parish Council were asked whether they wished to change any of the proposals in the light of the comments received. However, the Parish Council felt that due to the length of time it had taken to reach a decision on the proposed restrictions, the proposals should be pursued as advertised.

OTHER CONSIDERATIONS:

2 SUSTAINABLE COMMUNITY STRATEGY AND CORPORATE BUSINESS PLAN (RELEVANCE TO):

- 2.1 The proposal is in keeping with the above in its attempt to provide a high quality environment and safe and strong communities

3 RESOURCE IMPLICATIONS:

- 3.1 The cost of implementing the Traffic Regulation Order and associated signing and lining works is covered by the Traffic Management agreement with Hampshire County Council.
- 3.2 As double yellow lines are largely self enforcing there will be no significant enforcement implications as a result of this proposal.

4 RISK MANAGEMENT ISSUES

- 4.1 None

BACKGROUND DOCUMENTS:

Correspondence on Access and Infrastructure Division Files Ref: 810402/36

APPENDICES:

Appendix A: Proposal notice as advertised and schedules

Appendix B: Details of Proposed Order (Drawing numbers 810402/36/007 and 810402/36/008)

Appendix C: Summary of objections to formal notice

Appendix D: Photographs

PUBLIC ADVERTISEMENT NOTICE

**Notice of Proposals of making of Various Road 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 orders:-

2.The Hampshire (Various Roads, Wickham) (Parking Places and Restriction of Waiting) Order 2009.

The effect of this order will be to introduce waiting restrictions in various roads in Wickham. Details are as follows:-

<u>NO WAITING AT ANY TIME</u>		
<i>NAME OF ROAD</i>	<i>SIDE</i>	<i>DESCRIPTION</i>
WINCHESTER ROAD AND SERVICE ROAD ADJACENT TO STAR COTTAGES	EAST	BETWEEN ITS JUNCTION WITH THE SQUARE AND A POINT 41 METRES SOUTH THEREOF
WINCHESTER ROAD AND SERVICE ROAD ADJACENT TO STAR COTTAGES	EAST	BETWEEN A POINT 55 METRES SOUTH OF ITS JUNCTION WITH THE SQUARE AND A POINT 51 METRES SOUTH OF THAT POINT
WINCHESTER ROAD AND SERVICE ROAD ADJACENT TO STAR COTTAGES	EAST SIDE OF CENTRAL ISLAND	BETWEEN THE NORTHERN END OF THE TRAFFIC ISLAND AND A POINT 5 METRES SOUTH THEREOF

WINCHESTER ROAD AND SERVICE ROAD ADJACENT TO STAR COTTAGES	EAST SIDE OF CENTRAL ISLAND	BETWEEN THE SOUTHERN END OF THE GARDEN AND A POINT 5 METRES NORTH THEREOF
THE SQUARE	NORTH WEST	BETWEEN THE JUNCTION WITH STATION ROAD AND A POINT 25 METRES SOUTH WEST THEREOF
BUDDENS ROAD	SOUTH	BETWEEN ITS JUNCTION WITH FAREHAM ROAD (A334) AND A POINT 20 METRES EAST OF THAT JUNCTION
BUDDENS ROAD	SOUTH	BETWEEN A POINT 34.0 METRES EAST OF ITS JUNCTION WITH FAREHAM ROAD (A334) AND A POINT 76 METRES EAST OF THAT JUNCTION
BUDDENS ROAD	NORTH	BETWEEN ITS JUNCTION WITH FAREHAM ROAD (A334) AND A POINT 32 METRES EAST OF THAT JUNCTION.
BUDDENS ROAD	SOUTH	FROM THE JUNCTION OF ROBERTS ROAD TO A POINT 33 METRES EAST THEREOF
BUDDENS ROAD	NORTH	FROM A POINT 64 METRES EAST OF THE JUNCTION WITH FAREHAM ROAD (A334) TO A POINT 90 METRES EAST OF THAT JUNCTION
BUDDENS ROAD	NORTH	FROM THE JUNCTION OF ELIZABETH ROAD TO A POINT 50 METRES EAST OF THAT JUNCTION

BUDDENS ROAD	NORTH	FROM THE JUNCTION OF ELIZABETH ROAD TO A POINT 71 METRES WEST OF THAT JUNCTION
BUDDENS ROAD	SOUTH	FROM THE JUNCTION WITH STATION ROAD TO THE JUNCTION OF SPRINGFIELD CLOSE
BUDDENS ROAD	NORTH	FROM ITS JUNCTION WITH STATION ROAD FOR A DISTANCE OF
ELIZABETH ROAD	BOTH SIDES	FROM THE JUNCTION WITH BUDDENS ROAD FOR A DISTANCE OF 15.0 METRES NORTH WEST THEREOF
ACCESS ROAD LEADING FROM BUDDENS ROAD TO WICKHAM PRIMARY SCHOOL	BOTH SIDES	FOR ITS ENTIRE LENGTH (APPROX 33 METRES)
BRIDGE STREET	BOTH SIDES	FROM THE JUNCTION WITH SCHOOL ROAD (A32) FOR ITS ENTIRE LENGTH TO THE JUNCTION OF THE SQUARE
STATION ROAD	WEST	FROM THE JUNCTION WITH MILL LANE TO A POINT 10 METRES SOUTH EAST THEREOF
STATION ROAD	WEST	FROM A POINT 22 METRES NORTH EAST OF THE JUNCTION OF MILL LANE TO THE JUNCTION OF BUDDENS ROAD
STATION ROAD	WEST	FROM THE JUNCTION OF BUDDENS ROAD FOR A DISTANCE OF 19 METRES SOUTH THEREOF

STATION ROAD	WEST	FROM A POINT 30 METRES SOUTH OF THE JUNCTION OF BUDDENS ROAD TO A POINT 67 METRES SOUTH OF BUDDENS ROAD
STATION ROAD	WEST	FROM THE JUNCTION WITH THE SQUARE TO A POINT 43 METRES NORTH THEREOF
STATION ROAD	WEST	FROM A POINT 50 METRES NORTH OF THE JUNCTION WITH THE SQUARE TO A POINT 9.5 METRES NORTH THEREOF
STATION ROAD	EAST	BETWEEN ITS JUNCTION WITH MILL LANE TO A POINT 90 METRES SOUTH WEST THEREOF
STATION ROAD	EAST	FROM THE JUNCTION OF THE SQUARE TO A POINT 58 METRES NORTH THEREOF
CASES BAKERY CLOSE	BOTH	FROM ITS JUNCTION WITH STATION ROAD TO A POINT 6 METRES WEST THEREOF
MILL LANE	EAST	BETWEEN ITS JUNCTION WITH BRIDGE STREET AND A POINT 340.0 METRES NORTH OF THAT JUNCTION
MILL LANE	WEST	BETWEEN ITS JUNCTION WITH BRIDGE STREET AND A POINT 51.5 METRES NORTH OF THAT JUNCTION
MILL LANE	WEST	BETWEEN A POINT 89.0 METRES NORTH OF ITS JUNCTION WITH BRIDGE STREET AND A POINT 251.0 METRES NORTH OF THAT POINT

TANFIELD PARK	BOTH	BETWEEN ITS JUNCTION WITH TANFIELD LANE TO A POINT 20.0 METRES NORTH WEST OF THAT JUNCTION.
TANFIELD PARK	NORTH-EAST	BETWEEN A POINT 59 METRES WEST OF THE JUNCTION OF TANFIELD LANE TO A POINT 6 METRES NORTH-WEST THEREOF
TANFIELD PARK	BOTH	BETWEEN A POINT 93.0 METRES NORTH-WEST WITH ITS JUNCTION WITH TANFIELD LANE AND A POINT 115.0 METRES NORTH-WEST OF THAT JUNCTION.
TANFIELD PARK	SOUTH-WEST	FROM A POINT 125.0 METRES FOMR ITS JUNCTION WITH TANFIELD LANE FOR A DISTANCE OF 25 METRES IN A NORTH-WESTERLY DIRECTION.
TANFIELD PARK	NORTH	BETWEEN A POINT 149.0 METRES FROM ITS JUNCTION WITH TANFIELD LANE FOR A DISTANCE OF 13.0 METRES.
TANFIELD PARK	EAST	BETWEEN A POINT 125.0 METRES FROM ITS JUNCTION WITH TANFIELD LANE FOR A DISTANCE OF 24.0 METRES.
TANFIELD LANE	SOUTH	BETWEEN ITS JUNCTION WITH FAREHAM ROAD (A334) AND A POINT 14.3 METRES WEST THEREOF.
TANFIELD LANE	NORTH	BETWEEN ITS JUNCTION WITH FAREHAM ROAD (A334) AND A POINT 48.0 METRES WEST OF THAT JUNCTION.

MANOR CLOSE	BOTH SIDES	BETWEEN ITS JUNCTION WITH FAREHAM ROAD (A334) AND A POINT 34.4 METRES SOUTH WEST OF THAT JUNCTION
SPRINGFIELD CLOSE	EAST	FROM THE JUNCTION OF BUDDENS ROAD FOR ITS ENTIRE LENGTH
SPRINGFIELD CLOSE	WEST	FROM THE JUNCTION OF BUDDENS ROAD TO A POINT 56 METRES SOUTH THEREOF

WAITING LIMITED TO 1 HOUR , RETURN PROHIBITED WITHIN 2 HOURS MONDAY TO SATURDAY 9.00am to 5.00pm

STATION ROAD	SOUTH EAST	FROM A POINT 90 METRES SOUTH OF ITS JUNCTION WITH MILL LANE TO A POINT 39 METRES SOUTH THEREOF
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WAITING LIMITED TO 40 MINUTES, RETURN PROHIBITED WITHIN 1 HOUR MONDAY TO SATURDAY 9.00am to 5.00pm

WINCHESTER ROAD SERVICE ROAD ADJACENT TO STAR COTTAGES	EAST	BETWEEN A POINT 41 METRES SOUTH OF ITS JUNCTION WITH THE SQUARE AND A POINT 13.5 METRES SOUTH THEREOF
WINCHESTER ROAD SERVICE ROAD ADJACENT TO STAR COTTAGES	EAST SIDE OF ISLAND	BETWEEN A POINT 5 METRES SOUTH OF THE NORTHERN END OF THE ISLAND TO A POINT 5 METRES NORTH OF THE SOUTHERN END OF THE ISLAND
THE SQUARE	NORTH WEST	BETWEEN A POINT 25 METRES SOUTH OF THE JUNCTION OF STATION ROAD AND A POINT 27.5 METRES SOUTH WEST THEREOF

STATION ROAD	WEST	BETWEEN A POINT 19 METRES SOUTH OF THE JUNCTION OF BUDDENS ROAD AND A POINT 11 METRES SOUTH THEREOF
STATION ROAD	WEST	FROM A POINT 43 METRES NORTH OF THE JUNCTION OF THE SQUARE TO A POINT 7 METRES NORTH THEREOF
STATION ROAD	WEST	FROM A POINT 59.5 METRES NORTH OF THE SQUARE TO A POINT 65 METRES NORTH OF THE SQUARE

<u>DISABLED PERMIT HOLDERS ONLY</u>		
STATION ROAD	WEST	BETWEEN A POINT 29 METRES SOUTH OF THE JUNCTION WITH MILL LANE AND A POINT 6 METRES SOUTH THEREOF
BUDDENS ROAD	NORTH	FROM A POINT 71 METRES WEST OF THE JUNCTION OF ELIZABETH CLOSE TO A POINT 18 METRES WEST THEREOF
BUDDENS ROAD	NORTH	FROM A POINT 85 METRES NORTH OF THE JUNCTION WITH STATION ROAD TO A POINT 6.5 METRES NORTH THEREOF
GARNIER PARK	SOUTH	FROM A POINT 14 METRES EAST OF THE JUNCTION WITH MILL LANE TO A POINT 6 METRES EAST THEREOF

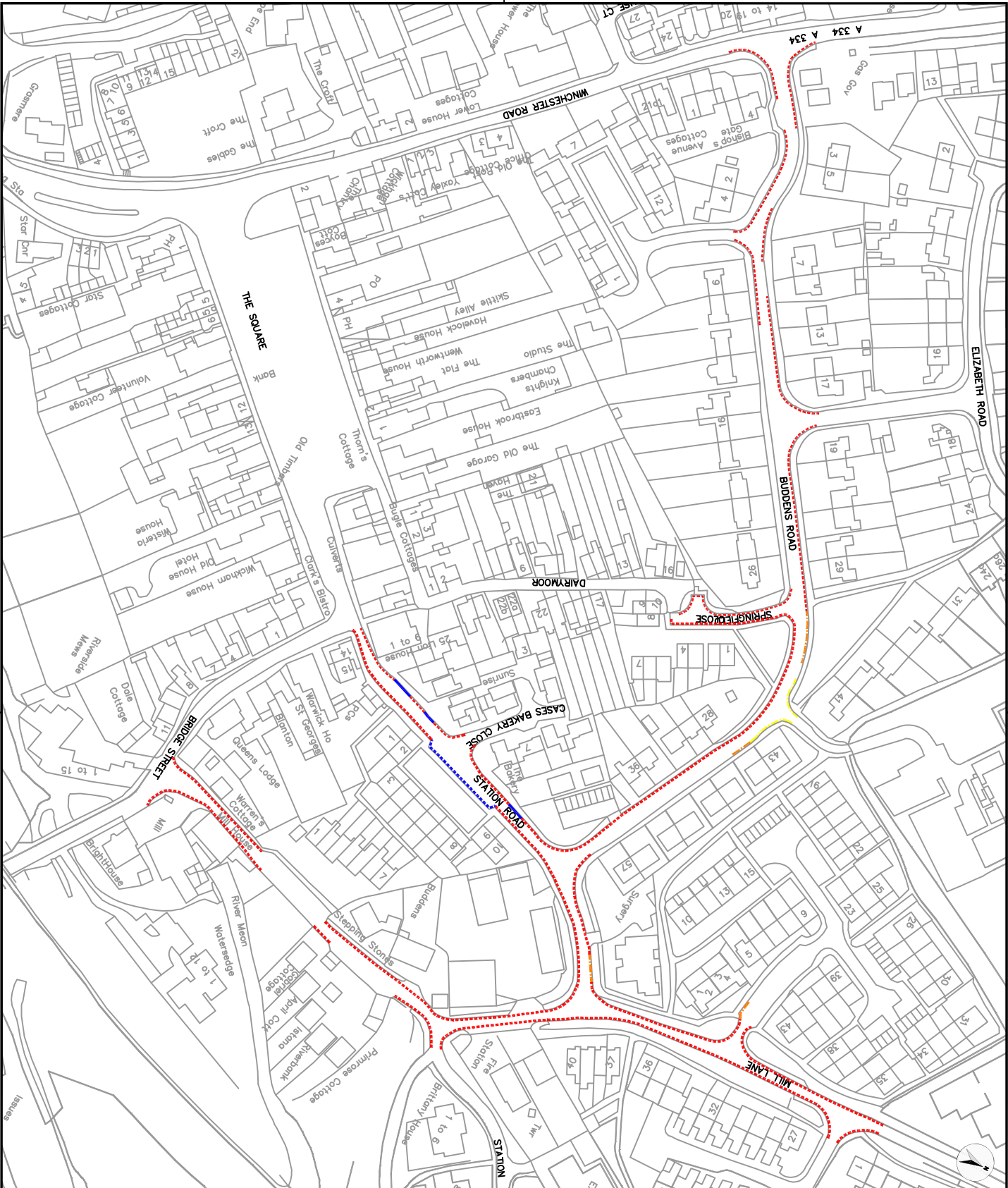
FURTHER DETAILS : a copy of this notice, the proposed orders, and maps showing the location and effect of the proposals, a statement of reasons and the order to be varied may be inspected during usual office hours at the following place:-

- (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 30th July 2009. All objections must state the grounds on which they are made.

Dated this 18th day of June 2009

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



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- NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)
- DISABLED PARKING ONLY
- SCHOOL KEEP CLEAR
- 1 HOUR LIMITED WAITING
- 40 MINUTES LIMITED WAITING

NOTE
 1. ALL ROADMARKINGS TO BE IN ACCORDANCE WITH THE T.S.R.G.D. 2002.

Rev	Description	Date	Drawn

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

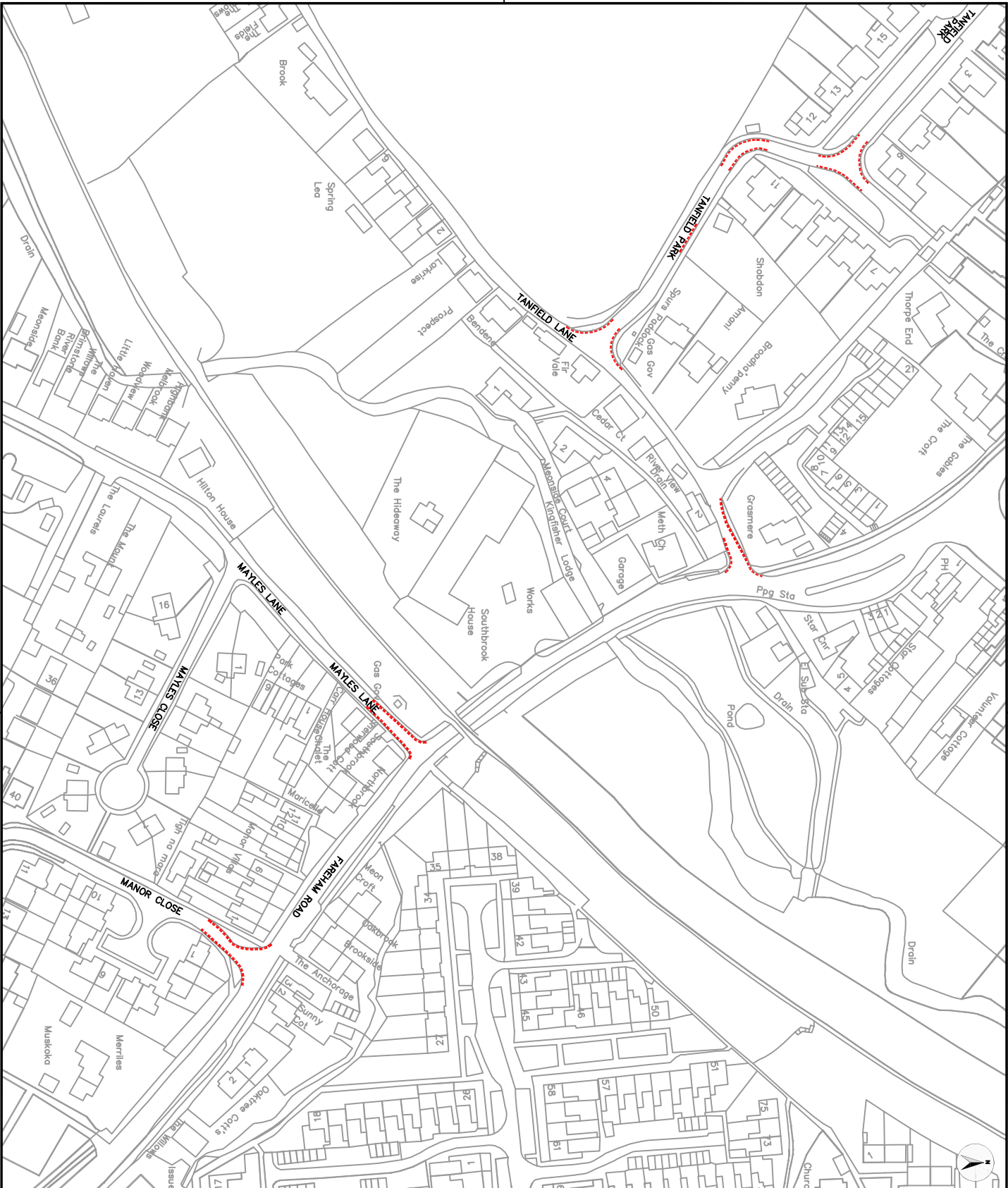
TRAFFIC REGULATION ORDER PROPOSAL

PROPOSED WAITING RESTRICTIONS

Title: _____

Project: _____

Scale: 1:1000
 Date: 23/04/09
 Drawn: _____
 Checked: _____
 Doc. No. 810402-36-007
 Status: _____




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Rev	Description	Date	Drawn


Winchester
 City Council

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



Project: TRAFFIC REGULATION ORDER PROPOSAL
Title: PROPOSED WAITING RESTRICTIONS
Scale: 1:1000
Date: 23/04/09
Drawn: DMK
Checked: DMK
Proj. No.: 810402-36-008
Status:

APPENDIX CSUMMARY OF OBJECTIONS TO PROPOSED WAITING RESTRICTIONS –
VARIOUS ROADS WICKHAM

Objectors Address	Summary of Objection	Comments
Buddens Road Wickham	Double yellow lines are required on the bends outside number 2 to stop vehicles mounting the pavement to pass each other. Visibility coming out of the driveway of number 2 is impaired by parked cars causing a hazard	1) Some of the houses at the western end of Buddens Road do not have off-street parking and discussions with the Parish Council identified a need for limited on –street spaces to remain. The remaining parking spaces will be on the opposite side of the road to number 2 and are at the widest point in the road so will not hinder visibility. (see photo A)
Buddens Road Wickham	Double yellow lines should be applied to both sides of Buddens Road on the bends at the western end of the road. The double yellow lines should be put on the south side of Buddens Road rather than the northern side.	2) See comment 1) above. 3) Double yellow lines on the southern side of the road would force cars to park on the northern side which would impair visibility in both directions for vehicles exiting Elizabeth Road (see photo C)
Manor Villas Fareham Road Wickham	Putting double yellow lines for 34 metres at the junction of Manor Close and Fareham Road will force cars to be parked further down in Manor Close itself.	4) There is a large kerb build out near the junction with Fareham Road which reduces the width of the junction so to prevent congestion occurring near the junction the parking has to be removed from this area (see photo D)
Manor Villas Fareham Road Wickham	Putting double yellow lines for 34 metres at the junction of Manor Close and Fareham Road will force cars to park further down in Manor Close. Would support 10-15 metres of yellow lines	5) See comment 4) above

Fareham Road Wickham	Putting double yellow lines for 34 metres at the junction of Manor Close and Fareham Road will force cars to be parked further down in Manor Close.	6) See comment 4) above
Manor Close Wickham	Yellow lines at the entrance to Manor Close will push the parking further down in to Manor Close which will be outside resident's houses. Yellow lines are only needed for 10 metres.	7) See comment 4) above
Buddens Road Wickham	There should be yellow lines on both sides of the dangerous bends as non-residents park there all day and an ambulance could not get through at night.	8) The proposal only allows parking for 2 or 3 vehicles on one side of Buddens Road which will eliminate the staggered parking which can hinder access at present (see photo B)
Buddens Road Wickham	It is necessary to have double yellow lines on both sides of the road between Roberts Close and Winchester Road but not between Roberts Close and Elizabeth Road.	9) See Comment 8 above 10) The yellow lines proposed around Roberts Close are to keep the visibility for the junction clear and to protect the entrance to the driveway adjacent to Roberts Close
Manor Villas Fareham Road Wickham	Manor Close provides parking for the residents who live on Fareham Road and the parking does not cause problems at the moment. Users of the recreation ground often park in Manor Close which does not cause problems	11) See comment 4) above
Elizabeth Close Wickham	The yellow lines should also be applied in Elizabeth Road and Elizabeth Close should allow parking for disabled people only.	12) There have not been any complaints from the residents of Elizabeth Road regarding parking so it was not included in the proposal. Elizabeth Close has disabled spaces marked out for those residents who have requested them
Manor Close Wickham	There is no long term parking strategy for Wickham and no valid reasons for the restrictions. Parking is in short supply so the proposal will cause	13) The restrictions are being proposed because of concerns by the Parish Council and residents of various roads where congestion due to parked vehicles occurs. There is still adequate on-street parking in

	additional parking problems and impact upon the village street environment.	Manor Close for residents of Manor Villas to park as most of the houses in Manor Close have off-street parking (see photo)
Buddens Road Wickham	Double yellow lines are needed on both sides of the road on the bends at the western end of the road. The double yellow lines should be on the northern side of the road instead of the southern side.	14) See Comment 1) above 15) See Comment 3) above
Bridge Street Wickham	There is no need for double yellow lines in Bridge Street as nobody ever parks there. It is a waste of money.	16) Bridge Street already has double yellow lines for its whole length. The new Traffic Order consolidates the existing restrictions so there are no actual changes to the existing restrictions in Bridge Street. The existing yellow lines are probably the reason why nobody parks in Bridge Street at present.