

CABINET (TRAFFIC AND PARKING) COMMITTEE

29 APRIL 2014

TRAFFIC REGULATION ORDER: GARNIER ROAD CAR PARK

REPORT OF ASSISTANT DIRECTOR (BUILT ENVIRONMENT)

Contact Officer: Sara Davies Traffic & Transport Engineer Tel No: 01962 848241

RECENT REFERENCES:

CAB2565(TP): Traffic Regulation Order: Five Bridges Road & Garnier Road – 5
March 2014

EXECUTIVE SUMMARY:

On the 5 March 2014 the Traffic and Parking Committee resolved to implement parking restrictions in Garnier Road, Bull Drove and Five Bridges Road designed to control commuter parking and address road safety issues caused by parked vehicles. A decision regarding restriction on the Garnier Road car park was deferred, however following concerns raised regarding the impact on a local business. A small number of employees from a company located in Garnier Road (and possibly others) currently use the car park because there is insufficient on site parking at their premises in Garnier Road.

The Garnier Road car park has been subject to commuter parking, reducing the amount of space available for recreational users, who visit the Hockley Viaduct walking and cycle path. A four hour restriction has therefore been proposed for this car park to prevent commuter parking and leave it solely for short term recreational use.

Officers have considered this issue carefully following a meeting with the business that raised this issue. However it is considered that the business itself, although located slightly out of the main town area, already has a relatively high number of parking spaces on site and there is limited evidence of an up to date travel plan or other initiatives aimed at promoting the use of sustainable modes of travel, albeit it was explained to officers at the meeting why alternative means of transport do not

readily align with the way their business operates.

Officers acknowledge that restricting parking in Garnier Road car park will impact on businesses that use this facility for commuter parking. However the wider objective of promoting recreational use of the car park combined with the Council's strategy for commuter parking (Park and Ride and other public parking available closer to the centre) means that, on balance, the recommendation to limit parking to 4 hours is recommended as before.

RECOMMENDATIONS:

- 1 That parking restrictions be introduced in the Garnier Road car park as detailed in the schedules, original advert and plans attached as Appendices A, B and C to the Report.
- 2 That the Head of Legal and Democratic Services be authorised to make the necessary order.

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REPORT OF ASSISTANT DIRECTOR (BUILT ENVIRONMENT)

DETAIL:

1. Introduction
 - 1.1. Numerous requests have been made by local residents (supported by Ward Members) over several years for the introduction of waiting restrictions in Garnier Road car park to deal with commuter parking and allow the car park to be used for short term recreational users.
 - 1.2. Recreational users have increased since the opening of the new walking and cycling path to the Hockley Viaduct in 2013. The small car park has also seen an increase in turnover for short term recreational users, but all day parking still affects the car park as there are no restrictions controlling its use.
 - 1.3. There are a small number of businesses located on Garnier Road of which one company has objected to the proposed restrictions. Their reasons were that a small number of their staff rely on this facility for parking, as there is insufficient on site provision to meet their current requirements. It is understood that they have near to 60 staff members on site within the Pump House building.
 - 1.4. There are other options that these staff members can use as an alternative to Garnier Road car park. Commuters can use the cheapest nearest car park which is St Catherine's Park & Ride. There is a path that leads from that car park to Garnier Road, albeit it is acknowledged that this path is not lit, although very open and straight. This can be a security concern for people walking along the route at night.
 - 1.5. To address this perceived safety concern, it would be possible for work colleagues to walk back to the car park together. Presumably they already walk along Garnier Road to its small car park and St Catherine's is only an extra 5 minutes walk.
 - 1.6. Commuter cars can also be left at St Catherine's Park and Ride, whilst the passengers car-share from the Park and Ride to their place of work.
 - 1.7. In addition commuters can also move their cars after 2pm to the Garnier Road lay-bys and leave vehicles there for the afternoon and evening, a much shorter walk to the business.

- 1.8. Whilst officers appreciate that these options may present some practical difficulties for employees of the business that objected or other companies in the area, they are still viable alternative options.
- 1.9. When the decision to make the order for the car park was deferred, officers understood the concerns raised and wanted to explore the feasibility of increasing on site parking. However, the business already has more parking on site than shown on the original planning application and they have been able to accommodate further vehicles by double parking. There is no apparent scope to increase on site parking further.
- 1.10. As mentioned above, officers have discussed measures aimed at reducing the need for employees to travel to work by car. The original planning agreement relating to the use of the premises as offices referred to a staff travel plan. However, there is limited evidence of a travel plan being used and little evidence of the business actively promoting sustainable travel to its employees. The business does however have pool cars, which staff members can use if they do not drive to the office. It has been explained to officers by the business in question why they consider alternative modes of transport do not work well with their current operation.
- 1.11. Bus stops on St Cross Road are less than a ten minute walk along street lit roads to the offices on Garnier Road. The Bluestar 1 bus has a very frequent service from Winchester to Southampton, and employees could be encouraged to travel more sustainably to work.
- 1.12. Cycle lockers are situated at both St Catherine's and South Winchester Park & Ride. Staff members can leave bikes in the car parks overnight and use them to travel along the cycle path to reach their destination.
- 1.13. Officers appreciate the concerns raised by the business that objected to the order regarding other travel options but consider that it is still feasible to use forms of transport, other than the private car, to travel to businesses located in this part of the city.

2. Alternative Car Park Options

- 2.1. An alternative option for restricting the use of the car park would be to allow free parking for those who parked for less than 4 hours and, any driver wanting to park for more than 4 hours would then have to pay for their extended stay.
- 2.2. Due to the rural nature of the car park it would be difficult to install a payment machine, because of the lack of an electrical supply in that part of Winchester. Solar panel payment machines can be used but can be unreliable especially in shaded and exposed areas. The security of a payment machine in an unlit, rural car park is very low, and it is likely that the machine could be targeted by vandals. The cost of the maintenance of a rural machine may outweigh its own collection income.

- 2.3. Therefore, if parking charges were introduced in this car park, the only sensible payment option would be to pay using a mobile phone. This payment option is already available in the majority of the Winchester's car parks. Signs inform the driver how to pay using their mobile phone, and on site machinery is not then needed. However, this is determined by the mobile phone signal available at the specific location.
 - 2.4. Commuters will not be encouraged to use the recreational car park and Park and Ride will continually be promoted for commuter use. In order to encourage this, the parking charge for Garnier Road would be equal to that of the inner car parks of Durngate, Cattle Market and Worthy Lane.
 - 2.5. St Catherine's Park & Ride will always be cheaper car park than Garnier Road, if this alternative option is considered.
 - 2.6. The parking charges option outlined above would have to go through the advertising period again, due to the substantial changes to the original proposal. It will most likely be subject to representations made by the public and Councillors.
 - 2.7. This option may seem unfavourable to some as a recreational car park with a time limit ensures that there is a turnover of vehicles enabling more recreational visitors to use the car park. Allowing people the option to stay all day takes away the advantages of a recreational time limited car park, where a parking space at some point is more or less guaranteed.
 - 2.8. Whilst the Council wants to support businesses and economic development, the difficulty of this location is that it is semi-rural and bordering on recreational areas. As a result, officers remain of the view that the 4 hour limit originally proposed is appropriate and are therefore recommending it be implemented.
3. Formal Advertising of Proposals
 - 3.1. The Police, Portfolio Holder and County Councillor were all consulted before the proposals were advertised. The proposals were formally advertised on 11 December 2013. Appendices A, B, C, and D give full details of the proposed restrictions as advertised.

OTHER CONSIDERATIONS:

4. COMMUNITY STRATEGY AND PORTFOLIO PLANS (RELEVANCE TO):
 - 4.1. The proposal is in keeping with the Community Strategy in its aims to provide a high quality environment & safe and strong communities.
5. RESOURCE IMPLICATIONS:

5.1. The cost of implementing the traffic regulation order and associated sign will be covered by the Parking Services Department and the Traffic Management agreement with Hampshire County Council. The cost of enforcement will be covered by the Parking Services Department.

6. RISK MANAGEMENT ISSUES

6.1. Risks are fully considered as part of the assessment process of all Traffic Regulation Orders. The changes covered are not believed to represent significant risks. There is a possibility that vehicles that park all day will be displaced by the restrictions and will find alternative areas to park. However, St Catherine's Park & Ride is the nearest car park where parking over 4 hours is allowed.

6.2. If the alternative proposal of charging for the Garnier Road car park is accepted, there is a risk that the car park may be used by commuters reducing the turnover of vehicles. This would be a loss for recreational users and the restrictions on the car park would need to be investigated again to allow recreational users to park.

BACKGROUND DOCUMENTS:

None

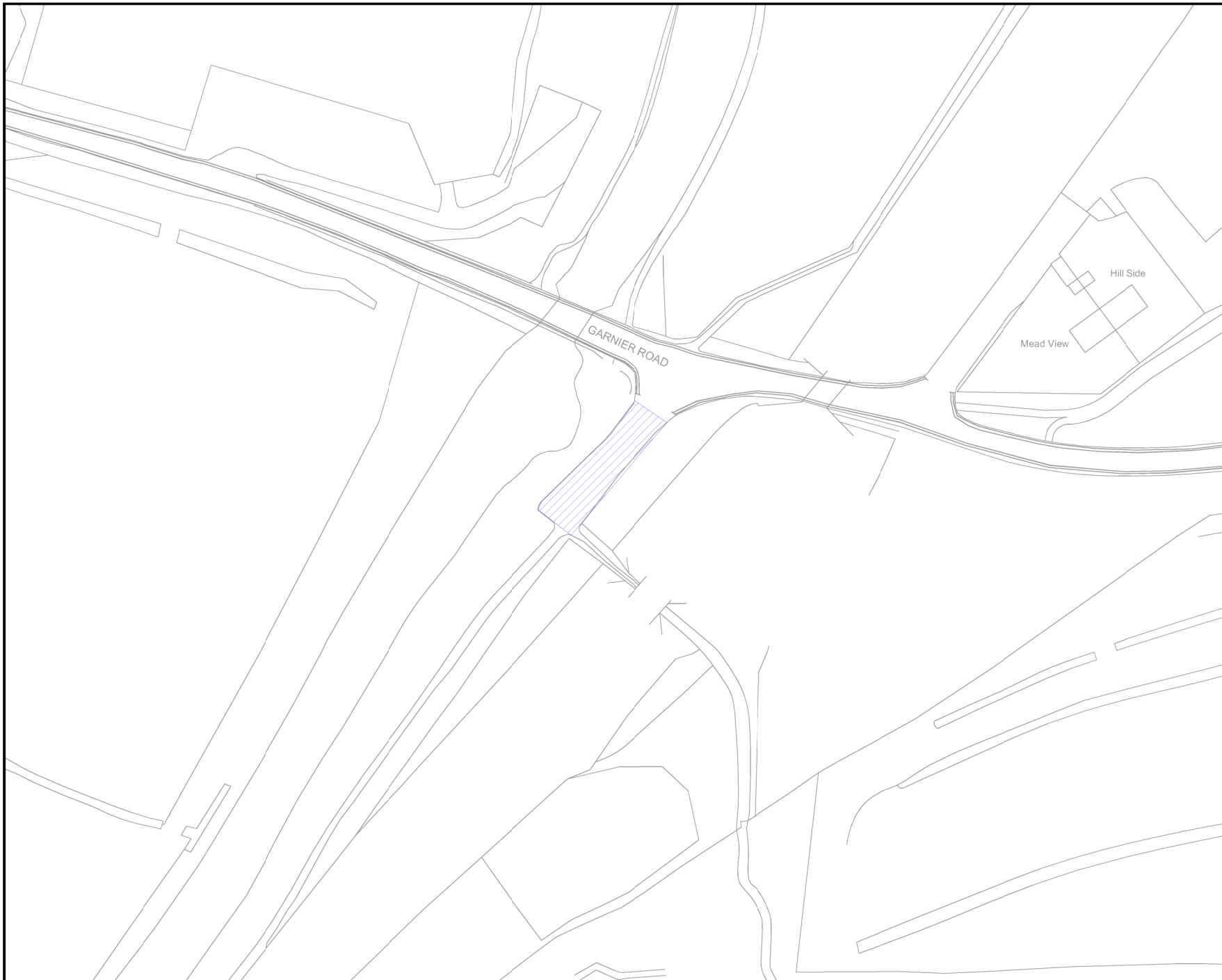
APPENDICES:

Appendix A – Copy of plan showing extent of proposals for Garnier Road Car Park

Appendix B – Copy of proposal site notice

Appendix C – Copy of Statement of Reasons and Schedule

Appendix D – Copy of the proposed Off Street Order



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 PROPOSED 4 HOUR LIMIT IN
 GARNIER ROAD CAR PARK

Rev.	Description	Date	Drawn



Winchester
 City Council

OPERATIONS GROUP
 BUILT ENVIRONMENT
 City Offices
 Colebrook Street
 Winchester,
 SO23 9LJ.

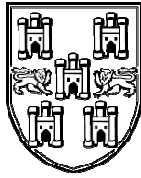


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Project:
**TRAFFIC MANAGEMENT
 TRAFFIC ORDERS**

Title:
**GARNIER ROAD CAR PARK
 WINCHESTER**

Scale: NTS	Date: 08/04/2014
Drawn: SK	Checked:
DRG. No. 810402/276/007	Status:



TRAFFIC REGULATION ORDER

Notice of Proposals of making of Various Road Traffic Orders Affecting the District of Winchester City Council

Winchester City Council as agents for Hampshire County Council proposes making the under-mentioned road traffic orders:-

1. The Hampshire (Various Roads, Winchester)(Parking Places and Restriction of Waiting)(No.2) Order 2002 (Variation No. 34) Order 2013

The effect of this order will be to introduce four hour parking places in Garnier Road, and no waiting at any time restrictions in Garnier Road, Bull Drove and Five Bridges Road. Details are as follows:-

Road Name	Parish	Traffic Restrictions Proposed
Garnier Road	St Michael	4 Hour Limited Parking Bays (Mon to Sat, 8am to 6pm) No Waiting At Any Time (Double Yellow Lines)
Bull Drove	St Michael	No Waiting At Any Time (Double Yellow Lines)
Five Bridges Road	St Michael	No Waiting At Any Time (Double Yellow Lines)

2. Winchester City (Off Street) Parking Places Order 2003 (Variation No.8) Order 2013

The effect of this order will be to introduce four hour limited parking in the Garnier Road Car Park. Details are as follows:-

Car Park	Parish	Traffic Restrictions Proposed
Garnier Road Car Park	St Michael	4 Hour Limited Parking (Mon to Sat, 8am to 6pm)

FURTHER DETAILS:

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

- City Offices, Colebrook Street, Winchester, SO23 9LJ

A copy of this notice and plan(s) showing extent of the proposal(s) are available to view online at:

www.winchester.gov.uk/roads-highways/traffic-regulation-orders

OBJECTIONS AND REPRESENTATIONS: All objections and other representations in respect of this proposal must state the grounds on which they are made, and be received by 17th January 2014.

Objections and representations may be sent to the undersigned by:

- Email to tro@winchester.gov.uk
- In writing to the undersigned below

Dated the 11th day of December 2013

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



Scan to view details of TRO'S
currently proposed by WCC

PROPOSED VARIATION TO ORDER-

WINCHESTER CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE HAMPSHIRE (VARIOUS ROADS, WINCHESTER)
(PARKING PLACES AND RESTRICTION OF WAITING) (NO.2) ORDER 2001

STATEMENT OF REASONS:-

The scheme is being proposed on traffic management and road safety grounds. The scheme will create parking places on Garnier Road and Five Bridges Road and prevent obstructive parking of vehicles which hinder visibility, safety and access.

PROPOSED ITEMS:-

THE HAMPSHIRE (VARIOUS ROADS, WINCHESTER)
(PARKING PLACES AND RESTRICTION OF WAITING) (NO.2) ORDER 2001
(VARIATION No. 34) ORDER 2013

MONDAY TO SATURDAY 8AM TO 6PM 4 HOUR LIMITED PARKING NO RETURN WITHIN 8 HOURS		
NAME OF ROAD	SIDE	DESCRIPTION
GARNIER ROAD	NORTH	BETWEEN A POINT 398.7 METRES EAST OF ITS JUNCTION WITH KINGSGATE ROAD AND A POINT 458.7 METRES EAST OF THAT JUNCTION.

<u>NO WAITING AT ANY TIME</u>		
NAME OF ROAD	SIDE	DESCRIPTION
GARNIER ROAD	NORTH	BETWEEN A POINT 181.7 METRES EAST OF ITS JUNCTION WITH KINGSGATE ROAD AND A POINT 398.7 EAST OF THAT JUNCTION.
GARNIER ROAD	NORTH	BETWEEN A POINT 458.7 METRES EAST OF ITS JUNCTION WITH KINGSGATE ROAD AND ITS JUNCTION WITH BULL DROVE.
GARNIER ROAD	SOUTH	BETWEEN A POINT 183.0 METRES EAST OF ITS JUNCTION WITH KINGSGATE ROAD AND ITS JUNCTION WITH BULL DROVE.
BULL DROVE	BOTH	BETWEEN ITS JUNCTION WITH GARNIER ROAD AND ITS JUNCTION WITH THE A31/BAR END ROAD ROUNDABOUT.
FIVE BRIDGES ROAD	NORTH-EAST	BETWEEN ITS JUNCTION WITH ST CROSS ROAD AND A POINT 234.7 METRES SOUTH-EAST OF THAT JUNCTION (INCLUDING THE HAMMERHEAD).

FIVE BRIDGES ROAD	SOUTH-WEST	BETWEEN ITS JUNCTION WITH ST CROSS ROAD AND A POINT 44.0 METRES SOUTH-EAST OF THAT JUNCTION.
FIVE BRIDGES ROAD	SOUTH-WEST	BETWEEN A POINT 161.3 METRES SOUTH-EAST OF ITS JUNCTION WITH ST CROSS ROAD AND A POINT 167.7 METRES SOUTH EAST OF THAT JUNCTION.
FIVE BRIDGES ROAD	SOUTH-WEST	BETWEEN A POINT 179.4 METRES SOUTH-EAST OF ITS JUNCTION WITH ST CROSS ROAD AND A POINT 234.7 METRES SOUTH EAST OF THAT JUNCTION (INCLUDING THE HAMMERHEAD).

PROPOSED ITEMS:-

WINCHESTER CITY (OFF STREET) PARKING PLACES ORDER 2003

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4	COLUMN 5	COLUMN 6	COLUMN 7
Name of Parking Place	Position in which vehicles may wait	Class of Vehicles	Days when parking available	Prescribed Charging Hours	Maximum Period for which vehicles may wait	Scale of Charges
GARNIER ROAD CAR PARK	N/A	Passenger vehicles and goods vehicles of an unladen weight not exceeding 2 tonnes and any other vehicle for which express consent of the Council has been given	All Days	No Charge	<u>Monday to Saturday</u> 8am to 6pm 4 Hours limited parking. No return within 8 hours.	No Charge

WINCHESTER CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE WINCHESTER CITY (OFF STREET) PARKING PLACES ORDER 2003
(VARIATION NO.8) ORDER 2013

Winchester City Council acting on behalf of Hampshire County Council in exercise of its powers under sections under Sections 1,2 4,32,35,45,46,49,51 and 53 of the Road Traffic Regulation Act 1984 (“ the Act”), as amended by the Road Traffic Regulation (Parking) Act 1986, Part IV of Schedule 9 to the Act , and of all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act, hereby makes the following order :-

1. In this order the “Principal Order “ means “The Winchester City (Off Street) Parking Places Order 2003 (as amended).”

2. The Principal Order shall have effect subject to the amendments set out in Schedule 1 hereto and the details contained in Schedule 1 hereto shall be inserted into Schedule I of the Principal Order.

3. This order may be cited as “The Winchester City (Off Street) Parking Places Order 2003 (Variation No.8) Order 2013 and shall come into operation on the day of 2014

Given this day of 2014

THE COMMON SEAL OF WINCHESTER)
CITY COUNCIL was hereunto affixed)
in the presence of :-)

SCHEDULE 1

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4	COLUMN 5	COLUMN 6	COLUMN 7
Name of Parking Place	Position in which vehicles may wait	<i>Class of Vehicles</i>	Days when parking available	Prescribed Charging Hours	Maximum Period for which vehicles may wait	Scale of Charges
GARNIER ROAD CAR PARK	N/A	Passenger vehicles and goods vehicles of an unladen weight not exceeding 2 tonnes and any other vehicle for which express consent of the Council has been given	All Days	No charge	<u>Monday to Saturday</u> 8am to 6pm 4 Hours limited parking. No return within 8 hours.	No Charge