

**CABINET (TRAFFIC AND PARKING) COMMITTEE****5 March 2014****Attendance:**

Councillors:

Weston (Chairman) (P)  
Humby (P)  
Warwick (P)

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

Councillor Tait

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**1. DISCLOSURE OF INTERESTS**

Councillor Humby declared a disclosable pecuniary interest in respect of agenda items due to his role as a County Councillor. However, as there was no material conflict of interest, he remained in the room, spoke and voted under the dispensation granted on behalf of the Standards Committee to participate and vote in all matters which might have a County Council involvement.

**2. MINUTES**

RESOLVED:

That the minutes of the previous meeting, held 18 March 2013, be approved and adopted.

**3. PUBLIC PARTICIPATION**

Mr J Isaacson spoke regarding Report CAB2565(TP) and Mr M Butler spoke regarding Report CAB2566(TP). Their comments are summarised under the relevant minute below.

**4. TRAFFIC REGULATION ORDER: FIVE BRIDGES ROAD AND GARNIER ROAD, WINCHESTER**  
(Report CAB2565(TP) refers)

The Assistant Director (Built Environment) advised that the restrictions along Garnier Road were proposed to deal with safety concerns caused by inconsiderate parking. In addition, the four hour parking restriction for the Garnier Road car park was to deter all day commuter parking and leave spaces available for recreational users.

During public participation, Mr J Isaacson spoke as the Managing Director of Remarkable, a business based in the Old Pumping Station,

Garnier Road. In summary, he stated that the staff at the company currently used between three and six parking spaces in the Garnier Road car park during working days. He explained that although the St Catherine's Park and Ride car park was situated nearby, he did not consider it appropriate for staff members to park there due to safety concerns of walking along unlit pavements in Garnier Road after dark. This was exacerbated due to the non-standard hours operated by the company at times. He emphasised that if the ability to park was removed, it might not be feasible for the company to continue to operate from this site. Mr Isaacson requested that the decision to introduce four hour parking restrictions at the car park be deferred, to enable further discussions to take place with the Council regarding a possible solution to this issue.

At the invitation of the Chairman, Councillor Tait spoke as a Ward Councillor in general support of the Report's proposals. However, he supported the request by Mr Isaacson that the decision relating to Garnier Road be deferred, to enable further discussions to take place to seek a solution to the issues raised.

In response to Members' questions, the Assistant Director advised that Garnier Road car park was not tarmacked and spaces were not formally defined. In addition, if permits were offered for all day car parking, these would have to be available to everyone and not restricted to, for example, Remarkable employees. The Assistant Director suggested that alternative solutions in terms of additional private parking for employees at the Old Pumping Station site itself might be possible, but would require further consideration by Planning Officers outside of the meeting.

Following discussion, Committee Members agreed to defer the proposals relating to Garnier Road car park.

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

**RESOLVED:**

1. That parking and waiting restrictions be introduced in Bull Drove, Garnier Road and Five Bridges Road as detailed in the schedules and plans attached as Appendices A, B and D to the Report.
2. That the Head of Legal and Democratic Services be authorised to make the necessary orders.
3. That parking and waiting restrictions detailed regarding Garnier Road car park be deferred and a further Report be brought back to the next Committee meeting scheduled for 29 April 2014.

5. **TRAFFIC REGULATION ORDER FOR PROPOSED PROHIBITION OF WAITING – PARKWAY, WHITELEY**  
(Report CAB2566(TP) refers)

The Assistant Director (Built Environment) advised that the prohibition of waiting was proposed to address safety concerns currently being caused by inconsiderate parking along Parkway.

During the public participation period, Mr M Butler (Whiteley Parish Council) addressed the Committee. In summary, he was concerned that the cars displaced as a result of the proposals would relocate to parking in nearby residential streets, such as Marjoram Way, causing difficulties for residents. As an alternative to the proposed waiting prohibition, the Parish Council suggested verge hardening on the western boundary of Parkway. Mr Butler requested that the Report be deferred to allow wider consideration of parking issues in the area to take place, including on-street parking and maximising off-street parking.

In response, the Assistant Director acknowledged that there was a risk that parking would be displaced into residential streets, but emphasised the urgent requirement for the proposals because of significant safety concerns caused by the current parking along both sides of Parkway. The effects of the proposed Order on surrounding areas and the parking situation in the Whiteley area in general would be kept under review. Verge hardening would involve significant costs, and might not be practically possible as the land beyond the verges was not Council owned.

Members noted that there were surplus private car parking spaces available within Whiteley and that local businesses could be encouraged to work together to achieve a solution to commuters parking on-street, where this was causing difficulties. Councillor Humby stated that he could take this suggestion further through the Whiteley BID, in his Portfolio Holder role.

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

**RESOLVED:**

1. That a prohibition of waiting be introduced as detailed in the schedules to the draft Order
2. That the Head of Legal and Democratic Services be authorised to make the necessary Order.

6. **EXPERIMENTAL TRAFFIC REGULATION ORDER: GREAT MINSTER STREET AND MARKET LANE, WINCHESTER**  
(Report CAB2563(TP) refers)

The Assistant Director (Built Environment) advised that the scheme had been monitored because of its close proximity to City Offices. The objection received had been submitted just after the experimental order had been made and officers were not aware of any problems. Furthermore, traffic volumes in Great Minster Street had reduced by approximately 40% since the environmental improvements to The Square were completed and by 25% since the Experimental Order was introduced in July 2013.

At the invitation of the Chairman, Councillor Tait spoke as a Ward Councillor in support of the Report.

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

RESOLVED:

1. That the Experimental Traffic Regulation Order for Great Minster Street and Market Lane, Winchester be made permanent.
2. That the Head of Legal and Democratic Services be authorised to make a permanent Order as detailed in Appendix A.

7. **TRAFFIC REGULATION ORDER PROGRAMME 2014/15**  
(Report CAB2564(TP) refers)

The Chairman thanked the Assistant Director (Built Environment) and Team for their work in implementing the Programme.

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

RESOLVED:

That the Traffic Regulation Order programme for 2014/2015 be approved as detailed in Appendix A of the Report.

The meeting commenced at 10.00am and concluded at 10.45am.

Chairman