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| Meeting | Cabinet (Traffic and Parking) Committee |
| Date and Time | Monday, 17th December, 2018 at 3.30 pm. |
| Venue | Walton Suite, Guildhall, Winchester |

AGENDA

PROCEDURAL ITEMS

- 1. Apologies**
To record the names of apologies given.
- 2. Disclosure of Interests**
To receive any disclosure of interests from Members and Officers in matters to be discussed.
Note: Councillors are reminded of their obligations to declare disclosable pecuniary interests, personal and/or prejudicial interests in accordance with legislation and the Council's Code of Conduct.
- 3. To note any request from Councillors to make representations on an agenda item under Council Procedure Rule 35.**
Note: Councillors wishing to speak about a particular agenda item are requested to advise the Democratic Services Officer before the meeting. Councillors will normally be invited by the Chairman to speak immediately prior to the appropriate item.
- 4. Minutes of the previous meeting held on 2 February 2017 (Pages 5 - 14)**
- 5. Public Participation**
– to receive and note questions asked and statements made from members of the public on issues relating to the responsibility of this Committee (see note overleaf).



BUSINESS ITEMS

6. Proposed Parking Restrictions, Various Roads, Whiteley (Pages 15 - 42)

Non Key

(CAB3109(TP))

L Hall
Head of Legal Services (Interim)

Members of the public are able to easily access all of the papers for this meeting by opening the QR Code reader on your phone or tablet. Hold your device over the QR Code below so that it's clearly visible within your screen and you will be redirected to the agenda pack.



7 December 2018

Agenda Contact: Nancy Graham, Senior Democratic Services Officer
Tel: 01962 848235 Email: ngraham@winchester.gov.uk

Membership 2018/19

Chairman: Warwick (Portfolio Holder for Environment)
Griffiths
Miller

Deputy: Brook

Non-Voting Invited representatives

Councillors Burns, Cook and Learney*

**Subject to confirmation of membership change at 12 December 2018 Cabinet.*

Councillors Achwal (Non-voting Deputy), Green (Non-voting Deputy) and Weston
(Non-voting Deputy)

In the event of any of the standing or deputy or deputy member not being available for a particular meeting, another member of Cabinet will be selected in alphabetical rotation by the Legal Services Manager to substitute for the standing member.

Quorum = 3 members

PUBLIC PARTICIPATION

Public Participation is at the Chairman's discretion. If your question relates to an item on the agenda, you will normally be asked to speak at the time of the relevant item. Representations will be limited to a maximum of 3 minutes, subject to a maximum 15 minutes set aside for all questions and answers. If several people wish to speak on the same subject, the Chairman may ask for one person to speak on everyone's behalf. As time is limited, a "first come first served" basis will be operated.

To reserve your place to speak, you are asked to arrive no later than 10 minutes before the start of the meeting to register your intention to speak. Please contact the Democratic Services Officer in advance for further details.

The names of members of the public etc who have registered to address committee meetings will appear in the minutes as part of the public record, which will include on the Council's website. Those wishing to address a committee meeting who object to their names being made available in this way must notify the Democratic Services Officer either when registering to speak, or within 10 days of this meeting.

DISABLED ACCESS:

Disabled access is normally available, but please phone Democratic Services on 01962 848 264 or email democracy@winchester.gov.uk to ensure that the necessary arrangements are in place.

TERMS OF REFERENCE

Included within the Council's Constitution (Part 3, Section 2) which is available [here](#)

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CABINET (TRAFFIC AND PARKING) COMMITTEE

2 February 2017

Attendance:

Councillors:

Warwick (Chairman) (P)
Griffiths (P)
Weston (P)

Other invited Councillors:

Clear (P)

Others in attendance who addressed the meeting:

Councillors Burns, Byrnes, Godfrey, Learney, Porter and Weir

Others in attendance who did not address the meeting:

Councillors Bell and Elks

1. DISCLOSURE OF INTERESTS

Councillor Burns declared a personal (and prejudicial) interest in respect of CAB2891(TP) as a nearby resident to the proposed Traffic Regulation Order in Hyde Street. She remained in the room in order to speak under the public participation procedure and then left prior to the debate and decision on that item.

2. MINUTES

RESOLVED:

That the minutes of the previous meeting, held 4 January 2017, be approved and adopted.

3. PUBLIC PARTICIPATION

Eleven members of the public and/or representatives of local organisations spoke regarding CAB2890(TP) and their comments are summarised under the minute below. In addition four members of the public spoke regarding CAB2891(TP) and their comments are summarised under the relevant minute below.

4. TRAFFIC REGULATION ORDER – VARIOUS ROADS, MICHELDEVER STATION

(Report CAB2890(TP) refers)

The Assistant Director (Environment) advised that since the deferral of the decision on CAB2845(TP) at a previous Committee meeting on 9 November 2016, a meeting with major stakeholders (including the Council, South West Trains and Network Rail) had been arranged by Steve Brine MP. Various options were under consideration by SWT and Network Rail, but there were no firm proposals to provide any additional parking at the Station at this time. Lining in the existing car park should be refreshed but this won't provide additional spaces. Discussions had also been held with Micheldever Parish Council which had indicated they were unable to provide any additional parking on their land.

In response to questions, the Assistant Director confirmed that the rail franchise was due for renewal in spring 2017 and it might be appropriate to resume further discussions at that time, possibly with the assistance of the local MP.

The Assistant Director advised that enquiries had indicated that the Sutton Scotney estate land owned by Zurich was currently under offer which limited any discussions as to potential use for car parking until ownership had been resolved.

The Assistant Director outlined the background to the proposals, as summarised in the Report. Currently approximately 50 vehicles parked on-street in the area and the proposals would remove approximately 20 to 25 parking spaces. The continued use and viability of Micheldever Station was recognised but had to be balanced against the obligation to mitigate the impact of inconsiderate parking on local residents and safety of highway users.

During public participation, eleven members of the public addressed the Committee as summarised below (six opposed to and five in support of the proposals in the Report).

James Drewer, Dougal Kerr, Simon Young, James Maclay, Ewan Worthington and Rupert Neville all opposed the proposals as they were users of Micheldever Train station who lived in local villages requiring them to drive and park at the station. In summary, points raised included the following:

- Differing journey times for individual commuters meant there was no easy alternative to driving and parking at the station;
- The station car park was regularly full by 9am or earlier on weekdays and the proposals would therefore prevent access to the station outside of these hours;
- The proposals were badly timed due to the renewal of the franchise being due shortly;
- There had been a lack of consultation with the wider community on the proposals;

- The proposals could result in people parking on roads further away from the station which were more rural in nature and unlit, with potential safety consequences;
- Commuters had sympathy with residents' concerns but believed the proposals were a disproportionately excessive response, weighted in favour of people living in the village and not evidence based;
- Alternative options such as traffic calming and speed cameras should be considered instead;
- A belief that there was appropriate land available for Network Rail to provide additional car parking;
- If the proposals were approved, there was no incentive for Network Rail and/or SWT (or a new franchise holder) to make improvements to parking provision.
- Alternative parking availability at Warren Centre was less than stated by the Parish Council meaning more vehicles would be impacted by the proposals.

John Botham (Micheldever Parish Council), Felicity Botham (Warren Centre Management Committee), Derek Whardle, James Walker and Steve Carter all spoke in support of the proposals as local residents of Micheldever Station. In summary, points raised included the following:

- The Parish Council had offered to provide a free minibus picking up from other villages within the Parish three times each morning, but had only received six replies. Commuters had not engaged with the Parish Council regarding parking issues in the village;
- The proposals were vital to ensure residents' safety and avoid accidents (there had been near misses). This was a long standing issue which had been ongoing for many years. Drivers currently sped up to clear long lines of parked cars along Overton Road;
- Currently, some residents were prevented from parking outside and/or gaining access to their own homes due to inconsiderate parking by rail commuters. Deliveries were also being affected and there were instances where vehicles were parked for days or weeks at a time;
- Photographs were distributed by Mr Whardle indicating the difficulties accessing his property along Overton Road due to the current on-street parking;
- A suggestion that once the proposals were implemented, parking season tickets at the Station only be issued to those who lived closer to Micheldever Station rather than Winchester or Basingstoke rail stations.
- Disagreement with statements made by those in opposition to the proposals that they had not been widely consulted upon.
- Not opposed to parking in the village in general, but the proposals were essential to restore the balance between the requirements of residents and commuters.

In response to questions, Mr Botham stated that the Parish Council could only operate a minibus service if there was sufficient take-up to justify its provision.

At the invitation of the Chairman, Councillors Porter, Byrnes and Godfrey addressed the Committee as summarised below.

Councillor Porter emphasised that discussions had been ongoing for a number of years, including with SWT and Network Rail. She believed there were solutions available to SWT (or any new franchise holder) to provide additional parking near the station. She highlighted the speed of traffic along Overton Road and the fact that it was regularly used by heavy good vehicles. She mentioned that the number of unadopted roads in the area had created additional difficulties for the Council in implementing appropriate measures and had required the use of residents' permits.

Councillor Byrnes stated that he had chaired the previous meeting where this matter had been considered and highlighted the difficulties in balancing the conflicting interests of local residents and commuters. He had also attended the meeting with the local MP and Network Rail and other key stakeholders which he had found productive and suggested there would be merit in holding a further meeting. He expressed some concern that the proposals would have a negative impact on usage of the train station and its overall viability which would have a consequential negative impact on the village as a whole. However, on balance, he believed the proposals in the Report should now be implemented and the parking situation be kept under review.

Councillor Godfrey highlighted that Micheldever Station village had more than doubled in size in recent years and rail usage had also doubled over the same period. The Parish Council, City Council and Local MP had all worked together over many years in various attempts to address parking problems. He would not wish for Micheldever Station to become a parkway rail station and the consequential increase in development around the village that could follow. On balance, he believed the proposals in the Report should be approved and the situation be kept under review.

The Assistant Director clarified that speed cameras could only be introduced with the agreement of Hampshire Constabulary and this could be investigated further if Members wished. At the current time, the area included only a limited number of parking restrictions with the majority being advisory only. If the proposals were approved, the Council would undertake to enforce the restrictions.

During discussion, Members noted the length of time discussions had been ongoing to attempt to seek a solution to the parking issues in the village and the additional steps taken since the matter was considered at the meeting in November 2016. In addition, they commended the Parish Council for their offer of a free mini bus and hoped that rail commuters might take this up. Committee Members supported the TRO as set out in the report, acknowledging the balance between public safety and the requirements of station users, but concluding that the situation could not continue as was, and action was required to tackle dangerous and inconsiderate parking. It was also considered that speed cameras would not offer an alternative solution. The requirement for the Council to continue discussions with Network Rail

and other key stakeholders in order to try and find an alternative solution in the longer term was emphasised.

Therefore, the Committee agreed with the proposals outlined in the Report, which were justified on traffic management grounds, and further requested that the situation be monitored and that the Council remained engaged with key stakeholder meetings in the future.

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

RESOLVED:

1. That the waiting and parking restrictions be introduced as proposed subject to the revisions as detailed in the amended plan (Appendix D to the Report).
2. That the Head of Legal and Democratic Services be authorised to make the necessary Order as detailed in the Statement of Reasons and Schedule as amended. (Appendix E to the Report).
3. That the situation be kept under review a further Report be submitted to Members if required.
4. That the Council remain engaged with key stakeholder meetings regarding the provision of additional parking for rail commuters at Micheldever Station.

5. **TRAFFIC REGULATION ORDER – HYDE STREET, WINCHESTER**
(Report CAB2891(TP) refers)

The Assistant Director (Environment) advised that the Report had been submitted to Committee at the request of Councillor Burns, who was a local resident and also a Ward Councillor. He outlined the background to the current proposals, as summarised in the Report. However, following continued objections from some local residents, he suggested that it might be possible to include an additional kerb build-out located on the east side of Hyde Street, just north of its junction with Silchester Place. This was not subject to the Traffic Regulation Order (TRO) but would require approval from the County Council and initial consultations had informally indicated they would support this measure. This additional build out was on the opposite side of the road to the one included within the Report and could complement it. If the proposals were approved, the impact of the TRO would be monitored.

The Assistant Director advised that County Council statistics indicated that the traffic flow along Hyde Street had increased from 1,400 vehicles per day in 2006 to 2,400 vehicles per day in 2013. Traffic speed had remained fairly consistent at an average of approximately 24mph.

In response to questions regarding the impact on the overall design and appearance of Hyde Street, the Assistant Director stated that kerb build-outs would require signage, but the Council could consider the use of appropriate materials for the area, as it had in other historic streets in the centre of Winchester.

Four local residents spoke during public participation and their comments area summarised below.

Martin Wilson spoke as resident of Egbert Road who travelled along Hyde Street on foot, by car and cycling. Speeding vehicles are an issue in this road. He welcomed the decision to move the parking bays but did not support the kerb build-out proposal which was in the wrong place and should be located on the other side of the street. It would hinder cyclists waiting behind the build out to let traffic pass because of the gradient of the highway at this point. He believed the primary concern should be to reduce the speed of traffic travelling from the direction of Worthy Road. He also highlighted the narrow pavements along the east side of Hyde Street being dangerous for pedestrians.

Deirdre Wood emphasised that Hyde Street was a residential street which was experiencing noise and pollution from the volume and speed of traffic travelling along it, in both directions. The new bays were blamed for all problems but other bays would remain and residents required parking. She considered additional double yellow lines risked increasing speed of traffic and that more investigation should be undertaken into installing safer crossing points and enforcing the existing 20mph speed limit. She mentioned that she had collected 49 signatures supporting the proposal that traffic should be restricted along Hyde Street.

Anne Russell spoke as a resident of Hyde Street for over 30 years and highlighted the dangers for pedestrians due to the volume and speed of traffic, (which had increased over the years) together with the narrow pavements. She believed that the parking bays had reduced traffic, expressed concern about the current junction with King Alfred Place and favoured the proposals for two kerb build-outs. She considered it was necessary to examine the whole street as a package but was supportive of the proposed TRO and build outs.

Mrs Robertson spoke as a resident of Clarendon House, off Hyde Street and expressed concern that the current positioning of the new parking bays restricted visibility. She welcomed the proposals for a kerb build-out and also suggested an additional measure at the entrance to Hyde Street (from Jewry Street) to reduce speed of traffic exiting the traffic lights (she commented that the speed limit was not currently adhered to).

At the invitation of the Chairman, Councillors Burns, Hiscock and Mather addressed the Committee and their comments are summarised below.

Councillor Burns expressed concern about the volume and speed of traffic travelling along Hyde Street (speed limit not adhered to) and highlighted that

the narrow pavements and low kerbs at places meant that traffic sometimes mounted pavements (she mentioned a particular area of concern outside the Hyde Tavern). She welcomed the proposal for an additional kerb build-out but considered that wider traffic calming measures should also be considered to address speed issues and improve the ability of pedestrians to cross the road whilst emphasising the residential nature of the street. She did not believe the kerb build-out detailed in the Report was in the correct location as it was located on an uphill bend and traffic would be forced onto the wrong side of the road. In addition, she highlighted that because all the parking bays were located on the west-side of the road, motorists sped up to pass. Councillor Burns left the meeting after addressing Committee.

In response, the Assistant Director highlighted that the proposed new kerb build-out would be less than the equivalent of one car in length and allow more opportunities for traffic to pull in than the current parking bays. He acknowledged that ideally parking bays should have been located on both sides of the road, but this would be difficult to address at this stage. The proposal for an additional build-out on the east side of Hyde Street should slow traffic in both directions and potentially deter drivers from using the road as a cut through.

Councillor Hiscock thanked the Assistant Director and team for their work in bringing forward the various proposals to date in an attempt to address all concerns received and welcomed the suggestion of an additional kerb build-out. He requested that the measures be introduced without further delay.

Councillor Mather agreed that the parking bays be removed but highlighted that local residents remained divided regarding the proposed introduction of kerb build-outs. She queried whether build-outs had been shown to reduce the speed of traffic when introduced in other roads in Winchester, such as St James Lane and Sparkford Road. She also highlighted that the County Council were currently working on a Worthy Lane corridor study and suggested their Officers be engaged in an attempt to find a more holistic approach to the current problems. She suggested that the decision on the kerb build-outs be deferred to enable further discussions with the County Council.

The Assistant Director noted comments regarding linking with the Worthy Lane scheme but highlighted that this might not be implemented for some time and residents of Hyde Street required a more timely solution. He did not consider that the pavement outside the Hyde Tavern would be wide enough to allow bollards to be installed. He confirmed that residents would be consulted prior to the introduction of the additional proposed kerb build-out.

Following discussion, the Committee agreed that the proposals be introduced, together with the additional kerb build-out (subject to consultation with residents and County Council approval). It was noted that the situation would be monitored and further measures proposed if required.

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

RESOLVED:

1. That the waiting restrictions be introduced as proposed (Appendix G to the Report) subject to the construction of the kerb build-outs as detailed in Appendix I to the report and outlined above. The additional proposed kerb build-out on the east side of Hyde Street was supported and would be subject to consultation with residents and would require County Council approval before it could be provided.

2. That the Head of Legal and Democratic Services be authorised to make the necessary Order as detailed in the Statement of Reasons and Schedule (Appendix F to the report)..

6. **TRAFFIC REGULATION ORDER PROGRAMME 2017/18**
(Report CAB2892(TP) refers)

At the invitation of the Chairman, Councillors Weir and Learney addressed the Committee as summarised below.

Councillor Weir thanked the Assistant Director (Environment) and team for their work in introducing the new Traffic Regulation Order (TRO) for Weeke and Teg Down and welcomed the inclusion of the review of the scheme in the TRO Programme. However, the introduction of the new measures had displaced parking issues to other areas to the north of Winchester, such as north Weeke and Harestock. She believed that parking issues in the area would increase following the development of Barton Farm and also highlighted the difficulties caused by Peter Symond's College student parking. Therefore, Councillor Weir suggested that the Council take a holistic approach to addressing traffic issues to the north of Winchester, including more car parking provision at the edge of town, extension of the 20mph zone and consideration of public transport provision. As Chair of Winchester Town Forum she hoped that she could work together with the Council executive to achieve this.

Councillor Learney also thanked the Assistant Director and team for implementing the new residential parking schemes in St Barnabas. However, she agreed that the new restrictions had displaced parking issues elsewhere. She therefore welcomed the inclusion of the Teg Down/Weeke area review as a high priority in the TRO Programme for 2017/18.

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

RESOLVED:

1. That the proposed Traffic Regulation Order Programme 2017/2018 be formally approved. (Appendix A to the report) and that

delegated authority be given to the Assistant Director (Environment) to revise the programme with the agreement with the Portfolio Holder for Environment.

2. That the split of the Winchester City Council District for traffic management work be noted (Appendix B to the report).

The meeting commenced at 4.00pm and concluded at 6.10pm

Chairman

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REPORT TITLE: PROPOSED PARKING RESTRICTIONS, VARIOUS ROADS, WHITELEY

17 DECEMBER 2018

REPORT OF PORTFOLIO HOLDER: ENVIRONMENT – CLLR WARWICK

Contact Officer: Corinne Phillips Tel No: 01962 848326 Email cphillips@winchester.gov.uk

WARD(S): WHITELEY

PURPOSE

This report provides the background to the proposed introduction of parking restrictions on various roads in Whiteley, which when advertised, received 26 objections and three letters of support. The report sets out the reasons for proposing the restrictions and considers the objections which were received.

RECOMMENDATIONS:

1. That the proposal for double yellow lines on Parkway, Rookery Avenue, Whiteley Way and Solent Way, Whiteley be approved, as advertised.
2. That the Head of Legal Services (Interim) be authorised to make the Order in accordance with the advertised proposal

IMPLICATIONS:1 COUNCIL STRATEGY OUTCOME

- 1.1 The proposal is in keeping with the Council's Strategy "Improving the quality of the District's environment" outcome in attempting to improve traffic management and road safety for all road users and in particular for vulnerable road users.

2 FINANCIAL IMPLICATIONS

- 2.1 The cost of progressing and implementing the Traffic Regulation Order for the proposed yellow lining will be met from within existing budgets and from a developer's contribution linked to a planning permission (Lidl food store by Solent Way) received by Hampshire County Council and transferred to Winchester City Council.

3 LEGAL AND PROCUREMENT IMPLICATIONS

- 3.1 None

4 WORKFORCE IMPLICATIONS

- 4.1 Enforcement is already undertaken periodically in Whiteley, and as the parking restrictions will apply at all times, any tickets required to be issued can be done so during these routine visits.

5 PROPERTY AND ASSET IMPLICATIONS

- 5.1 None

6 CONSULTATION AND COMMUNICATION

- 6.1 The City Council is engaging with ward members, the Portfolio Holder for Environment and Whiteley Town Council and businesses, via Whiteley Business Forum, regarding parking issues. The need for further parking restrictions and potential for increasing off-street parking options has been discussed a number of times with the Town Council and had been raised as an item on the agenda at the Business Forum meetings held on 28 July 2018 and 23rd November 2018 which was attended by representatives from the City Council and some of the local businesses. This work is on-going as the City Council acknowledges that simply introducing further waiting restrictions alone will not resolve the parking issues evident in Whiteley.
- 6.2 The Town Council was consulted on the proposals as were the Police and County Councillor Huxstep. The Police and Town Council confirmed that they had no objections to the proposal and Councillor Huxstep has not raised any objections.

6.3 The proposed parking restrictions were advertised between the 27 September 2018 and 26 October 2018. Notices were posted on-street in the immediate vicinity of the proposal and published in the Mid-Hants Observer. Details were also placed on the City Council website and held on deposit in the City Office reception. The Town Council also sent notification of the proposal to the contacts that attend the Business Forum.

6.4 In response to the advertisement, 29 representations were received. Of those, 26 were objections with 3 supporting the proposed order. The comments and objections are tabulated in Appendix 3. It is not unusual to receive negative comments rather than positive feedback to the advertisement of parking restrictions.

7 ENVIRONMENTAL CONSIDERATIONS

7.1 The proposed waiting restrictions (double yellow lines) seek to improve the environment for non-motorised road users, and in particular vulnerable road users such as pedestrians and cyclists. Removing the parked vehicles which cause an obstruction on the shared footway/cycleway on the north western side of Solent Way will create a safer environment. Improving the sight lines at the junctions will also improve the visibility for motorists.

8 EQUALITY IMPACT ASSESSEMENT

8.1 None

9 DATA PROTECTION IMPACT ASSESSMENT

9.1 None required

10 RISK MANAGEMENT

10.1 See table below

| Risk | Mitigation | Opportunities |
|---|---|---|
| <i>Property</i> | N/A | N/A |
| <i>Community Support</i> | N/A | N/A |
| <i>Timescales Delayed timescale could increase the likelihood of more complaints and possible accidents</i> | Introduction of restrictions should reduce complaints and the likelihood of accidents occurring | Local businesses incentivised to take steps to engage in discussions to look at ways to address wider parking issues. |
| <i>Project capacity</i> | N/A | N/A |
| <i>Financial / VfM</i> | | |
| <i>Legal Possible legal challenge if restrictions required by the Lidl development are not implemented</i> | Ensure restrictions required by the Safety Audit in relation to the development are | |

| | | |
|---|---|---|
| | introduced in accordance with the proposed TRO. | |
| <i>Innovation</i> | N/A | N/A |
| <i>Reputation</i> <i>Continuing to allow the current level of on-street parking will perpetuate obstruction and potential safety issues which could damage the reputation of the City Council.</i> | The introduction of restrictions at this stage will ensure that the traffic is appropriately managed and will help to accommodate continuing development in Whiteley without compromising highway safety. | |
| <i>Other</i> <i>The existing parking creates safety issues for other road users particularly pedestrians and cyclists</i> | The safety concerns will be addressed by the proposed TRO for vulnerable road users in particular. | There will be more incentive for local walking and cycling journeys |

11 SUPPORTING INFORMATION:

Background

- 11.1 For a number of years the development of office and business units at Whiteley has increased as Solent Business Park nears completion, and this, coupled with greater occupancy levels, means that there has been a significant increase in on-street parking. The on-street parking has continued to generate complaints from both businesses on Parkway and Solent Way and residents in the area. This particularly focussed on parked vehicles very close to the roundabout of Parkway and Whiteley Way, including vehicles parking in the left turn filter lane leading up to the M27 junction 9. More recently however there have been increasing numbers of complaints regarding the volume of parking occurring on Solent Way, especially in relation to cars parked partially or completely on the shared footway/cycleway.
- 11.2 The on-street parking has been monitored for over a decade and periodically double yellow lines have been introduced in the areas worst affected by parked vehicles. For example, restrictions have been made on Parkway to prevent the obstruction of sight lines for the various junctions and to aid the movement of traffic around the business park. There still remains however, a significant amount of on-street parking on Parkway. Parkway has historically attracted the most parking complaints which is probably due to it being located in the more established area of the business park. .
- 11.3 Solent Way is a more recently developed area of the business park which has smaller offices than Parkway and some industrial units. It was adopted by Hampshire County Council approximately two years ago, and originally had

few parking issues as there were only small office units on one side of the road. However as the industrial units were developed and occupied, the parking increased significantly and complaints were received by the City Council and County Council from some of the businesses on Solent Way. The parking issues were exacerbated by the introduction of yellow lines by the land owners (without a Traffic Order) on the privately owned access roads leading to the car parks next to the industrial units. There were also complaints from pedestrians and cyclists using a shared footway/cycle link from Parkway through to Rookery Avenue. This footway and cycleway link is used by school children to the rear of Whiteley Primary School, accessed from Yew Tree Drive. (See location plan in Appendix 1)

- 11.4 Due to the significant number of complaints for both locations and the involvement of the Police with issuing tickets for obstruction, it was decided that further restrictions would be required, which would tackle all the problem areas that had attracted complaints. (See photographs in Appendix 4)
- 11.5 The decision to take forward further parking restrictions was also prompted by the granting of planning permission for a Lidl Store on Solent Way close to the roundabout with Rookery Avenue. The Safety Audit for the store required that double yellow lines be provided to ensure that the sight lines for delivery vehicles and store customers were not impeded by parked vehicles. Parking was already occurring at the location of the new store access and up to the roundabout junction of Rookery Avenue. This requirement for double yellow lines was therefore included in the wider proposal for Parkway, Rookery Avenue and Parkway.

Details of Proposal

- 11.6 The proposal for double yellow lines is detailed on plan number 810402/365 (Appendix 2) The double yellow lines are proposed to remove all the parking in the vicinity of the Parkway South Roundabout, and on Rookery Avenue to prevent the displacement of parking. The junctions and accesses on Solent Way will have yellow lines to prevent the obstruction of the sight lines and to enable clear visibility for the pedestrian/cycle route. This will include the access to Lidl which was required to have restrictions on the visibility splays. Also highway improvements are currently being undertaken on Rookery Avenue as part of the development which will aid pedestrian movements. Several lengths of unrestricted areas on Solent Way will allow some on-street parking to remain, as removing the parking completely would be likely to increase vehicle speeds and the Council has no objection with on-street parking where it does not cause safety and other problems. These unrestricted areas will accommodate approximately 25 cars.

Objections raised

- 11.7 The objections and comments received are tabulated in Appendix 3.
- 11.8 All of the objections raised specified a lack of alternative parking for those working in Whiteley or visiting the businesses and the lack of public transport.

However observations of the parking areas to the rear of the industrial units on the north western side of Solent Way and the office units on the south-eastern side of Solent Way have identified parking areas which appear to be underused (See photographs in Appendix 4). Although these may not be leased specifically to the units whose occupiers are concerned about a shortage of parking, the assumption that the public highway can be relied upon to provide car parking is not supported in locations where it causes safety issues. , Parking on the highway has been tolerated for a number of years now, but this has eventually resulted in inconsiderate parking including the blocking of the footway/cycleway and tactile paving and completely obscuring the visibility splays. Action therefore is needed to impose controls in the areas where vehicles would otherwise be permitted to park. (See photographs in Appendix 4)

- 11.9 The requests in some of the objections for an alternative parking provision provided by the Council is not deliverable at this time, as the City Council does not own any suitable land at Whiteley to enable a car park to be built. Discussions have previously been held with representatives from the City Council and a number of the businesses at Whiteley to explore whether occupiers of premises on the business park would be willing to commit to parking staff vehicles in a car park provided by the Council. There was little enthusiasm for this so the Council did not progress this option. However, in the light of this proposed TRO, some of the businesses have come forward to express a desire to explore alternative parking off-street provision. As explained above therefore (Section 6) this will be pursued further in the coming months.
- 11.10 There are some public transport links to Whiteley, which include buses from Southampton and Fareham, as well as a train link from Southampton, Fareham and Portsmouth. Swanwick train station is the closest train station to Whiteley, but is approximately a 20-25 minute walk away. Public transport is not as convenient as journeys by car, but this is a commercial operation and without an increased demand there is unlikely to be an increase in the services to Whiteley.

Conclusion

- 11.11 The City Council recognises the parking difficulties in Whiteley, and the potential this has to create tension between residents and commuters where restrictions are introduced which can lead to displacement of vehicles to local areas of housing. For this reason there has been restraint in the past regarding the introduction of parking restrictions. However, any attempts made to engage the various businesses in finding an alternative solution have so far been met with a lack of commitment. The land owners have themselves placed double yellow lines on the privately owned access roads to the individual units, which is likely to have exacerbated the parking problems on the highway.

- 11.12 The need for restrictions to prevent obstructive parking and to enable further development to occur without harming highway safety has now led to the proposed restrictions which is, at present, the only course of action that the City Council is able to take to reduce ongoing complaints and address safety concerns.
- 11.13 However, it is planned to engage in further discussions with the Town Council, members, land owners and businesses who are receptive to finding a solution to the parking issues experienced around the Solent Business Park and neighbouring areas. However in the short term the issues regarding the obstruction caused by the current parking need to be addressed by introducing waiting restrictions.

12 OTHER OPTIONS CONSIDERED AND REJECTED

- 12.1 Introducing a parking restriction on one side of Solent Way only, effectively allowing parking to remain on the other side was considered. However as there is a shared footway and cycleway on the northern side of the road, which currently has parked cars obstructing it, this would have to be where the restrictions are placed. The southern side of the road also has several accesses and a pedestrian cross over point. Yellow lines were also required for the Lidl development on the southern side of the road. It was therefore more appropriate to protect the entrances and allow parking to occur where there would not be any obstruction of visibility or of the tactile paving where the pedestrians and cyclists cross Solent Way.

BACKGROUND DOCUMENTS:-

Previous Committee Reports:-

None

Other Background Documents:-

Stage 1/2 Safety Audit Report –Prepared by Mayer Brown on behalf of Lidl dated February 2018

APPENDICES:

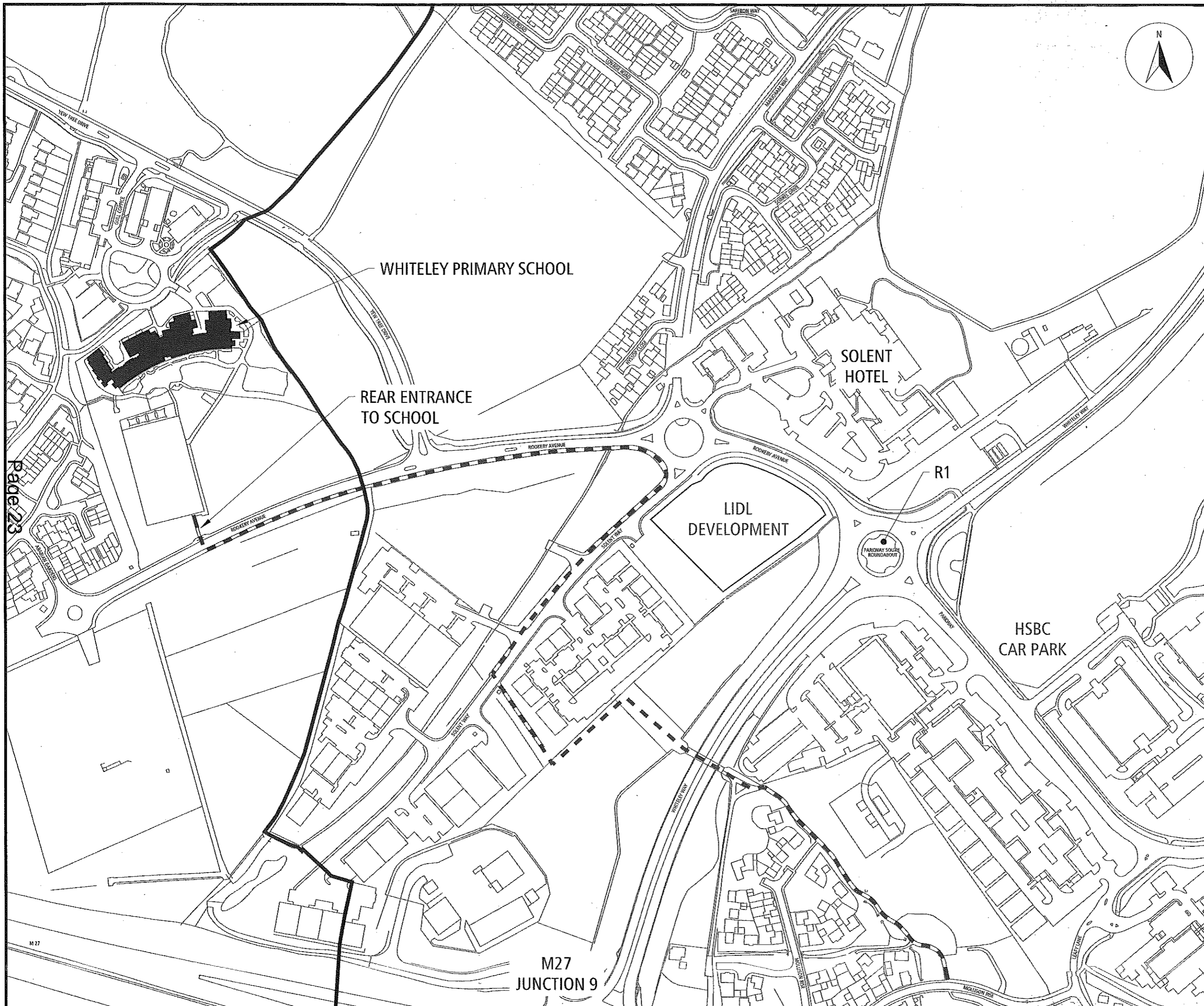
Appendix 1 – Location Plan

Appendix 2 – Plan of Proposed Double Yellow Lines

Appendix 3 – Table of Objections

Appendix 4 – Photos of location and parking

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- KEY**
- PEDESTRIAN/CYCLE ROUTE
 - DISTRICT BOUNDARY

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| Rev. | Description | Date | Drawn |
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Winchester
City Council

SERVICE DELIVERY
REGULATORY
City Offices
Colebrook Street
Winchester,
SO23 9LJ.

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Project:
TRAFFIC ORDERS
PROPOSED PARKING RESTRICTIONS
WHITELEY

Title:
APPENDIX 1
LOCATION PLAN
CABINET (TRAFFIC & PARKING)
COMMITTEE
CABTP/3109

Scale: N.T.S. @ A3 Date: 05/11/18

Drawn: CP CAD: MCH Checked:

DRG. No. 810402/365/002/A Status: P

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KEY
 NO WAITING AT ANY TIME

APPENDIX 2

CABINET

(TRAFFIC AND PARKING)

COMMITTEE

CAB (TP) 3189

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| Rev | Description | Date | By |
|-----|-------------|------|----|



Winchester
 City Council

**SERVICE DELIVERY
 REGULATORY**
 City Offices
 Colebrook Street
 Winchester
 SO23 9LU



Project
 TRAFFIC ORDERS
 WHITELEY PHASE 3

Title
 PROPOSED DOUBLE YELLOW LINES
 ROBERT AINSWORTH WAY/WHITELEY WAY

| | |
|-------------------------|----------------|
| Scale: 1:1000 @ A2 | Date: 06/02/19 |
| Drawn: CP | Checked: |
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CABINET (TRAFFIC AND PARKING) COMMITTEE

PROPOSED PARKING RESTRICTIONS, VARIOUS ROADS WHITELEY

TABLE OF OBJECTIONS AND COMMENTS RECEIVED

| REF | OBJECTION/COMMENT | RESPONSE |
|---------|---|---|
| 1 | Welcomes the proposal as in the last two years the parking has become much worse. It does not go far enough however, and cars will still park on the footway/cycleway | The double yellow lines apply to the highway boundary so wherever the yellow lines are applied, they will also be enforceable for cars that park on the footway/cycleway |
| 2 | There was a lack of consultation with people who have to park on Solent Way. There are insufficient transport links to Whiteley and the parking problem will be moved elsewhere. Most people are happy with the situation and the footways are accessible | The public advert constitutes the formal consultation process. There is public transport to Whiteley but this may not be as convenient a car journey. There may eventually need to be much more widespread restrictions but for now the immediate safety issues are being addressed. The number of complaints received did not indicate that other road users were happy with the current situation. The footways are rarely accessible |
| 3 and 7 | There has been no consultation with the companies and no surveys of the root cause. The problem will be moved elsewhere. There are insufficient public transport links. New job candidates will be discouraged and current employees may leave. No consideration for the economic impact. The business may have to leave Whiteley | The public advert constitutes the formal consultation process. Surveys were not needed to establish the level of obstruction and issues caused by parking on the public highway. There is public transport to Whiteley but this may not be as convenient as a car journey. The businesses may be encouraged to act if the parking issues are a recruitment barrier. The Council wants to work with the Town Council, members and businesses to identify options to increase off-street parking provision. |

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| 4 | <p>There has been a lack of consultation with the businesses. There are insufficient public transport links. The problem will be moved elsewhere</p> | <p>The public advert constitutes the formal consultation process. There is public transport to Whiteley but this may not be as convenient as a car journey. There may eventually be a need for more widespread restrictions, but for now the immediate safety issues are being addressed. The Council wants to work with the Town Council, members and businesses to identify options to increase off-street parking provision.</p> |
| 5 | <p>There has been a lack of consultation with people who park on Solent Way. There are insufficient public transport links. The problem will move elsewhere. There has not been any solution offered to the parking problem. One side of Solent Way could be left for parking. Cars should not park on the footpath</p> | <p>The public advert constitutes the formal consultation process. There is public transport to Whiteley but this may not be as convenient as a car journey. There may eventually be a need for more widespread restrictions but for now the immediate safety issues are being addressed. The City Council does not own any land to be used for car parking but see comment 4 above. Some parking areas have been left unrestricted along Solent Way. There are also areas within the privately owned areas of road which have double yellow lines but which could accommodate more parking if the land owners removed the lining.</p> |
| 6, 8 and 14 | <p>There has been a lack of consultation with businesses and business users. There is insufficient parking for all the workers and further restrictions will move the problem elsewhere. There is no alternative transport. Proper parking provision should have been made before the developments were allowed. There needs to be a park and ride.</p> | <p>The public advert constitutes the formal consultation process. There are public transport links but these may not be as convenient as using a car. There may eventually be a need for more widespread restrictions but for now the immediate safety issues are being addressed. The parking provision in the vicinity of Solent Way is clearly not utilised effectively. The Council wants to work with the Town Council, members and businesses to identify options to increase off-street parking</p> |

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| | | provision. |
| 7 | See reference 3 | |
| 8 | See reference 6 | |
| 9 | Recently visited a business in the area and had to park half a mile away. The parking proposals will make business more difficult and stunt growth | Many of the companies have visitor parking which forces their staff to park on the public highway. The businesses need to engage to help solve the problem. The Council wants to work with the Town Council, members and businesses to identify options to increase off-street parking provision. |
| 10 | Parking in the estate is underestimated and people will struggle to get to work. Will consider leaving their job as the public transport would take too long to get to work. Needs to take a car due to child care responsibilities. | It is never possible to know exactly how much parking will be required for each unit as their use differs with different companies. This is why the individual businesses need to cooperate with finding solution. Individuals always make choices regarding transport according to personal circumstance. The Council wants to work with the Town Council, members and businesses to identify options to increase off-street parking provision. . |
| 11 | The parking problem will move elsewhere if yellow lines are introduced. This will include Leafy Lane where parking is getting worse. Public transport is non-existent. A suitable solution needs to be found | There may eventually be a need for more widespread restrictions but for now the immediate safety issues are being addressed. Leafy Lane already has parking restrictions which are in force on weekdays. There is public transport to Whiteley but this may not be as convenient as a car journey. The businesses need to be involved in any solution and so far they have been reluctant to engage. There will continue to be the opportunity for the local businesses to engage to try and resolve the issue. As stated above the Council wants to work with the Town Council, members and businesses to identify options to increase off-street |

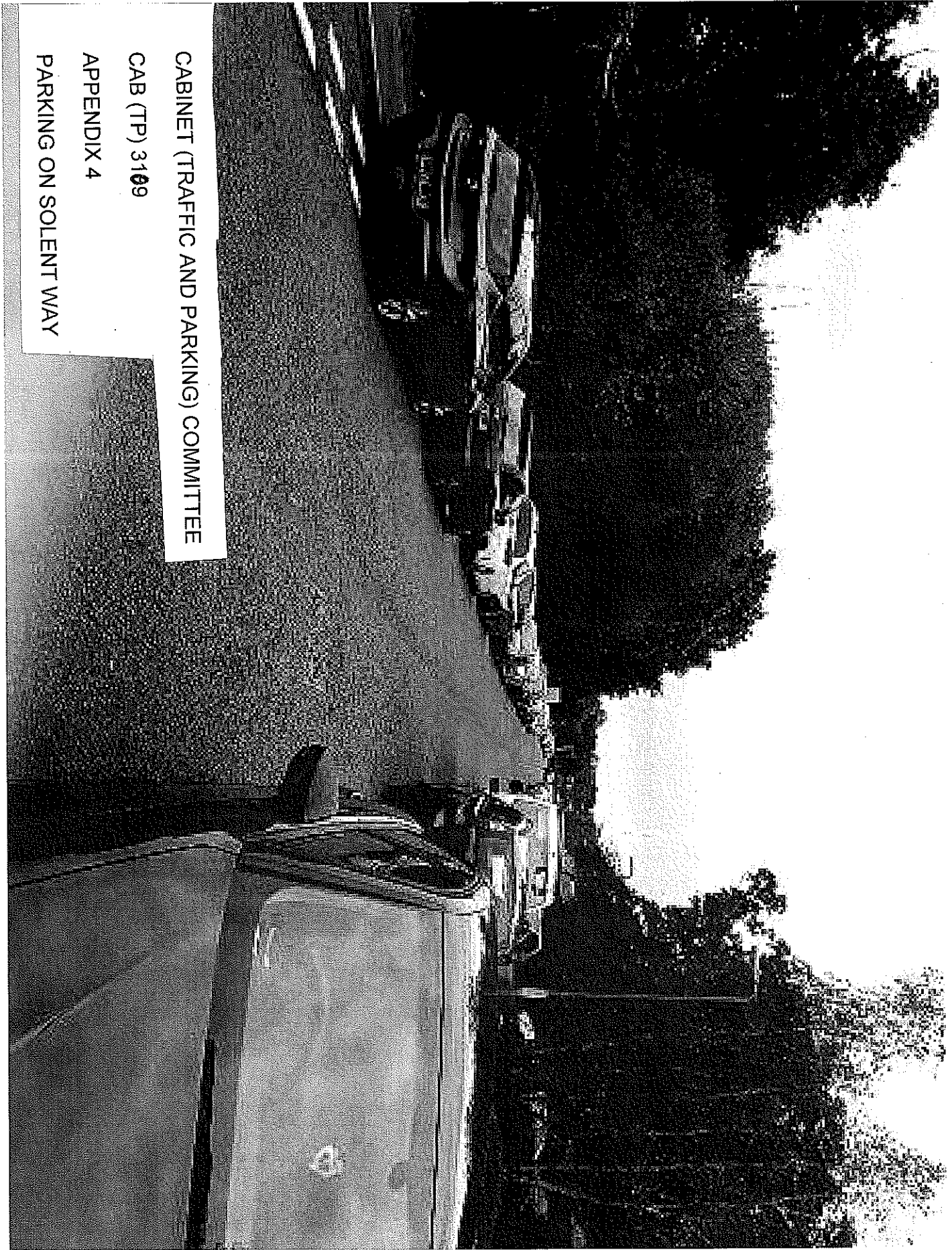
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| | | parking provision. |
| 12 and 18 | The legal precedent does not state what by-laws are being breached. There is no physical evidence to support the proposal. Public money should not be spent on this and this is illegal to do so. Solent Way is unadopted. The plan does not allow for existing bus stops. There has been no consultation and no alternative solution offered. Whiteley Town Council has not put forward a coherent plan and a working group needs to be established. | There are no by-laws being breached. A traffic regulation order is not a by-law. The photographic evidence and complaints support the proposal. The majority of Solent Way is adopted highway. The existing bus stops are covered by bus stop clearways which are not affected by the double yellow lines. Whiteley Town Council is actively engaged with the businesses and City Council to look at other ways of providing off-street parking. |
| 13 | As a resident they support the plan but are concerned that the parking will migrate to Rookery Avenue near the school. There is already a problem with parking near the school | The area of Rookery Avenue near the school entrance is would come under the responsibility of Hampshire County Council, as it is outside the district boundary but there are already some restrictions on Rookery Avenue at this point. |
| 14 | See reference 6 | |
| 15 | Supports the proposal and thinks there should be more double yellow lines as the parking is dangerous | The parking situation is continually monitored at Whiteley and restrictions are introduced as necessary. |
| 16 | There has been no consultation with the people who need to park there. The problem will move elsewhere. There is insufficient public transport to Whiteley. It is unreasonable not to help people who need to park there so a car park should be built | The public advert constitutes the consultation process. There are public transport links but these may not be as convenient as a car. There may eventually be a need for more widespread restrictions but for now the immediate safety concerns are being addressed. There will continue to be dialogue with local businesses to try and resolve the issue. |
| 17 and 19 | The proposals may force more people to park in the residential areas in Whiteley and the shopping centre car parks. There are poor | If the residential areas become affected by displaced parking then further measures may be required but this would be a separate scheme. There |

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| | public transport links and poor infrastructure. A park and ride facility or a bus from the train station would help | are public transport links but these may not be as convenient as using a car. Long term there may be scope to provide a Park and Ride or other options which provide off-street parking but this will require funding and land which is not available at present |
| 18 | See reference 12 | |
| 19 | See reference 17 | |
| 20 | The proposals will seriously impact local businesses. Public transport is poor and traffic is a key factor when trying to recruit employees. Customers will also be affected. Have tried to introduce car share and flexible working but this has had a limited uptake. The road should be widened to provide parking bays | The businesses so far have shown little appetite to actively engage in discussions about ways to increase off-street parking. If recruitment becomes an issue they may wish to be engage in finding solutions. The Council wants to work with the Town Council, members and businesses to identify options to increase off-street parking provision There are areas of yellow lines within the privately owned roads where additional parking could be provided but the businesses would have to approach the land owners. Public funds will not be used to widen the road |
| 21 | There was no consultation with the businesses that rely on the on-street parking. There is a lack of alternative parking and public transport. The pedestrians using the footway are only visiting the business park so this is not a sensible solution. Working and operating a business in Whiteley will be very unattractive | The public advert constitutes the formal consultation process. The businesses should not rely on using on-street parking. There are public transport links but these may not be as convenient as using a car. The assumption that the only pedestrians who use the footways are visiting the business park is not accurate as this is a link to the local school. The Council wants to working with the Town Council, members and businesses to identify options to increase off-street parking provision.. |

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| 22 and 27 | There is limited parking availability around the offices and restrictions will significantly increase the problem. It is not clear what safety concerns the restrictions are addressing as Solent Way is a dead-end. Alternative parking must be provided. | There are empty spaces around the offices and some yellow lines could be removed in the privately owned areas to allow more parking. Although Solent Way is a dead-end it is a busy road when considering all the accesses and large vehicles having to negotiate the parked vehicles to deliver to the various industrial units. The parking around the various accesses completely obscures visibility for emerging traffic and the footway is completely inaccessible in places |
| 23 | If the yellow lines are introduced the objector will not be able to work at Whiteley as there is no facility to park anywhere else. There are no bus routes and there will be major disruption for the company. | There will still be some areas Solent Way which do not have restrictions and there are under utilised parking areas within the privately owned car parks. There are public transport routes but these may not be as convenient as using a car. The Council wants to work with the Town Council, members and businesses to identify options to increase off-street parking provision. |
| 24 and 25 | No consultation was carried out There is a severe lack of parking so without an alternative place to park they will struggle to get to work and this will cause major disruption. | The public advert constitutes the formal consultation process. There is parking space available within the privately owned areas and some of the yellow lines in the privately owned areas could be removed to allow additional parking. |
| 25 | See reference 24 | |
| 26 | Parking restrictions are not a solution to the shortage of parking. They will not be able to carry on working in Whiteley if yellow lines are enforced. There will be massive disruption | The parking restrictions are being proposed to prevent the obstructive parking which is occurring. The various companies need to engage to help find a solution which may help their own staff and business. The Council want to working with the Town Council, members and businesses to identify options to increase off-street parking provision. |

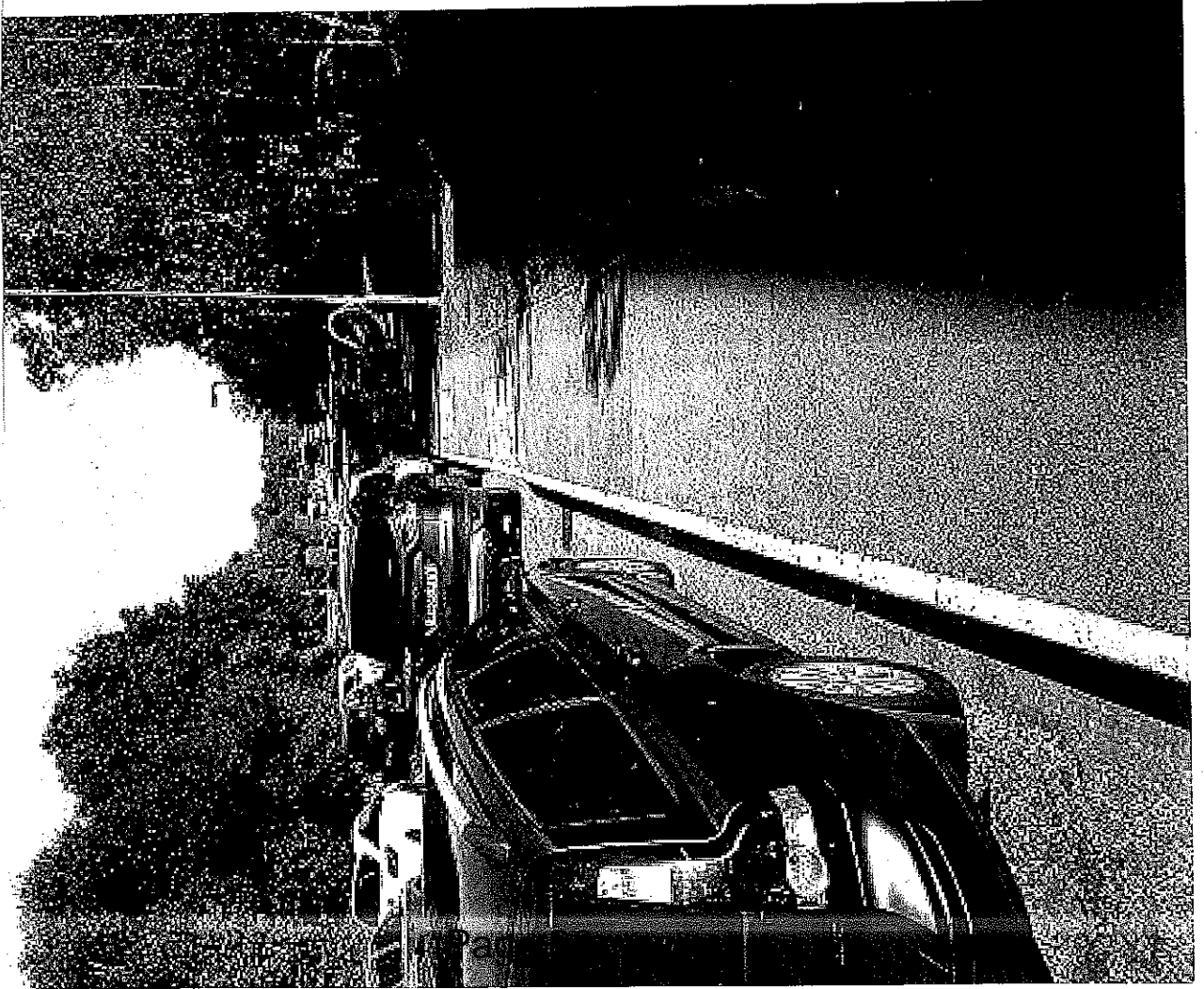
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| 27 | See reference 22 | |
| 28 | <p>Parking restrictions will have a detrimental effect on the businesses. On-street parking will be displaced. There is no justification for the restrictions and no alternative has been made to mitigate the impact of the proposals. Hampshire County Council has stated that parking issues are of low priority unless there are accidents, so this TRO cannot be justified.</p> | <p>The various companies need to engage to help find a solution to the issue and a possible alternative. The restrictions are required on safety grounds and are justified due to the obstruction of visibility and physical obstruction of the footway and cycleway which shows no consideration for pedestrians or cyclists</p> |
| 29 | <p>There is a major issue with the lack of parking and the problem will be increased with restrictions. There is no evidence of safety issues. Solent Way is a dead end without vast amounts of walkers or cyclists. Alternative parking should be provided.</p> | <p>There are empty spaces around the offices and near other industrial units which appears to indicate that the parking overall is under utilised. Solent Way may be a dead-end but it accesses numerous businesses, some of which require large vehicles to deliver and who have complained at the lack of access. Walkers and cyclists from other parts of Whiteley use the route.</p> |
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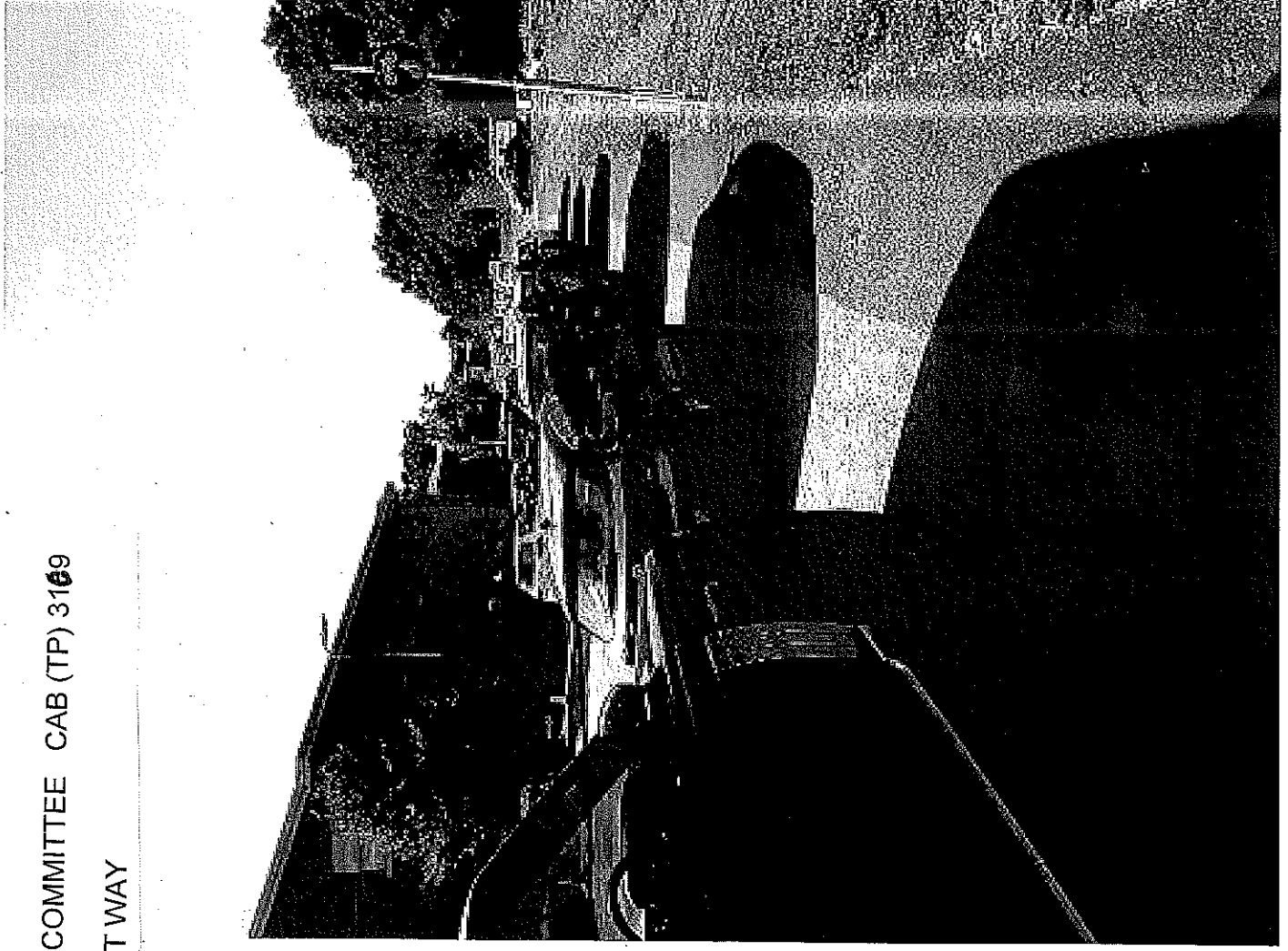
CABINET (TRAFFIC AND PARKING) COMMITTEE
CAB (TTP) 3109
APPENDIX 4
PARKING ON SOLENT WAY

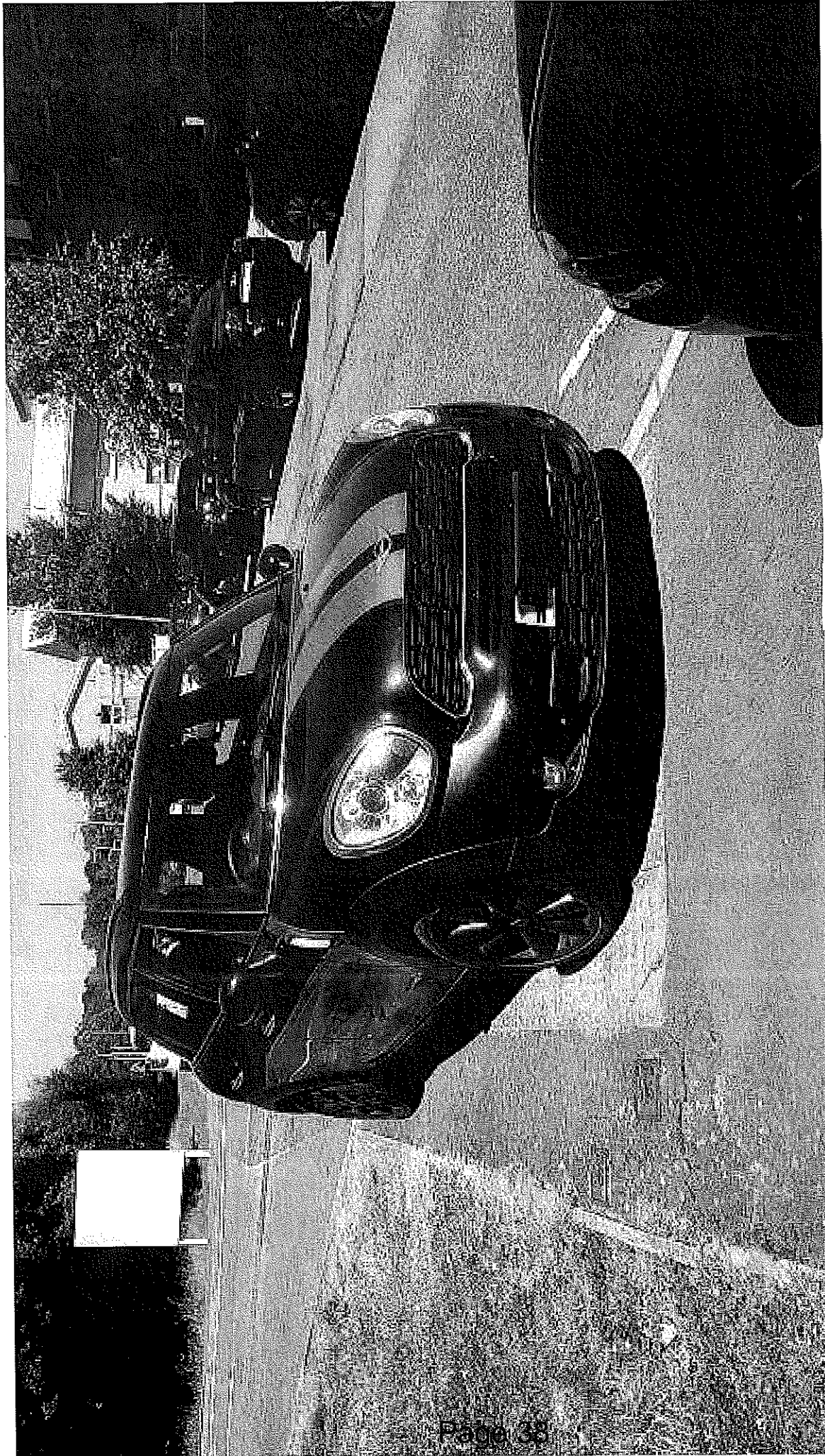
APPENDIX 4 - PARKING ON SOLENT WAY



CABINET (TRAFFIC AND PARKING) COMMITTEE CAB (TP) 3169

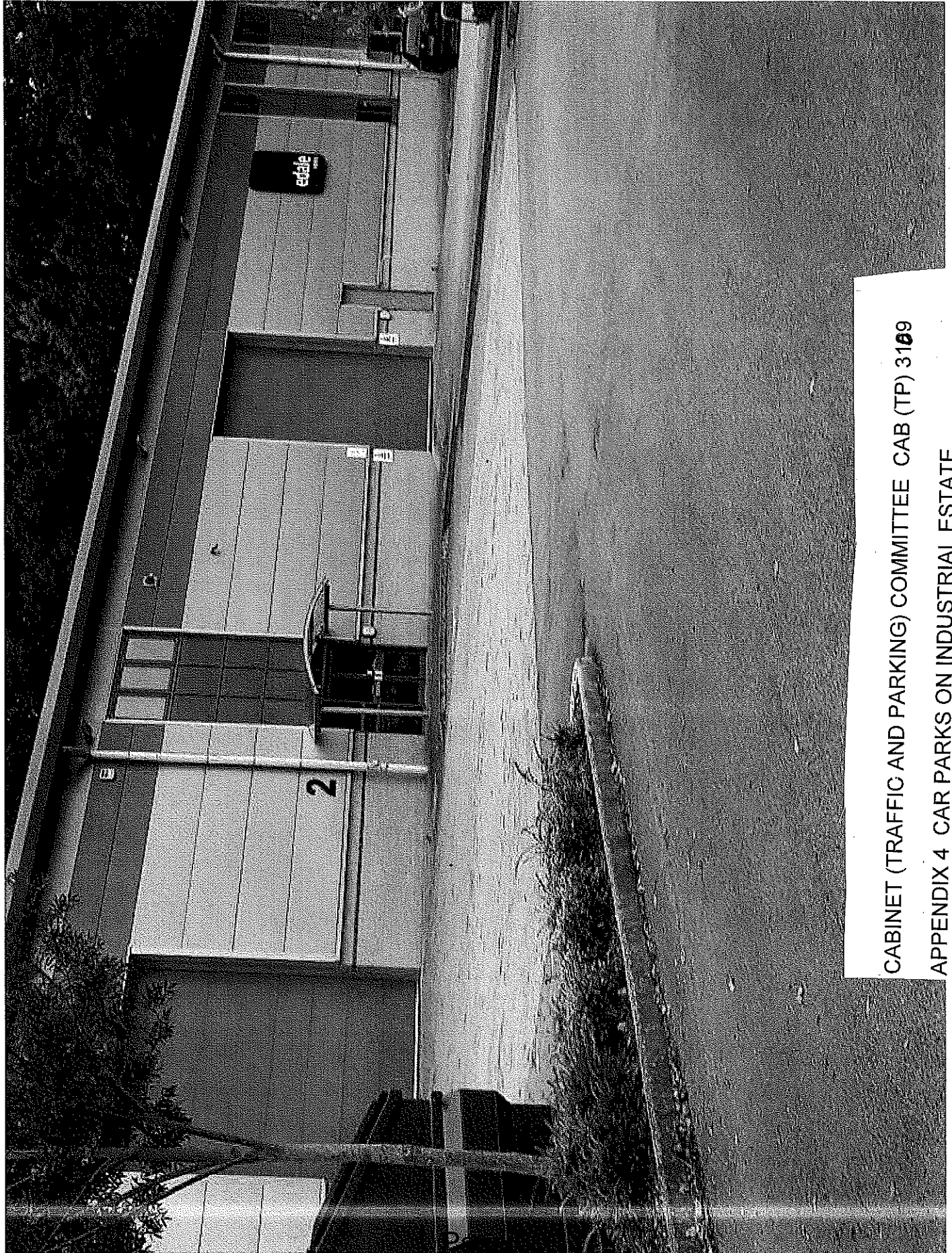
APPENDIX 4 – PARKING ON SOLENT WAY



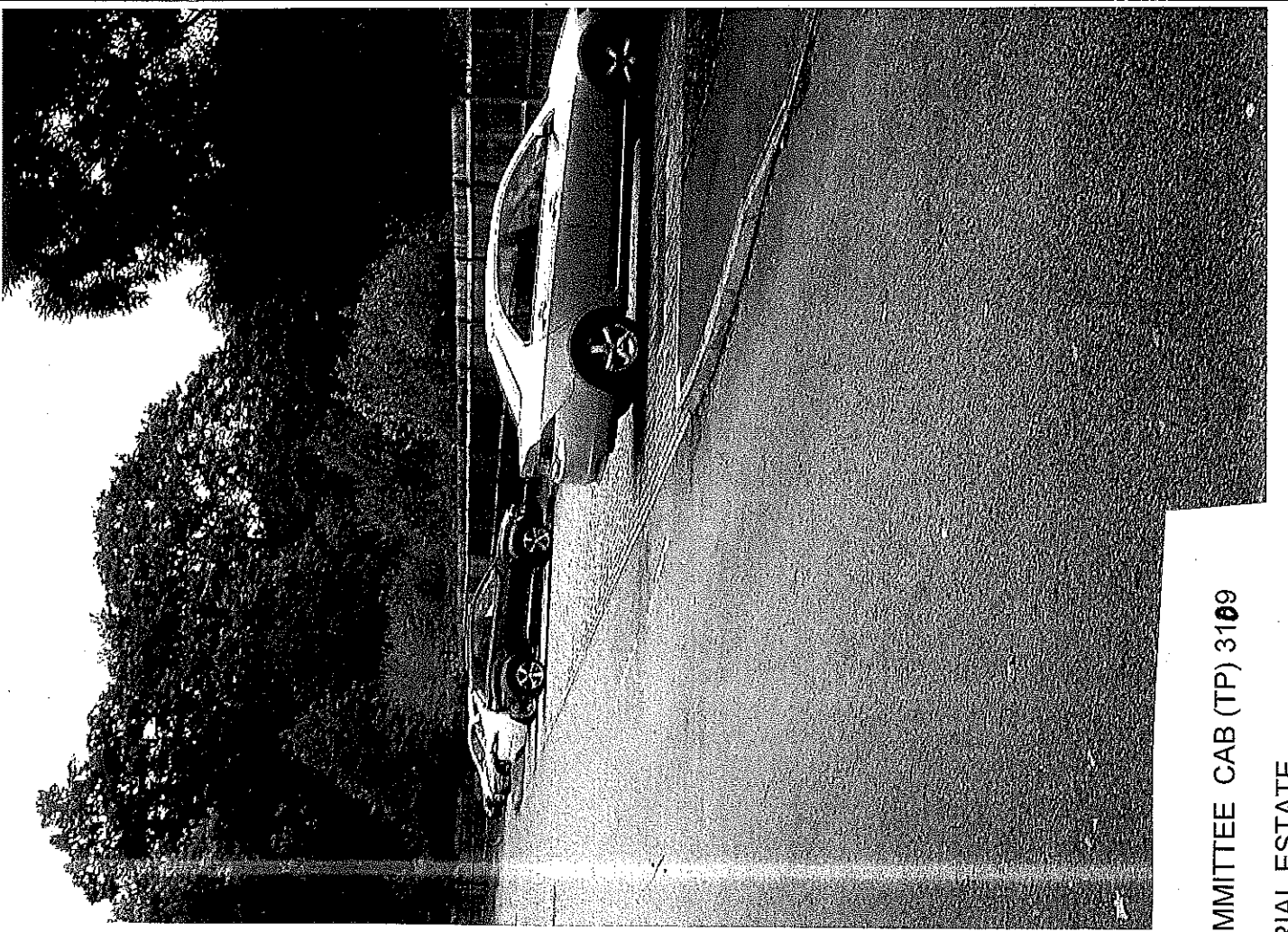
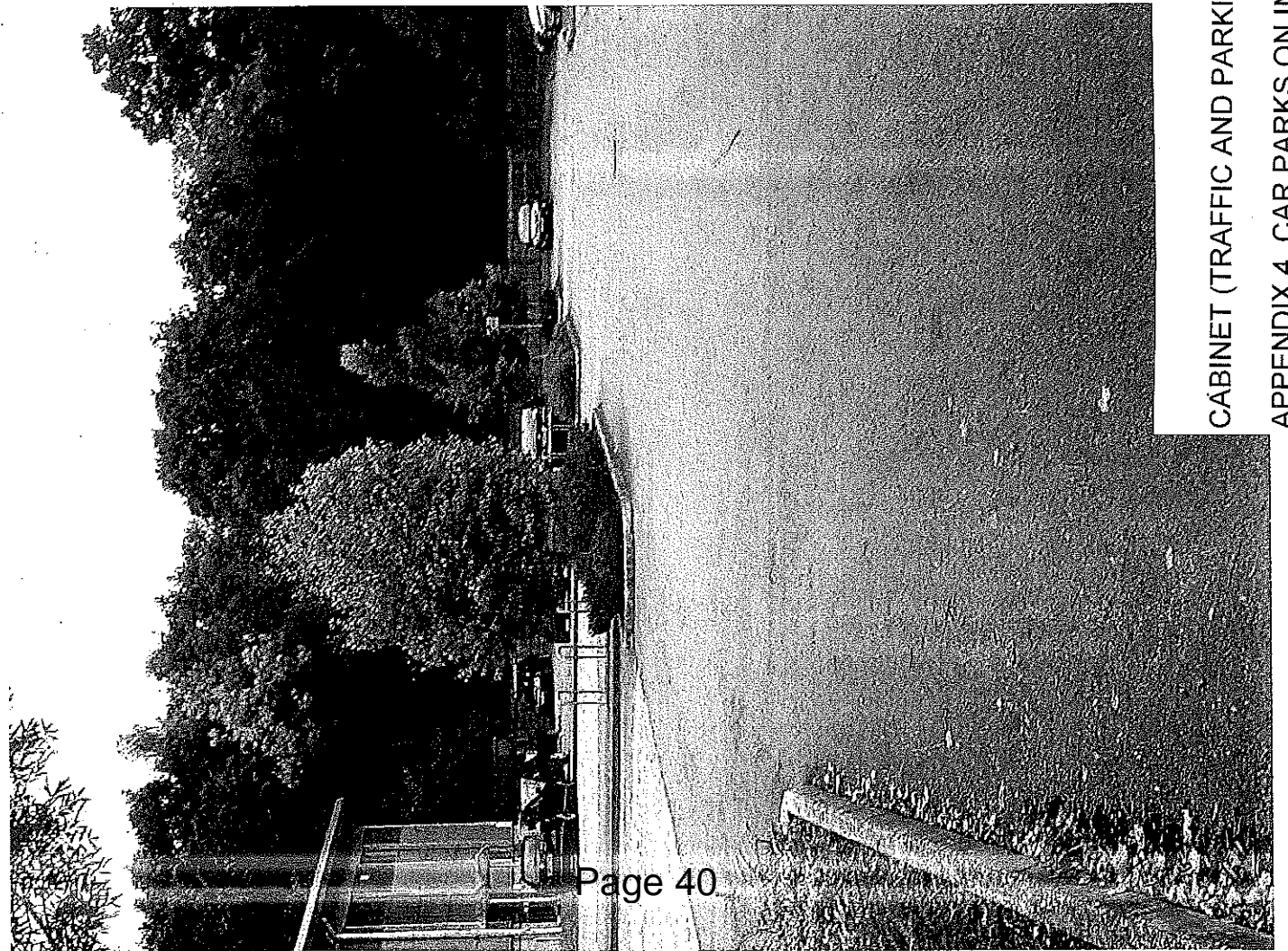


CABINET (TRAFFIC AND PARKING) COMMITTEE CAB (TP) 3109

APPENDIX 4 CAR PARKED ON FOOTWAY ON SOLENT WAY

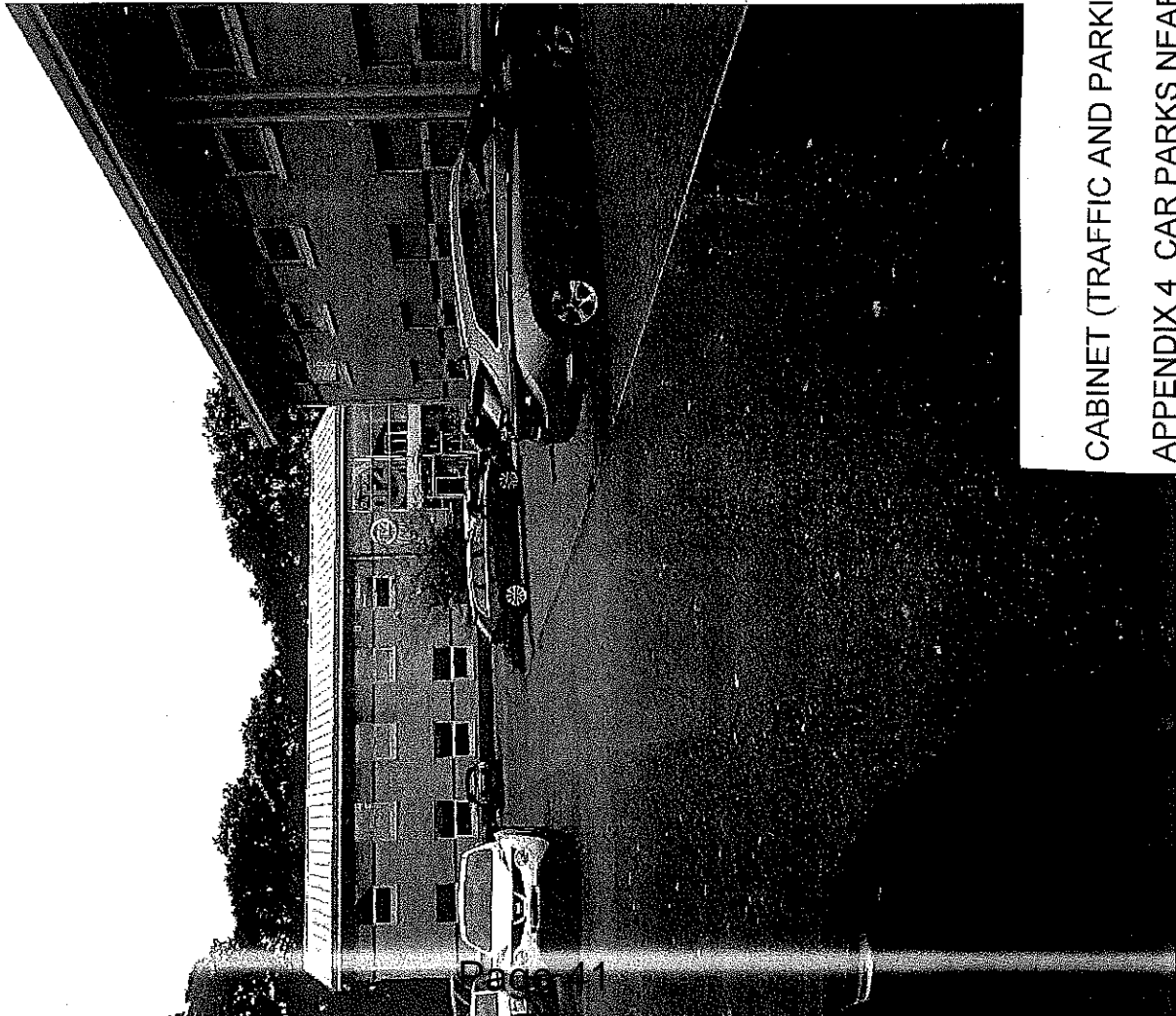


CABINET (TRAFFIC AND PARKING) COMMITTEE CAB (TP) 3109
APPENDIX 4 CAR PARKS ON INDUSTRIAL ESTATE



CABINET (TRAFFIC AND PARKING) COMMITTEE CAB (TP) 3109

APPENDIX 4 CAR PARKS ON INDUSTRIAL ESTATE



CABINET (TRAFFIC AND PARKING) COMMITTEE CAB (TP) 3109
APPENDIX 4 CAR PARKS NEAR OFFICES

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