



Meeting	Cabinet Member for Economic Recovery Decision Day
Date and Time	Monday, 7th March, 2022 at 9.30 am.
Venue	Walton Suite, Winchester Guildhall

Note: *This decision day is being held in person at the location specified above. In line with relevant legislation and public health guidance the following arrangements apply. Members of the public should note that a live audio feed of the decision day will be available from the councils website (www.winchester.gov.uk) and the video recording will be publicly available on the council's YouTube channel shortly after the meeting.*

For members of the public and "visiting councillors" who are unable to utilise this facility a limited number of seats will be made available at the above named location however attendance must be notified to the council at least 3 working days before the decision day. Please note that priority will be given to those wishing to attend and address the decision day over those wishing to attend and observe.

AGENDA

PROCEDURAL ITEMS

- 1. 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.

BUSINESS ITEMS

- 2. Public Participation**
– to note the names of members of the public wishing to speak on items for decision
Note: members of the public wishing to speak about a particular agenda item are required to register three working days in advance if they wish to speak at a Cabinet Member Decision Day. Representations from the public will normally be taken during the appropriate item (after the Cabinet Member's introduction (and any comments from the leading officer) and before representations from visiting councillors.



Members of the public and visiting councillors may speak at decision days on a specific item due for decision, provided they have registered to speak three working days in advance. Please contact Democratic Services by close of play **on Tuesday, 1 March 2022** via democracy@winchester.gov.uk or (01962) 848 264 to register to speak and for further details.

3. **Visiting Councillors Representation**

To note any request from visiting councillors to make representations on an item for decision.

Note: Councillors wishing to speak about a particular agenda item are required to register three working days in advance if they wish to speak at a Cabinet Member Decision Day. Councillors will normally be invited by the Chairman to speak during the appropriate item (after the Cabinet Member's introduction (and any comments from the leading officer) and any public participation).

4. **Verbal update on Traffic Regulation Order programme**

5. **The Broadway Sunday Experimental Traffic Regulation Order (DD38) (Pages 5 - 22)**

6. **Great Minster Street and The Square Experimental Traffic Regulation Order (DD39) (Pages 23 - 42)**

**Lisa Kirkman
Strategic Director and Monitoring Officer**

All of the Council's publicly available agendas, reports and minutes are available to view and download from the Council's [Website](#) and are also open to inspection at the offices of the council. As part of our drive to minimise our use of paper we do not provide paper copies of the full agenda pack at meetings. We do however, provide a number of copies of the agenda front sheet at the meeting which contains the QR Code opposite. Scanning this code enables members of the public to easily access all of the meeting papers on their own electronic device. Please hold your device's camera or QR code App over the QR Code so that it's clearly visible within your screen and you will be redirected to the agenda pack.



25 February 2022

Agenda Contact: Claire Buchanan, Senior Democratic Services Officer
Tel: 01962 848 438 Email: cbuchanan@winchester.gov.uk

TERMS OF REFERENCE

Cabinet Member for Economic Recovery Decision Day – Included within the Council's Constitution (Part 3, Section 2)

Public Participation

Representations will be limited to a maximum of 3 minutes, subject to a maximum 15 minutes set aside for all questions and answers.~

To reserve your place to speak, you are asked to **register with Democratic Services three clear working days prior to the decision day** – please see public participation agenda item above for further details. People will be invited to speak in the order that they have registered, subject to the maximum time period allowed for speaking not being exceeded. Public Participation is at the Chairperson's discretion.

Filming and Broadcast Notification

This meeting will be recorded and broadcast live on the Council's website. The meeting may also be recorded and broadcast by the press and members of the public – please see the Access to Information Procedure Rules within the Council's Constitution for further information, which is available to view on the [Council's website](#).

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DD38

DECISION TAKER: Cabinet Member for Economic Recovery –Councillor Martin Tod

REPORT TITLE: THE BROADWAY SUNDAY EXPERIMENTAL TRAFFIC
REGULATION ORDER

7 MARCH 2022

Contact Officer: Tracy Haskett Tel: 01962 848484 Email:
thaskett@winchester.gov.uk

WARD(S): ST MICHAEL

PURPOSE

This report considers the objections to the Experimental Traffic Regulation Order in The Broadway, Winchester and whether the Order should be made permanent.

RECOMMENDATIONS:

1. That the Winchester City Council (Prohibition of Vehicles) (The Broadway & Colebrook Street) Experimental Traffic Regulation Order (2021) is made permanent.
2. That the Service Lead: Legal be authorised to make and advertise the permanent Order.

IMPLICATIONS:1 COUNCIL PLAN OUTCOME

- 1.1 The scheme contributes to Council Plan priorities by contributing to the long term economic, social and environmental well-being of Winchester city and district.

2 FINANCIAL IMPLICATIONS

- 2.1 The cost of implementing the proposal will be met through the traffic management budget provided by Winchester City Council.

3 LEGAL AND PROCUREMENT IMPLICATIONS

- 3.1 The Road Traffic Regulation Act 1984, and associated regulations, set out the requirements for implementing parking restrictions, crossing points and other speed management infrastructure on the public highway.
- 3.2 The Traffic Management Act 2004 places a duty on Traffic Authorities in respect of managing the road network, 'the Network Management Duty'. This sets out a specific duty for local authorities to ensure expeditious movement of traffic on the network.
- 3.3 The scheme is progressed in accordance with The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 ("the Regulations") which include a statutory period giving any person an opportunity to object to the proposed scheme.

4 CONSULTATION AND COMMUNICATION

- 4.1 Preliminary consultation was undertaken with key stakeholders prior to implementing the experimental scheme. Hampshire County Council gave permission to progress the experimental Traffic Regulation Order under 'reserved matters' of the Traffic Management Agency Agreement.
- 4.2 District Councillors and the County Council member for the area support the scheme. Hampshire County Council were consulted and support the proposals.
- 4.3 On 7th July 2021 statutory consultees were consulted on the proposed experimental Traffic Regulation Order. No objections were received. The experimental Order was subsequently made and advertised on 4th August 2021 and it came into effect on 15th August 2021.
- 4.4 There is a six month period from the date an experimental Order comes into effect when objections can be made. During this period two responses were received, one objecting to the scheme and one in support. The responses are presented in the table below.

Table 1: Responses to consultation

Support / Object	Grounds
Support	I support the TRO to support a more pleasant and pedestrian friendly city centre, reduction in noise and air pollution, and promoting the growth of trade and business growth in the heart of the City.
Object	I wish to put forward my views on the proposal that all vehicles (except oversized ones) use Colebrook Street to access Colebrook Street car park, The Mercure and Travelodge Hotels Market Lane and The Square. From past experience when The Broadway is closed forms my opinion that this proposal is not reasonable or safe. The Street is very narrow in places and two way vehicles frequently mount the pavement to pass each other. I believe this is a risk to pedestrians, especially residents of St. John's. Vehicles continue to travel at an unacceptable speed. I have witnessed cars parking with two wheels on the pavement forcing people with mobility aids to walk in to the road. In my opinion the pavement is not maintained to a standard suitable for mobility aids again forcing residents in to the road. I personally do not need a mobility aid but do have visual problems and find it unsafe to use the pavement from Abbey Gardens to the car park. I believe this proposal to be unsafe and unreasonable due to the nature of the street.

4.5 The supporting representation is noted.

4.6 In reaching the recommendation to make the Order permanent, the objection has been carefully considered. Pedestrian access is maintained through The Broadway and maintenance issues will be reported and dealt with by Hampshire County Council as the Highway Authority. The nature of Colebrook Street means that vehicles travel at low speeds, and since the removal of through traffic from The Square and reduction of available parking spaces while this order is operational, traffic flows have significantly reduced. This decreases the likelihood of traffic and safety issues on Colebrook Street. It may be possible to further mitigate the issues raised through the removal of parking on Colebrook Street as this would provide more space for passing vehicles, however this is unlikely to be supported by residents. Other options include closing the Colebrook Street car park on Sundays to further reduce traffic demand on Colebrook Street, and extension of Controlled Parking Zone restrictions for Colebrook Street to include Sunday to limit uncontrolled parking in the area. Ongoing monitoring will be undertaken and a review of residents parking zone S, along with other options that can further cut traffic in Colebrook Street, are separately recommended in the Great Minster Street

and the Square Experimental Traffic Regulation Orders Report put forward in parallel with this paper (DD39).

- 4.7 The most up to date police road casualty statistics have been analysed and there were no accidents within Colebrook Street during the trial period to 30 June 2021.
- 4.8 Market operators have plans in place to allow emergency vehicle access if necessary though the market. A safe route is maintained through the stalls and this is also used to escort large vehicles through when necessary. The plan has been put into operation twice during the experimental period and has been successful.
- 4.9 The Sunday Market has been operating in The Broadway since August 2020 under a Temporary Traffic Regulation Order introduced under Covid legalisation. The current Experimental Traffic Order was brought into force following the temporary Order and mirrors those arrangements and has continued to operate successfully. It is considered that the benefits of the scheme show that the Experimental Traffic Order should be made permanent.

5 ENVIRONMENTAL CONSIDERATIONS

- 5.1 This scheme has a positive impact on the public realm through the reduction of motorised traffic

6 EQUALITY IMPACT ASSESSEMENT

- 6.1 The objection raises issues related to mobility and visual impairment, however, the impact of the scheme for all pedestrians has been considered in paragraph 4.6 above and for the reasons given it is considered that the scheme does not adversely impact on those with mobility or visual disability.
- 6.2 The Equality Impact Assessment did not identify any other equality issues with this proposal. See Appendix 2.

7 RISK MANAGEMENT

- 7.1 It is considered that risks have been mitigated throughout the trial and subsequent experimental scheme.

Risk	Mitigation	Opportunities
Financial Exposure	The scheme has been implemented on site under the Experimental Traffic Regulation Order. The making permanent of the Order will incur minimal costs including staff resources and	N/A - This is required as part of the statutory process.

	advertising.	
Exposure to challenge	In accordance with the Road Traffic Regulation Act 1984 and The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, the objection received during the consultation period has been considered and is set out within this report. If approved, the Order will be made permanent and a six week period then follows where the Order can be challenged in the High Court on procedural grounds.	To consider all representations received prior to making a decision on how to proceed. Opportunities for further work (see Other Key Issues).
Innovation	N/A the scheme has been designed and implemented.	Opportunities for further work (see Other Key Issues).
Reputation	As above in 'exposure to challenge'.	
Achievement of outcome	The objectives of the scheme have been delivered.	
Property	N/A	
Community Support	As set out above.	
Timescales	An experimental traffic order can only continue in force for up to 18 months. A decision on how to proceed is therefore required before its expiration (and following the six month consultation period).	
Project capacity	N/A	
Other	N/A	

- 8.1 Opportunities for further improvements have been identified through the development of this scheme and work will continue to explore options for the following:
- a) Planning and coordination of events that may impact on market operators.
 - b) Permanent signage.
 - c) Area wide HGV restrictions.
 - d) Amendments as required based on the results of the street market review.
 - e) Extension of the times/days of operation of the residents parking scheme in Colebrook Street.

9 SUPPORTING INFORMATION:

- 9.1 The Sunday Market has been operating in The Broadway since August 2020 initially under a Temporary Traffic Regulation Order introduced under Covid legislation. The current Experimental Traffic Order which came into effect on 15th August 2021 mirrors these arrangements and has continued to operate successfully.
- 9.2 The general effect of the Experimental Traffic Regulation Order is to prohibit vehicles on Sunday between 6am-7pm, to enable Sunday Markets to be held on the Broadway, at the following locations: The Broadway between the entrance to the Bus Station and its junction with Colebrook Street, and: Colebrook Street between its junction with The Broadway and its junction with Market Lane.
- 9.3 During the Prohibition of Vehicles period mentioned above, the following exemptions are allowed: market traders for access for loading and unloading; larger vehicles requiring access for deliveries to be escorted through the closed area. Access to the bus station and for emergency vehicles is maintained.

10 OTHER OPTIONS CONSIDERED AND REJECTED

- 10.1 Alternative locations for the market were considered and rejected.

BACKGROUND DOCUMENTS:-

Previous Cabinet/Committee Reports or Cabinet Member Decisions:-

None

Other Background Documents:-

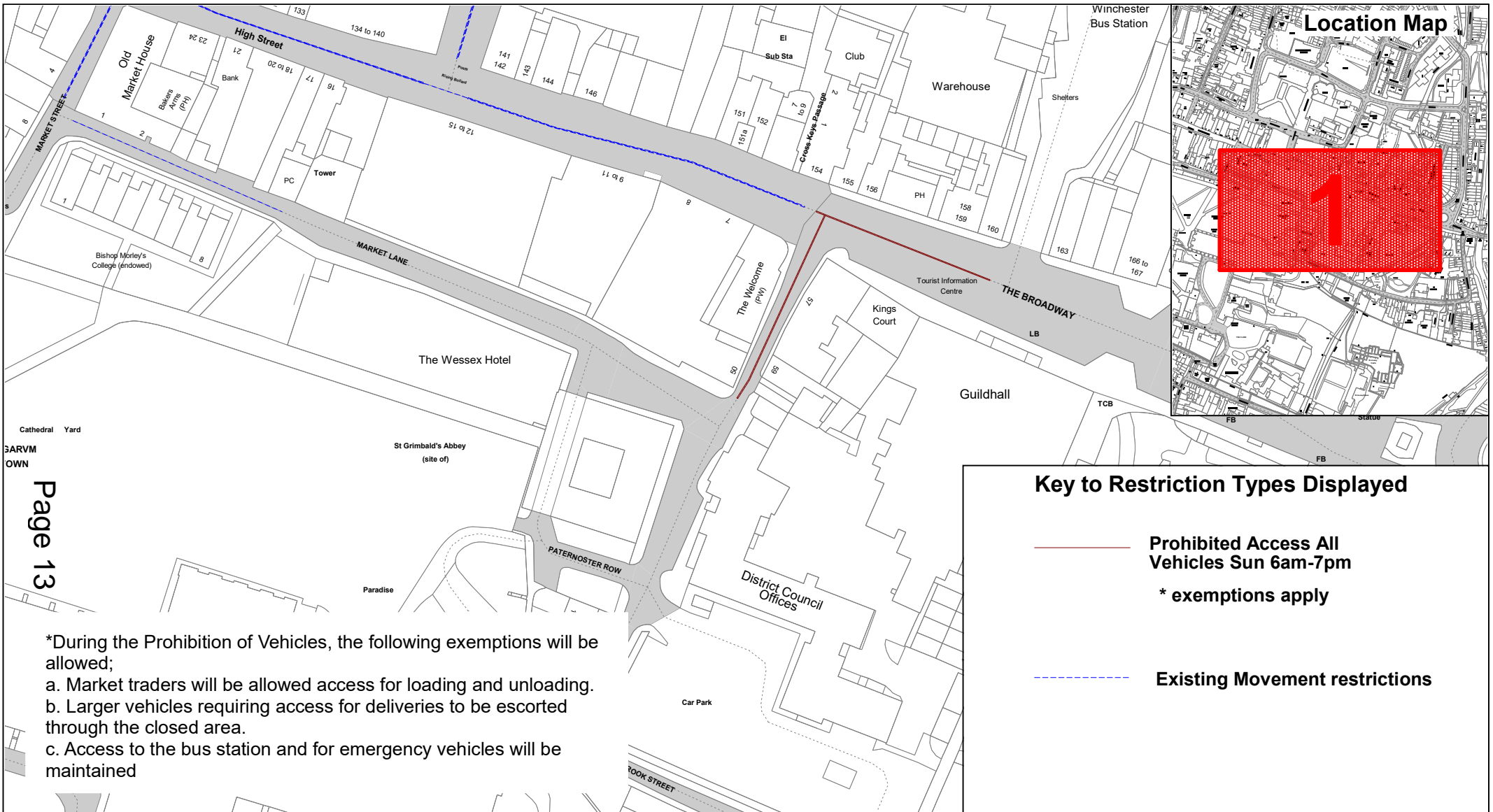
None

APPENDICES:

Appendix 1 Plan 501v1

Appendix 2 Equality Impact Assessment

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Key to Restriction Types Displayed

- Prohibited Access All Vehicles Sun 6am-7pm
* exemptions apply
- - - Existing Movement restrictions

*During the Prohibition of Vehicles, the following exemptions will be allowed;

- a. Market traders will be allowed access for loading and unloading.
- b. Larger vehicles requiring access for deliveries to be escorted through the closed area.
- c. Access to the bus station and for emergency vehicles will be maintained



**THE HAMPSHIRE (PROHIBITION OF VEHICLES)
(THE BROADWAY & COLEBROOK STREET, WINCHESTER)
EXPERIMENTAL ORDER 2021**

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SCALE	1 : 1250
DATE	30/06/2021
DRAWING No.	501 v1
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Winchester City Council

Equality Impact Assessment Template (EIA)

Section 1 - Data Checklist

When undertaking an EIA for your policy or project, it is important that you take into consideration everything which is associated with the policy or project that is being assessed.

The checklist below is to help you sense check your policy or project before you move to Section 2.

		Yes/No	Please provide details
1	Have there been any complaints data related to the policy or project you are looking to implement?	Yes	One objection to the experimental Traffic Regulation Order in relation to the diverted route for traffic.
2	Have all officers who will be responsible for implementing the policy or project been consulted, and given the opportunity to raise concerns about the way the policy or function has or will be implemented?	Yes	
3	Have previous consultations highlighted any concerns about the policy or project from an equality impact perspective?	No	
4	Do you have any concerns regarding the implementation of this policy or project? <i>(i.e. Have you completed a self-assessment and action plan for the implementation of your policy or project?)</i>	No	
5	Does any accessible data regarding the area which your work will address identify any areas of concern or potential problems which may impact	No	

		Yes/No	Please provide details
	on your policy or project?		
6	Do you have any past experience delivering similar policies or projects which may inform the implementation of your scheme from an equality impact point of view?	Yes	The Traffic and Transport Team are experienced in delivering transport schemes and Traffic Regulation Orders.
7	Are there any other issues that you think will be relevant?	No	

Section 2 - Your EIA form

Directorate: Place	Your Service Area: Engineering and Transport	Team: Traffic and Transport	Officer responsible for this assessment: Tracy Haskett	Date of assessment: 10/02/2022
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	Question	Please provide details
1	What is the name of the policy or project that is being assessed?	The Broadway experimental Traffic Regulation Order
2	Is this a new or existing policy?	New scheme
3	Briefly describe the aim and purpose of this work.	To introduce movement restrictions on The Broadway to facilitate the Sunday Market.
4	What are the associated objectives of this work?	To make changes to traffic movements on The Broadway to support the aims of the Movement Strategy and Parking and Access Strategy.
5	Who is intended to benefit from this work and in what way?	The City Council will benefit from this work by enabling the Sunday Market to operate which will contribute to the long term economic, social and environmental well-being of Winchester town and district. This will then have a subsequent benefit to residents and businesses of the Winchester District.
6	What are the outcomes sought from this work?	To provide a suitable space within the City centre for the Sunday market to operate.
7	What factors/forces could contribute or detract from the outcomes?	Events held on the Highway (such as running races and parades) which use The Broadway. Meetings to be held with event organisers and market operators to plan for regular events.
8	Who are the key individuals and organisations responsible for the implementation of this work?	Head of Programme, Place - Andy Hickman Special Maintenance – Darren Lewis, Karl Butcher Engineers – Tracy Haskett

9	Who implements the policy or project and who or what is responsible for it?	Head of Programme, Place – Andy Hickman
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		Please select your answer in bold . Please provide detail here.		
10a	Could the policy or project have the potential to affect individuals or communities on the basis of race differently in a negative way?	Y	N	
10b	What existing evidence (either presumed or otherwise) do you have for this?	This project has no bearing on race.		
11a	Could the policy or project have the potential to affect individuals or communities on the basis of sex differently in a negative way?	Y	N	
11b	What existing evidence (either presumed or otherwise) do you have for this?	This project has no bearing on a person's sex.		
12a	<p>Could the policy or project have the potential to affect individuals or communities on the basis of disability differently in a negative way?</p> <p><i>you may wish to consider:</i></p> <ul style="list-style-type: none"> • <i>Physical access</i> • <i>Format of information</i> • <i>Time of interview or consultation event</i> • <i>Personal assistance</i> • <i>Interpreter</i> • <i>Induction loop system</i> • <i>Independent living equipment</i> • <i>Content of interview)</i> 	Y	N	

12b	What existing evidence (either presumed or otherwise) do you have for this?	<p>Whilst the restrictions are in force the taxi rank is suspended and relocated east to the on-street parking area outside of the Guildhall. Alternative disabled persons parking places are available in Market Lane, there is also on-street pay and display parking and car parks within close proximity.</p> <p>One objection was received to the experimental Traffic Regulation Order relating to maintenance and access for mobility and visual impaired persons. This has been considered and it is considered that the scheme does not adversely impact on those with mobility or visual disability as pedestrian access is maintained through The Broadway and maintenance issues will be reported and dealt with by Hampshire County Council as the Highway Authority. Additionally speeds on diversion route are low due to the nature of the road and traffic volumes have been reduced following the recently implemented scheme in The Square which prohibits through traffic. There have been no road traffic casualties during the trial or experimental periods of the scheme. We will however continue to monitor.</p>		
13a	Could the policy or project have the potential to affect individuals or communities on the basis of sexual orientation differently in a negative way?	Y	N	
13b	What existing evidence (either presumed or otherwise) do you have for this?	This project has no bearing on anyone's sexual orientation.		
14a	Could the policy or project have the potential to affect individuals on the basis of age differently in a negative way?	Y	N	
14b	What existing evidence (either presumed or otherwise) do you have for this?	This project has no bearing on anyone's age.		
15a	Could the policy or project have the potential to affect individuals or communities on the basis of religious belief	Y	N	

	differently in a negative way?												
15b	What existing evidence (either presumed or otherwise) do you have for this?	This project has no bearing on anyone's religious beliefs.											
16a	Could this policy or project have the potential to affect individuals on the basis of gender reassignment differently in a negative way?	Y	N										
16b	What existing evidence (either presumed or otherwise) do you have for this?	This project has no bearing on gender reassignment.											
17a	Could this policy or project have the potential to affect individuals on the basis of marriage and civil partnership differently in a negative way?	Y	N										
17b	What existing evidence (either presumed or otherwise) do you have for this?	This project has no bearing on anyone on the basis of marriage or civil partnership.											
18a	Could this policy or project have the potential to affect individuals on the basis of pregnancy and maternity differently in a negative way?	Y	N										
18b	What existing evidence (either presumed or otherwise) do you have for this?	This project has no bearing on anyone who is pregnant or recently given birth.											
19	Could any negative impacts that you identified in questions 10a to 15b create the potential for the policy to discriminate against certain groups on the basis of protected characteristics?	Y	N	N/A									
20	Can this negative impact be justified on the grounds of promoting equality of opportunity for certain groups on the basis of protected characteristics? Please provide your answer opposite against the relevant protected characteristic.	Y	N	<table border="1"> <tr><td>N/A</td></tr> <tr><td>Race:</td></tr> <tr><td>Sex:</td></tr> <tr><td>Disability:</td></tr> <tr><td>Sexual orientation:</td></tr> <tr><td>Age:</td></tr> <tr><td>Gender reassignment:</td></tr> <tr><td>Pregnancy and maternity:</td></tr> <tr><td>Marriage and civil partnership:</td></tr> </table>	N/A	Race:	Sex:	Disability:	Sexual orientation:	Age:	Gender reassignment:	Pregnancy and maternity:	Marriage and civil partnership:
N/A													
Race:													
Sex:													
Disability:													
Sexual orientation:													
Age:													
Gender reassignment:													
Pregnancy and maternity:													
Marriage and civil partnership:													

				Religious belief:
21	How will you mitigate any potential discrimination that may be brought about by your policy or project that you have identified above?	.N/A		
22	Do any negative impacts that you have identified above impact on your service plan?	Y	N	N/A

Signed by completing officer	Tracy Haskett
Signed by Service Lead or Corporate Head	Andy Hickman

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DD39

DECISION TAKER: Cabinet Member for Economic Recovery – Councillor Martin Tod

REPORT TITLE: GREAT MINSTER STREET AND THE SQUARE EXPERIMENTAL TRAFFIC REGULATION ORDERS

7 MARCH 2022

Contact Officer: Tracy Haskett Tel: 01962 848484 Email thaskett@winchester.gov.uk

WARD(S): ST MICHAEL

PURPOSE

This report considers the objections to the Experimental Traffic Regulation Orders in Great Minster Street and The Square, Winchester and whether the Orders should be made permanent.

RECOMMENDATIONS:

1. That 'The Winchester City Council (Great Minster Street and The Square, Winchester) (Experimental Moving Traffic) Order 2021' and 'The Winchester City Council (Great Minster Street and The Square, Winchester) (Experimental Restriction of Waiting and Loading and Parking Places) Order 2021' are made permanent.
2. That the Service Lead: Legal be authorised to make and advertise the Orders.

IMPLICATIONS:

1 COUNCIL PLAN OUTCOME

- 1.1 The scheme contributes to Council Plan priorities to tackle the climate emergency, support the local economy, improve walking and cycling, improve road safety and the local environment, and to manage traffic.

2 FINANCIAL IMPLICATIONS

- 2.1 The cost of implementing the proposal will be met through the traffic management budget provided by Winchester City Council and funding from Hampshire County Council Strategic Transport.

3 LEGAL AND PROCUREMENT IMPLICATIONS

- 3.1 The Road Traffic Regulation Act 1984, and associated regulations, set out the requirements for implementing parking restrictions, crossing points and other speed management infrastructure on the public highway.
- 3.2 The Traffic Management Act 2004 places a duty on Traffic Authorities in respect of managing the road network, 'the Network Management Duty'. This sets out a specific duty for local authorities to ensure expeditious movement of traffic on the network.
- 3.3 The scheme is progressed in accordance with The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 ("the Regulations") which include a statutory period giving any person an opportunity to object to the proposed scheme.

4 CONSULTATION AND COMMUNICATION

- 4.1 The scheme was developed through a series of on-line consultation events with local residents and businesses. Letter drops and emails were used to invite participation and keep stakeholders updated. The proposals were also subject to consultation with Hampshire County Council, the emergency services and elected members of both Councils. The feedback received was incorporated through all stages of the scheme development and a trial period.
- 4.2 A trial of the scheme was undertaken through a Temporary Traffic Regulation Order made by Hampshire County Council under Covid legislation with temporary traffic management measures (signs and barriers). During the trial some minor alterations were made to the traffic management measures and Order to overcome issues and concerns raised. A Road Safety Audit (RSA) was carried out on the trial scheme and no safety issues were identified.
- 4.3 Due to the success of the trial pop-up scheme, not only in assisting with Covid restrictions such as social distancing, but also in providing wider strategic transport, economic and road safety benefits, it was agreed that the scheme should be implemented with permanent measures. This was supported by

key stakeholders including local residents and businesses and Hampshire County Council who gave authorisation to progress the scheme with experimental Traffic Regulation Orders under 'reserved matters' of the Traffic Management Agency agreement.

- 4.4 During informal consultation of the experimental Traffic Regulation Orders with statutory consultees, concerns were raised by Hampshire Constabulary and Hampshire Fire and Rescue regarding access arrangements for emergency services. These concerns were addressed through agreement that any bollards placed on the highway would be removable and secured with a padlock and code (rather than key) with the number provided to their control centres.
- 4.5 Hampshire County Council were consulted on the scheme and supported the proposals. District Councillors and the County Council member for the area supported the scheme.
- 4.6 A stage 1/2 Road Safety Audit was carried out on the design of this scheme in August 2021 and the conspicuousness of the bollards in Great Minster Street was highlighted. This was addressed through the inclusion of reflective banding on the bollards. A stage 3 Road Safety Audit was undertaken recently and no safety issues were identified. Some potential improvements were discussed and will be considered once the full report is received.
- 4.7 On 14th July 2021 statutory consultees were formally consulted on the proposed experimental Traffic Regulation Orders. No objections were received.
- 4.8 The experimental Traffic Regulation Orders were advertised on 30th July 2021 and came into effect on 6th August 2021. There is a six month period from the date an experimental Order comes into effect when objections can be made. During this period three responses were received, one objecting to the scheme and two in support. The responses are presented in the table below.

Table 1: Responses to consultation

Support / Object	Grounds
Support	Part of the long term transformation of the city centre into pedestrian friendly low traffic area.
Support	I support the proposals as they will provide pedestrian priority over vehicles in the City centre, reduce pollution levels in the City centre, and promote the growth of business in the area subject to modifications. Additionally, I would like to see these restrictions extended to cover all days of the week.

Object	I am a disabled veteran and regularly get a taxi into the city to the public toilet area. Now my taxi has to go via North Walls and adds a few extra £s onto the fare, this is now getting annoying.
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4.9 The positive feedback provided on the scheme is noted along with the request to extend the times of operation of the Pedestrian and Cycle Zone restriction. We are currently progressing options to further extend the times of operation.

4.10 The objection relates only to the moving traffic order and is not relevant to the static order which includes the waiting and loading restrictions. Therefore under Regulation 9 of the Regulations, there is no requirement to hold a public inquiry to consider the objection. In reaching the recommendation to make the moving traffic order permanent, the objection has been carefully considered. It is acknowledged that the additional travel time is an inconvenience, however, as there are alternative toilets and other facilities and drop off areas that can be used within the vicinity, on balance, the positive impact and wide-ranging benefits of the scheme along with strong community support outweigh the objection.

5 ENVIRONMENTAL CONSIDERATIONS

5.1 This scheme has a positive impact on air quality and the public realm through the reduction of motorised traffic.

6 EQUALITY IMPACT ASSESSEMENT

6.1 The removal of through traffic has enhanced the public realm and safety for all road users in particular, pedestrians and cyclists. Access for those with mobility impairment and cyclists has been maintained through the closed section of highway and past tables and chairs on the highway. The objection raises issues related to disability, however, this has been considered in paragraph 4.10 above and for the reasons given, it is considered that the positive impacts of the scheme outweigh the limited negative impact identified by the objector. The Equality Impact Assessment, see Appendix 2, did not identify any other equality issues with this proposal.

7 RISK MANAGEMENT

7.1 It is considered that risks have been mitigated throughout the trial and subsequent experimental scheme. Independent safety audits have been undertaken and all risks addressed.

Risk	Mitigation	Opportunities
Financial Exposure	The scheme has been implemented on site under the Experimental	N/A - This is required as part of the statutory process.

	Traffic Regulation Orders. The making permanent of the Orders will incur minimal costs including staff resources and advertising.	
Exposure to challenge	In accordance with the Road Traffic Regulation Act 1984 and The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, the objection received during the consultation period has been considered and is set out within this report. If approved, the Orders will be made permanent and a six week period then follows where the Orders can be challenged in the High Court on procedural grounds.	To consider all representations received prior to making a decision on how to proceed. Opportunities for further work (see Other Key Issues).
Innovation	N/A the scheme has been designed and implemented.	Opportunities for further work (see Other Key Issues).
Reputation	As above in 'exposure to challenge'.	
Achievement of outcome	The objectives of the scheme have been delivered.	
Property	N/A	
Community Support	As referenced in the report, no further risks.	
Timescales	An experimental traffic order can only continue in force for up to 18 months. A decision on how to proceed is therefore required before its expiration (and following the six month consultation period).	
Project capacity	N/A	
Other	N/A	

8 OTHER KEY ISSUES

8.1 Opportunities for further improvements within The Square have been identified through the development of this scheme and work will continue to explore options for the following:

- Extension of the times of operation of the pedestrian and cycle zone.
- Cycle access along Symonds Street to Great Minster Street.
- Review of residents parking zone S boundary and operation times.
- Review of loading availability/demand and amendments to restrictions as required.
- Review of disabled parking demand and availability.

9 SUPPORTING INFORMATION:

9.1 Background

9.2 The site is within the centre of Winchester City and includes Great Minster Street and The Square. It comprises a mix of uses including residential and business premises such as eateries and retail. Winchester Cathedral grounds are adjacent to the site and the access to St Lawrence Church is via The Square.

9.3 The overall objectives of the scheme are to: remove through traffic, support businesses and residents who live and operate in Great Minster Street and The Square, and to pedestrianise the Square.

9.4 Through the reduction of traffic it also brings about improvements to air quality, road safety, opportunities for walking and cycling and provides a safe environment for tables and chairs on the highway.

9.5 Scheme Details

9.6 The scheme was introduced through two experimental Traffic Regulation Orders, one for the moving traffic restrictions and the other for the static restrictions:

- a) *The Winchester City Council (Great Minster Street and The Square, Winchester) (Experimental Moving Traffic) Order 2021*
- b) *The Winchester City Council (Great Minster Street and The Square, Winchester) (Experimental Restriction of Waiting and Loading and Parking Places) Order 2021*

- 9.7 The general effect of The Winchester City Council (Great Minster Street and The Square, Winchester) (Experimental Moving Traffic) Order 2021 is to:
- a) Suspend the existing Prohibition Of Driving (except for access) restriction on Great Minster Street, The Square and Market Street and replace it with a Prohibition Of Driving restriction in Great Minster Street between its junction with Little Minster Street and the boundary of no. 6 and no.7 Great Minster Street, with access permitted to off street premises on that section via its junction with Little Minster Street. Bollards have been installed at the boundary of no. 6 and no. 7 Great Minster Street preventing motor vehicle access between The Square and Great Minster Street. The bollards are removable and exemptions for emergency services are provided for.
 - b) Suspend the 'One-Way Traffic' restriction on Great Minster Street to enable access and egress via Symonds Street/Little Minster Street to premises on the affected section of Great Minster Street.
 - c) Introduce a 'Pedestrian and Cycle Zone' Saturday 10am to Sunday midnight from the boundary of no. 6 and no.7 Great Minster Street to Boots pharmacy's western property boundary (an exemption is included for emergency services access and to allow for a hearse used in the course of a funeral when required with prior approval).
- 9.8 The general effect of The Winchester City Council (Great Minster Street and The Square, Winchester) (Experimental Restriction of Waiting and Loading and Parking Places) Order 2021 is to:
- a) Suspend a section of 'No Loading At Any Time' on Symonds Street south of its junction with Great Minster Street to provide an informal place for loading/unloading to properties affected by the movement restrictions on Great Minster Street.
 - b) Introduce a 'No Waiting At Any Time' and 'No Loading At Any Time' restriction on the wider section of Great Minster Street (east side) to facilitate turning movements.
 - c) Suspend the loading bay in The Square hammerhead to the western frontage of no. 23 The Square and introduce a 'No Waiting At Any Time' and 'No Loading At Any Time' restriction. This is to improve road safety and reduce the likelihood and vehicle pedestrian conflict. (An exemption is included for emergency services access and to allow for a hearse used in the course of a funeral when required with prior approval).
 - d) Suspend the eastern section of the 'Goods Vehicle Only' bay on the north side of The Square and replace with a 'No Waiting and No Loading Saturday 10am to Midnight and Sunday At Any Time' restriction, with 'Goods Vehicle Loading Only Monday to Friday At Any

Time and Saturday 6am to 10am'. Preventing waiting and loading during the operational hours of the Pedestrian and Cycle Zone facilitates turning movements whilst the turning head is unavailable to motorised traffic.

- e) Suspend a section of the 'Pay and Display' parking at the eastern extent of the bay on the south side of The Square and introduce 'Pay and Display Monday to Friday 8am to 6pm, Max stay 1 hour, No return within 2 hours, Loading Only Saturday and Sunday 8am to 6pm'. This provides an alternative loading facility whilst the Pedestrian and Cycle Zone is in operation.
- f) Suspend a section of the 'Pay and Display' parking at the western extent of the bay on south side of The Square and introduce 'No Waiting and No Loading Saturday and Sunday, Pay and Display Monday to Friday 8am to 6pm Max Stay 1 hour no return 2 hours'. Preventing waiting and loading during the operational hours of the Pedestrian and Cycle Zone facilitates turning movements whilst the turning head is unavailable to motorised traffic.

9.9 The experimental scheme has been successful and only one objection has been received (which is detailed above). The Experimental Traffic Regulation Orders and the installation of the two bollards within Great Minster Street have stopped through traffic. Surveys carried out straight after the scheme had been introduced showed that traffic flows on Great Minster Street had reduced to just 20% of its previous levels when the road was open. During the early stages of implementation, there were reports that some people had driven into the road before realising that the route is no longer open. This has improved over time and an additional no through road sign is being considered.

9.10 Between the hours of 10am on Saturdays and midnight on Sundays, the Pedestrian and Cycle Zone enhances the public realm and provides local businesses with the opportunity to place tables and chairs on the carriageway. Pedal cyclists are permitted through the restrictions and bollards on Great Minster Street enabling access to and from the city centre. Tables and chairs licences are conditioned with the requirement to allow 1.2 metres clearance on the carriageway for cycles to pass safely. Cycle and pedestrian access has been improved and made safer due to the reduction in traffic volumes and the removal of the loading bay within the turning head where there is high pedestrian footfall.

10 OTHER OPTIONS CONSIDERED AND REJECTED

Not applicable.

BACKGROUND DOCUMENTS:-

Previous Cabinet/Committee Reports or Cabinet Member Decisions:-

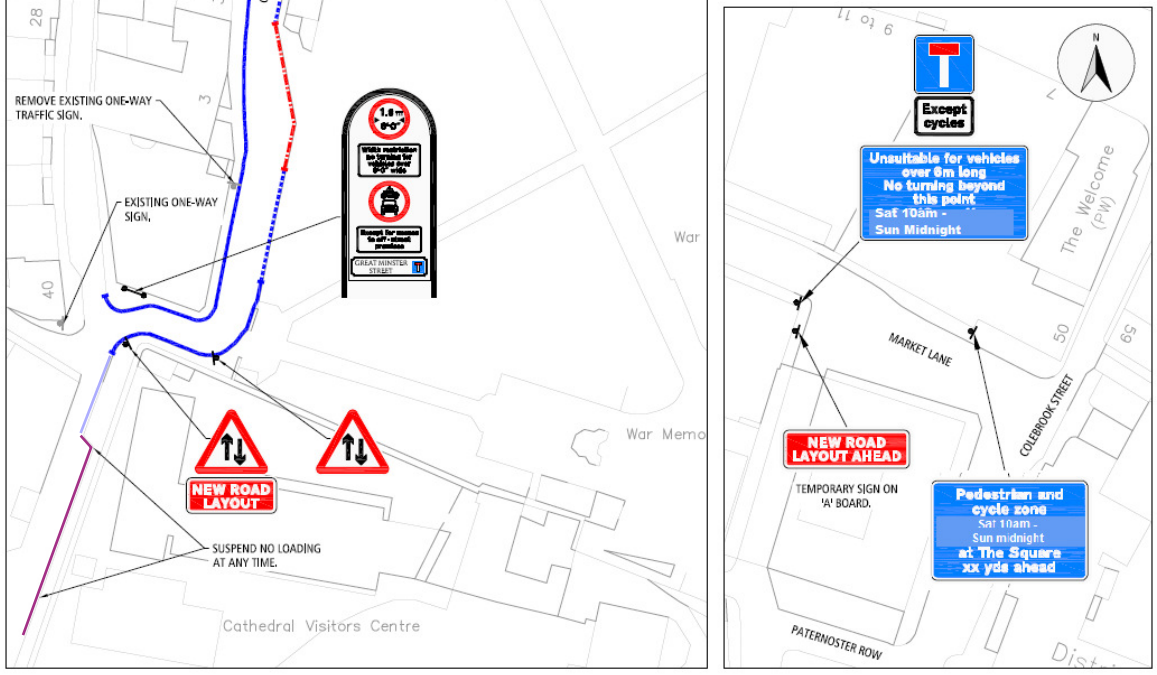
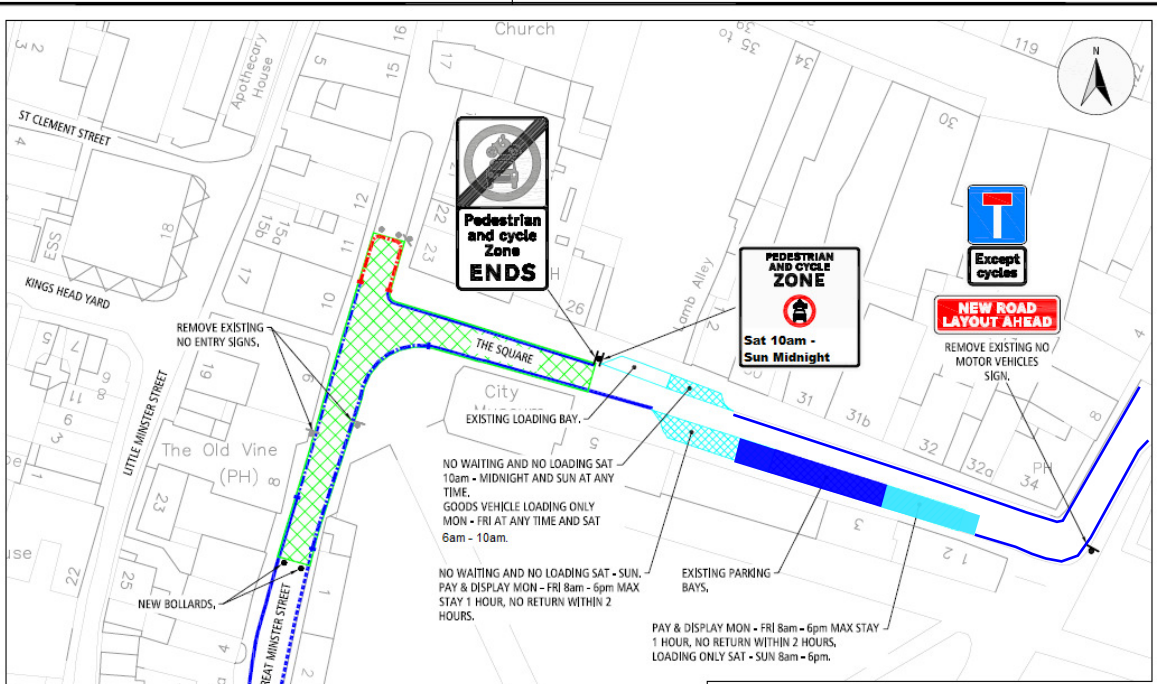
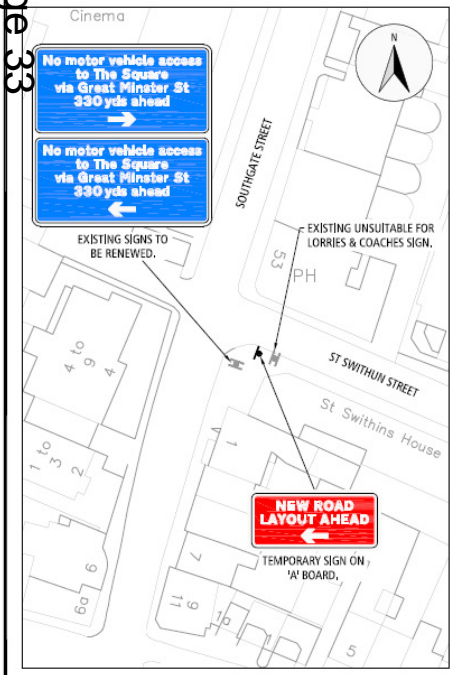
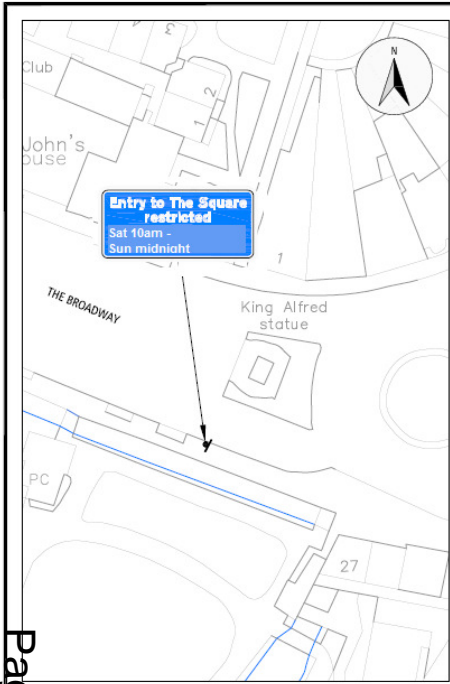
None

APPENDICES:

Appendix 1 Plan 810402/500/007B

Appendix 2 Equality Impact assessment

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- EXISTING NO WAITING AT ANY TIME.
- EXISTING NO WAITING AND NO LOADING AT ANY TIME.
- EXISTING NO WAITING 8am - 6pm.
- NEW NO WAITING AND NO LOADING AT ANY TIME.
- NEW PEDESTRIAN AND CYCLE ZONE SAT 10AM - SUN MIDNIGHT
- EXISTING P&D BAY AMENDED TO LOADING ONLY SAT - SUN 8AM - 6PM
- EXISTING RESTRICTIONS AMENDED TO ADD NO LOADING & NO WAITING SAT 10 AM - SUN MIDNIGHT FOR TURNING
- EXISTING PAY AND DISPLAY BAYS
- EXISTING NO LOADING OR WAITING AT ANY TIME - NO LOADING RESTRICTION SUSPENDED

#	AMENDMENTS FOLLOWING MEMBERS DECISION	02/07/21	TH
A	AMENDMENTS FOLLOWING RESIDENTS MEETING	11/06/21	TH
Rev	Description	Date	Drawn

Winchester
City Council

ENGINEERING & TRANSPORT
PLACE

City Offices
Colebrook Street
Winchester
SO23 9LJ

Project: GREAT MINISTER STREET/THE SQUARE

Title: EXPERIMENTAL TRAFFIC SCHEME

Scale: 1:500 @ A2	Date: 03/06/21
Drawn: TH	CAD: MCH
DRG No: 810402/500/007B	Status: P

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Winchester City Council

Equality Impact Assessment Template (EIA)

Section 1 - Data Checklist

When undertaking an EIA for your policy or project, it is important that you take into consideration everything which is associated with the policy or project that is being assessed.

The checklist below is to help you sense check your policy or project before you move to Section 2.

		Yes/No	Please provide details
1	Have there been any complaints data related to the policy or project you are looking to implement?	Yes	One objection to the experimental Traffic Regulation Order regarding additional journey time/cost to access toilet facilities.
2	Have all officers who will be responsible for implementing the policy or project been consulted, and given the opportunity to raise concerns about the way the policy or function has or will be implemented?	Yes	
3	Have previous consultations highlighted any concerns about the policy or project from an equality impact perspective?	No	
4	Do you have any concerns regarding the implementation of this policy or project? <i>(i.e. Have you completed a self-assessment and action plan for the implementation of your policy or project?)</i>	No	
5	Does any accessible data regarding the area which your work will address identify any areas of	No	

		Yes/No	Please provide details
	concern or potential problems which may impact on your policy or project?		
6	Do you have any past experience delivering similar policies or projects which may inform the implementation of your scheme from an equality impact point of view?	Yes	The Traffic and Transport Team are experienced in delivering transport schemes and Traffic Regulation Orders.
7	Are there any other issues that you think will be relevant?	No	

Section 2 - Your EIA form

Directorate: Place	Your Service Area: Engineering and Transport	Team: Traffic and Transport	Officer responsible for this assessment: Tracy Haskett	Date of assessment: 10/02/2022
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	Question	Please provide details
1	What is the name of the policy or project that is being assessed?	Great Minster Street and The Square Experimental Traffic Regulation Orders and Traffic Scheme
2	Is this a new or existing policy?	New scheme
3	Briefly describe the aim and purpose of this work.	To introduce movement restrictions and changes to waiting , loading and parking places within Great Minster Street and The Square, Winchester.
4	What are the associated objectives of this work?	To remove through traffic, support businesses and residents who live and operate in Great Minster Street and The Square, to pedestrianise the Square. Through the reduction of traffic it also brings about improvements to air quality and road safety, improve opportunities for walking and cycling, and provides a safe environment for tables and chairs on the highway.
5	Who is intended to benefit from this work and in what way?	The City Council will benefit from this work by implementing a traffic scheme identified in the Movement Strategy, and which will contribute to the long term economic, social and environmental well-being of Winchester city and district. This will benefit to residents and businesses of the Winchester District.
6	What are the outcomes sought from this work?	To make the experimental scheme permanent.
7	What factors/forces could contribute or detract from the outcomes?	
8	Who are the key individuals and organisations responsible	Head of Programme, Place - Andy Hickman

	for the implementation of this work?	Special Maintenance – Darren Lewis, Karl Butcher Engineers – Tracy Haskett
9	Who implements the policy or project and who or what is responsible for it?	Head of Programme, Place – Andy Hickman

		Please select your answer in bold . Please provide detail here.		
10a	Could the policy or project have the potential to affect individuals or communities on the basis of race differently in a negative way?	Y	N	
10b	What existing evidence (either presumed or otherwise) do you have for this?	This project has no bearing on race.		
11a	Could the policy or project have the potential to affect individuals or communities on the basis of sex differently in a negative way?	Y	N	
11b	What existing evidence (either presumed or otherwise) do you have for this?	This project has no bearing on a person's sex.		
12a	<p>Could the policy or project have the potential to affect individuals or communities on the basis of disability differently in a negative way?</p> <p><i>you may wish to consider:</i></p> <ul style="list-style-type: none"> • <i>Physical access</i> • <i>Format of information</i> • <i>Time of interview or consultation event</i> • <i>Personal assistance</i> • <i>Interpreter</i> • <i>Induction loop system</i> 	Y	N	

	<ul style="list-style-type: none"> • <i>Independent living equipment</i> • <i>Content of interview)</i> 			
12b	What existing evidence (either presumed or otherwise) do you have for this?	<p>The removal of through traffic has enhanced the public realm and safety for all road users in particular pedestrians and cyclists. Access for those with mobility impairment and cyclists has been maintained through the closed section of highway and past tables and chairs on the highway.</p> <p>One objection was received to the experimental Traffic Regulation Order regarding additional journey time/cost to access toilet facilities. It is acknowledged that the additional travel time is inconvenient however there are alternative toilets that can be used within the vicinity.</p>		
13a	Could the policy or project have the potential to affect individuals or communities on the basis of sexual orientation differently in a negative way?	Y	N	
13b	What existing evidence (either presumed or otherwise) do you have for this?	This project has no bearing on anyone's sexual orientation.		
14a	Could the policy or project have the potential to affect individuals on the basis of age differently in a negative way?	Y	N	
14b	What existing evidence (either presumed or otherwise) do you have for this?	This project has no bearing on anyone's age.		
15a	Could the policy or project have the potential to affect individuals or communities on the basis of religious belief differently in a negative way?	Y	N	
15b	What existing evidence (either presumed or otherwise) do you have for this?	This project has no bearing on anyone's religious beliefs.		
16a	Could this policy or project have the potential to affect individuals on the basis of gender reassignment differently in a negative way?	Y	N	
16b	What existing evidence (either presumed or otherwise) do you have for this?	This project has no bearing on gender reassignment.		

	you have for this?													
17a	Could this policy or project have the potential to affect individuals on the basis of marriage and civil partnership differently in a negative way?	Y	N											
17b	What existing evidence (either presumed or otherwise) do you have for this?	This project has no bearing on anyone on the basis of marriage or civil partnership.												
18a	Could this policy or project have the potential to affect individuals on the basis of pregnancy and maternity differently in a negative way?	Y	N											
18b	What existing evidence (either presumed or otherwise) do you have for this?	This project has no bearing on anyone who is pregnant or recently given birth.												
19	Could any negative impacts that you identified in questions 10a to 15b create the potential for the policy to discriminate against certain groups on the basis of protected characteristics?	Y	N	N/A										
20	Can this negative impact be justified on the grounds of promoting equality of opportunity for certain groups on the basis of protected characteristics? Please provide your answer opposite against the relevant protected characteristic.	Y	N	<table border="1"> <tr><td>N/A</td></tr> <tr><td>Race:</td></tr> <tr><td>Sex:</td></tr> <tr><td>Disability:</td></tr> <tr><td>Sexual orientation:</td></tr> <tr><td>Age:</td></tr> <tr><td>Gender reassignment:</td></tr> <tr><td>Pregnancy and maternity:</td></tr> <tr><td>Marriage and civil partnership:</td></tr> <tr><td>Religious belief:</td></tr> </table>	N/A	Race:	Sex:	Disability:	Sexual orientation:	Age:	Gender reassignment:	Pregnancy and maternity:	Marriage and civil partnership:	Religious belief:
N/A														
Race:														
Sex:														
Disability:														
Sexual orientation:														
Age:														
Gender reassignment:														
Pregnancy and maternity:														
Marriage and civil partnership:														
Religious belief:														
21	How will you mitigate any potential discrimination that may be brought about by your policy or project that you have identified above?	.N/A												
22	Do any negative impacts that you have identified above impact on your service plan?	Y	N	N/A										

Signed by completing officer	Tracy Haskett
Signed by Service Lead or Corporate Head	Andy Hickman Head of Programme

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