

Statement of Reasons

THE WINCHESTER CITY COUNCIL (GREAT MINSTER STREET AND THE SQUARE, WINCHESTER) (PROHIBITION OF DRIVING) ORDER 2022 (VARIATION NO. 1) ORDER 2023

THE HAMPSHIRE (VARIOUS ROADS, WINCHESTER) (PARKING PLACES AND RESTRICTION OF WAITING) (CONTROLLED ZONE) (CONSOLIDATION) ORDER 2010 (VARIATION NO. 74) ORDER 2023

In August 2022 provisions, previously implemented under the experimental process, were made permanent which included the introduction of a pedestrian and cycle zone at weekends from Saturday 10am to Sunday midnight at the following locations:

1. Great Minster Street from the boundary of no. 6 and no. 7 Great Minster Street to its junction with The Square.
2. The Square from its junction with Great Minster Street to a point 79 metres north-west of its junction with Market Street (including the hammerhead but not The Square Service Spur)

In order to facilitate this the following provisions were implemented:

- A Prohibition of Driving restriction at the northern end of Great Minster Street (from 6 Great Minster Street) and the western end of The Square between 10am on Saturday to midnight Sunday.
- No Waiting and No Loading Saturday 10am to Midnight and Sunday at any time, Goods Vehicle Loading Only Monday to Friday at any time and Saturday 6am to 10am restriction at The Square (north from a point 60 metres north-west of its junction with Market Street to a point 70 metres north-west of the junction). This was to facilitate turning movements during the operation of the Pedestrian and Cycle Zone.
- Introduction of Pay and Display parking Monday to Friday 8am to 6pm, Max stay 1 hour, No return within 2 hours, Loading Only Saturday and Sunday 8am to 6pm at The Square (south from a point 16 metres west of its junction with Market Street to a point 32 metres west of that junction).
- No Waiting and No Loading Saturday and Sunday- The Square- south from a point 37 metres east of its junction with Great Minster Street to a point 59 metres west of its junction with Market Street.

It is now proposed to extend the operational time of the pedestrian and cycle zone at Great Minster Street and The Square to include Monday to Friday 6pm to 10pm

The Orders are required to:

- Avoid danger to persons or traffic and facilitate the passage of pedestrians and cyclists through the extension of the pedestrian and cycle zone operational time in part of The Square and Great Minster Street
- To facilitate outdoor hospitality and support businesses between 10am Saturday and all day Sunday and Monday to Friday 6pm to 10pm.
- Preserve and enhance amenities of the area through which the roads run through the reduction in the volume of traffic.
- Improve air quality through the reduction in traffic movements and improved cycle and pedestrian facilities.

The Council has a duty under Section 122 of the Road Traffic Regulation Act 1984 (“the Act”) when making TROs to consider expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This requires the Council to weigh up several factors when making a decision to proceed with a proposal including if applicable:

- The desirability of securing and maintaining reasonable access to premises.
- The effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run.
- The national air strategy.
- The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
- Any other matters appearing to the Council to be applicable.

The City Council has undertaken prior consultation with premises on the affected roads and an existing exemption allows for a hearse used in the course of a funeral when required with prior approval. During the operational hours of the pedestrian and cycle zone turning is restricted to vehicles under 6m in length. Alternative loading facilities are located on Market Lane, Jewry Street, Upper Brook Street and Friarsgate. Smaller vehicles can be used to access the loading bays on The Square.

The Council is satisfied that the road safety benefits for pedestrians and cyclists and the improvements to the local environment and amenities of the area, as described above, outweigh the requirements for access and loading during the restricted hours.

The Orders contain exemptions for emergency service vehicles and water filled barriers and removable bollards are in place so access can be gained if required.

Removal of through traffic supports air quality and carbon reduction objectives.

A minor additional amendment is proposed to The Hampshire (Various Roads, Winchester) (Parking Places and Restriction of Waiting) (Controlled Zone) (Consolidation) Order 2010 as amended as it has come to light that two Schedules within the Order are referred to as "Schedule 3A", one inserted by Variation Number 52 and a second inserted by Variation Number 72. Therefore it is proposed by this variation to rename the Schedule inserted by Variation Number 52 as Schedule 3AA.

PUBLIC SECTOR EQUALITY DUTY

Thorough consideration was given to the equalities duty of the Council under Section 149 of the Equalities Act 2010.

The removal of through traffic has enhanced the public realm and safety for all road users in particular, pedestrians and cyclists.

Adequate public and disabled car parking is available nearby.

When the experimental provisions relating to weekends only were introduced an objection was received relating to the moving Traffic Regulation Order and referred to the additional journey time/ cost to access toilet facilities, raising issues related to disability. It is acknowledged that the additional travel time is inconvenient however there are alternative toilets and other facilities and drop off areas that can be used within the vicinity. It is therefore considered that the positive impacts of the scheme outweigh the limited negative impact identified.