

STATEMENT OF REASONS

THE WINCHESTER CITY COUNCIL (GREAT MINSTER STREET AND THE SQUARE, WINCHESTER) (EXPERIMENTAL MOVING TRAFFIC) ORDER 2021

THE WINCHESTER CITY COUNCIL (GREAT MINSTER STREET AND THE SQUARE, WINCHESTER) (EXPERIMENTAL RESTRICTION OF WAITING AND LOADING AND PARKING PLACES) ORDER 2021

The proposed Orders are required as part of an experimental traffic scheme for Great Minster Street and The Square, Winchester. The scheme will be as an experiment to:

- Avoid danger to persons or traffic and facilitate the passage of pedestrians and cyclists through the introduction of a pedestrian and cycle zone in part of The Square and Great Minster Street to facilitate outdoor hospitality and support businesses.
- Prevent use by unsuitable traffic on Great Minster Street and adjoining historic and narrow roads, which are unsuitable for large vehicles or heavy traffic flows, through the introduction of a prohibition of driving restriction and physical restriction.
- Preserve and enhance amenities of the area through which the roads runs through the reduction in the volume of traffic.
- Improve air quality through the reduction in traffic movements and improved cycle and pedestrian facilities.
- Amendments to waiting and loading restrictions and parking places will enable vehicle turning movements and facilitate the passage of traffic as well as improve road safety.

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 Order prohibits motor vehicle access on sections of the highway for the purposes of convenient and safe movement of pedestrians and cyclists. On the southern section of Great Minster Street (between Symonds Street and 6 Great Minster Street where a bollard is installed) access to premises on that section of highway is maintained for vehicles under 1.8m wide. A length of existing no loading at any time restriction on Symonds Street has been removed to provide an informal loading space for these properties for vehicles over 1.8m. Note: the prohibition of motor vehicles and 1.8 width restriction is already in place. The effect of this Order will be to vary this restriction by removing 'except for access' and introducing 'except for access to off-street premises' along with the introduction of a bollard to prevent through traffic beyond the point of the restriction.

The other section where motor vehicle access is prohibited (between 10am Saturday to midnight Sunday) is at the northern end of Great Minster Street (from 6 Great Minster Street) and the western end of The Square. This is for the introduction of a pedestrian and cycle zone. The City Council has undertaken prior consultation with premises on the affected roads and an exemption has been included in the Order to allow for a hearse used in the course of a funeral when required with prior approval. During the operational hours of the zone turning is restricted to vehicles under 6m in length and consultation and trials of the scheme have shown that deliveries are generally not made over the weekends. However, if required, there are alternative loading facilities located on Market Lane, Jewry Street, Upper Brook Street and Friarsgate, alternatively 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 contains exemptions for emergency service vehicles and provision will be made by removable bollards so access can be gained if required.

There is adequate public car parking and on-street parking nearby which can accommodate displaced parking.

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

PUBLIC SECTOR EQUALITY DUTY

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

Pedestrian and cycle provision will be maintained.

The area is covered by Council monitored CCTV and has good quality lighting.

Adequate public and disabled car parking is available nearby.