

Statement of Reasons

THE HAMPSHIRE (VARIOUS ROADS WINCHESTER) (PARKING PLACES AND RESTRICTION OF WAITING) (CONTROLLED ZONE) (CONSOLIDATION) ORDER 2010 (VARIATION NO.75) ORDER 2023

THE HAMPSHIRE (VARIOUS ROADS, WINCHESTER) (PARKING PLACES AND RESTRICTION OF WAITING) (NO.2) ORDER 2002 (VARIATION NO.41) ORDER 2023

The proposals to introduce or amend parking restrictions in various locations in Winchester are to improve visibility and road safety. Details of the individual proposals are as follows:-

Moorside Road

Moorside Road has been requested to alleviate parking near the bend by “Riverside Way” and near the hill adjacent to the storage facility at “Partnership House”. It has been requested by several businesses along the road as it is dangerous to be on the wrong side of the road when travelling around the bend at the northern end. It is proposed to install lengths of no waiting at any time in both locations. It is proposed to formalise an existing stretch of double yellow lines between the bends.

Marnhull Rise

Marnhull Rise has been requested by local residents to prevent student parking around the junction and bends near Atlantic Court and around the turning head near No 9. It is proposed to install a single yellow line that will operate in the hours of Mon – Sat, 8am-10pm.

Taplings Road

Taplings Road has been requested by the local bus company as their single decker buses are finding it difficult to turn into the road and access one of the bus stops. It is proposed to remove approximately 5 parking bays near the junction with Bereweke Avenue, and replace with double yellow lines (no waiting at any time).

Sleepers Delle Gardens

Sleepers Delle Gardens has been requested by local residents who report problems with accessing their properties due to vehicles parking over their accesses in the permit bays located in the turning head. These bays are used by students from the surrounding areas. It is unlikely that the residents park on street for any length of time. It is proposed to replace these permit bays with double yellow lines (no waiting at any time).

Cripstead Lane

Cripstead Lane has been requested by a developer who is redeveloping 53 St Cross Road. As part of that development it is proposed to install a layby near the junction with St Faiths Road. The existing bays will be relocated into the newly constructed layby. There is no overall loss of parking spaces. It is proposed to convert a section of single yellow line (currently no waiting Monday – Saturday 8-6pm) to double yellow lines adjacent to the garage opposite existing echelon parking bays.

Park Avenue

Park Avenue has been requested by HCC to facilitate electric charging bays in three locations along the street. This will potentially mean that residents will be unable to use these bays at other times.

SECTION 122 ROAD TRAFFIC REGULATION ACT 1984

The Council has a duty under Section 122 of the Road Traffic Regulation Act 1984 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.

These proposals will assist in the following, as contained in Section 1 of the Road Traffic Regulation Act 1984:

- (a) avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
- (c) facilitating the passage on the road or any other road of any class of traffic (including pedestrians).

PUBLIC SECTOR EQUALITY DUTY

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

It is possible that people with reduced mobility could be disadvantaged by having to walk further to find an available parking place. This can be partially mitigated by the provision of the blue badge scheme which allows parking on a double yellow line for 3 hours for blue badge holders.

However, the introduction of waiting restrictions, particularly at junctions, can have a positive impact on people with reduced mobility as the removal of parked vehicles can make roads safer to cross and provide improved visibility of oncoming traffic.