

REGULATORY COMMITTEE

9<sup>th</sup> JANUARY 2002

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**SALISBURY: OBJECTIONS TO TRAFFIC ORDERS  
WAITING RESTRICTIONS - WINCHESTER STREET**

**SUPPLEMENTARY REPORT**

**Purpose of Report**

1. To consider one letter of objection to proposed amendments to waiting restrictions and on-street parking bay amendments and to recommend implementation of the proposals as advertised.

**Background**

2. As part of the Salisbury Transportation Plan and City Centre Enhancements proposals have been developed for a footway enhancement scheme in Winchester Street (east). A requirement of the proposals is the need to amend the existing waiting restrictions and on-street parking bay within Winchester Street (east) between Pennyfarthing Street and Guilder Lane. This is required to accommodate the widening works, to maintain sufficient carriageway width and, to offer protection to the property on the junction of Winchester Street and Guilder Lane (No. 2 Guilder Lane), which is currently damaged by large vehicles negotiating the junction.
3. The amended waiting restrictions are shown on the plan at **Appendix 1**.

**Objections**

4. As a result of the advertisement one objection has been received from Dr. G.D. D'Mello of 76 Winchester Street. His main concerns relate to the following points:
  - Continuing problem of HGVs turning into Winchester Street rather than carrying on the signed through route and out of town;
  - By locating the parking bay on to the southern side of Winchester Street, the turning manoeuvre into Greencroft Street will become more difficult putting structures at risk;
  - Level of his property window and the on-street parking bay being located outside it will cause the light entering this room to decrease;
  - Suggests that parking would be better staying where it currently is as the buildings on this side are not Grade II listed, with the use of traffic bollards to protect the buildings at the junction with Guilder Lane.

5. However, Dr. D'Mello in conclusion is happy with the path widening for Winchester Street but strongly objects to the relocation of the parking bay from north side to the south side outside his property. A copy of his objection letter is attached in **Appendix 2**.

### **Considerations**

6. The amendment to the parking bay from the north to the south side of Winchester Street does not immediately affect Dr. D'Mello's property as the termination point of the bay is at the boundary of Nos. 74 and 76 Winchester Street (see **Appendix 1**).
7. The promotion of amendments to the waiting restrictions and on-street parking bay has been the subject of the usual consultation processes. In addition, all residents have also received a letter outlining the scheme proposals which showed the proposed amendments.
8. The on-street parking bay has been moved from the north to the south side to enable the widening of the footways on both sides of Winchester Street. The current positioning of the staggered parking on both sides would not allow a continuous widened footway to be provided.
9. The level of light entering into Dr. D'Mello's property is a problem that many residents of older properties, especially throughout the City, have to contend with. The confined layout of the street and height of adjacent buildings will be the main feature in determining the level of light in individual properties. It is not considered that a parking bay adjacent and to the west of Dr. D'Mello's property will significantly affect the current situation.
10. It is agreed that there are some ongoing problems of HGVs entering Winchester Street inadvertently whilst trying to leave the City via the signed through route. A length ban was introduced into the first one-way section of Winchester Street earlier this year to try to combat large HGVs entering and using the City's streets. This current prohibition and its diversion can be seen in the attached plan, **Appendix 3**. This helps alleviate the problem of HGVs not being able to negotiate the right-turn into Brown Street and continuing down Winchester Street. However, as part of the footway widening works, further appropriate traffic signs will be erected at the junction of Brown Street and Winchester Street to notify drivers that Winchester Street is not a through route. Also, the rest of Winchester Street will be considered next financial year for an extension in the prohibition of movement on HGVs over 12 metres.
11. Traffic bollards, to the same style as those used throughout the City, will be erected as part of the scheme at the junction of Winchester Street with both Guilder Lane and Greencroft Street.

### **Conclusions**

12. The provision of amendments to the waiting restrictions and on-street parking bay on Winchester Street (east) is a vital element to the footway enhancement scheme proposals.

13. The proposals are also intended to deal with property damage as outlined in paragraph 2 above by easing the right turn into Guilder Lane.
14. The objection with reference to decreased light is not considered to be significant.

### **Recommendation**

15. That:-
  - (i) The proposals be implemented as advertised; and
  - (ii) The objector be informed accordingly.

### **Reason for Recommendation**

16. To allow the footway enhancement scheme for Winchester Street (east) to be implemented, and to improve road safety by reducing the incidences of footway overrun and property damage to No. 2 Guilder Lane.

**RICHARD J. LANDER**

Director of Environmental Services

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**The following unpublished documents have been relied on in the preparation of this Report:**

None.

### **Environmental impact of the Recommendations contained in this Report:**

The paving scheme is part of the overall environmental improvements to the area and the waiting restrictions are an integral part of these works.