

TRAFFIC ORDER PROPOSALS – PARCHMENT STREET, WINCHESTER, ONE-WAY TRAFFIC – EXEMPTION FOR PEDAL CYCLES

NOTICE IS HEREBY GIVEN that Hampshire County Council (“the Council”) proposes to make the above-mentioned Order, in exercise of its powers and duties under Sections 1, 2 and 4 of the Road Traffic Regulation Act 1984 (“the Act”), Part IV of Schedule 9 to the Act and of all other enabling powers, after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act and having discharged its duty under section 122 of the Act.

GENERAL NATURE AND EFFECTS OF THE ORDER : Will be to allow pedal cycles to travel southbound against the flow of traffic on Parchment Street, Winchester between its junction with North Walls and its junction with St Georges Street.

FURTHER DETAILS :A copy of this notice, the proposed order, a map showing the location and effect of the proposal, a statement of reasons and a copy of the order to be part-revoked may be viewed at <https://www.hants.gov.uk/community/publicnotices/?typeid=5> or inspected during the usual office hours at the following places:

- (i) The Arc, Jewry Street, Winchester SO23 8SB (Opening hours : Monday to Saturday 9.30 – 5 and Sundays 11 – 5)
- (ii) City Council Offices, Colebrook Street, Winchester SO23 9LJ (Opening hours : Monday to Thursday 8.30 – 5 and Fridays 8.30 – 4.30)
- (iii) Hampshire County Council Headquarters, The Castle, Winchester, SO23 8UD (Opening hours : Mondays to Thursdays 8.30 – 5.15; Fridays 8.30 – 4.45)
- (iv) Copies of the draft order, plan(s) and statement of reasons can also be obtained by e-mailing public.notices@hants.gov.uk or by writing to Traffic Orders Team, Safer Roads and Parking, Universal Services, The Castle, Winchester SO23 8UD quoting reference :

OBJECTIONS AND OTHER REPRESENTATIONS: All objections/other representations in respect of this proposal must be made in writing to Universal Services, The Castle, Winchester, SO23 8UD or email public.notices@hants.gov.uk quoting reference:- A2028/MEB, by 1st September 2023. All objections must state the grounds on which they are made. Under the requirements of current access to information legislation, any statement you make to the Council in response to this Notice may be made available to the press and to the public, who would be entitled to take copies of it if they so wished.

TITLE: The order, if made, will be known as “The Hampshire (Parchment Street, Winchester) (One-Way Traffic) Order 2023.”

PATRICK BLOGG, Director of Universal Services, The Castle, Winchester, SO23 8UD,
email: public.notices@hants.gov.uk

HAMPSHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE HAMPSHIRE (PARCHMENT STREET, WINCHESTER) (ONE-WAY TRAFFIC)
ORDER 2023**

Hampshire County Council in exercise of its powers and duties under Sections 1, 2, 3, 4, and 122(1) and (2) of the Act; Part IV of Schedule 9 to the Act, and all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act, hereby makes the following order:

1. In this order, and the preamble and schedule hereto:
“the Act” means the Road Traffic Regulation Act 1984;
“pedal cycle” means a unicycle, bicycle, tricycle, or cycle having four or more wheels, not being in any case mechanically propelled unless it is an electrically assisted pedal cycle of such class as is to be treated as not being a motor vehicle for the purposes of the 1984 Act; and
“road” means any length of highway or any other length of road to which the public has access and includes bridges over which a road passes.
2. No person shall cause any motor vehicle to proceed in the road specified in column 1 of the schedule to this order in a direction other than that specified in relation to that road in column 2.
3. Nothing in article 2 of this order shall apply to a mechanical road cleansing vehicle in the service of the local authority between the hours of 7.00am and 8.30am or a pedal cycle.
4. The City of Winchester (Central Area) Traffic Regulation Consolidation Order 1984 (Variation 13) Order 2006 is hereby revoked insofar as it relates to Parchment Street.
3. This order shall come into force on _____ 2023 and may be cited as “The Hampshire (Parchment Street, Winchester) (One-Way Traffic) Order 2023”.

GIVEN this _____ day of _____ 2023

THE COMMON SEAL of HAMPSHIRE)
COUNTY COUNCIL was hereunto affixed)
in the presence of:)

Authorised Signatory

SCHEDULE

**Road in the City of Winchester
One-way traffic**

Column 1

Column 2

Parchment Street between its junction with St Georges Street and North Walls northbound

**THE HAMPSHIRE (PARCHMENT STREET, WINCHESTER) (ONE-WAY TRAFFIC)
ORDER 2023**

STATEMENT OF REASONS

Hampshire County Council is committed to creating better spaces for people in our town centres and has secured £3.28 million from a successful bid to the Government's Active Travel Fund. This funding is to be used to create better spaces for people walking and cycling in and around our towns across Hampshire to enable better connectivity and promote active travel modes which are sustainable. This will also encourage healthier lifestyles by promoting physical activity and exercise. The proposals for Parchment Street will allow cyclist to cycle (contra flow) south-east toward the B331 St George's Street. This will improve accessibility and provide better connectivity for cyclist wishing to travel to Winchester town centre or other onward journeys.

THE CITY OF WINCHESTER (CENTRAL AREA)
TRAFFIC REGULATION (CONSOLIDATION) ORDER 1984

The Winchester City Council (hereinafter referred to as "the Council") pursuant to arrangements made under Section 101 of the Local Government Act 1972 with the County Council of Hampshire, in exercise of their powers under section 1(1), (2), (3) and (6) and 84D of the Road Traffic Regulation Act 1967 as amended by Part IX of the Transport Act 1968 and Schedule 19 to the Local Government Act 1972 (which said Act of 1967 as so amended is hereinafter referred to as "the Act of 1967"), and of all other powers them enabling in that behalf and after consultation with the chief officer of police in accordance with section 84 C (1) of the Act of 1967, hereby make the following Order:-

1. This Order is made for the purpose of a general scheme of traffic control in a stated area, being the area stated in Schedule 1 to this Order.

2. Definitions

"disabled person's vehicle" has the same meaning as in the Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (England and Wales) (Amendment) Regulations 1975;

"disabled person's badge" has the same meaning as in the Disabled Persons (Badges for Motor Vehicles) Regulations 1975; and

"relevant position" means -

(i) in the case of a vehicle fitted with a front windscreen that the disabled person's badge is displayed on the nearside of and immediately behind that windscreen with the obverse side facing forwards; and

(ii) in the case of a vehicle not fitted with a front windscreen that the disabled person's badge is displayed in a conspicuous position on the vehicle.

"Road" shall include any part of a Road.

3. Save as provided in Article 4 of this order. No person shall cause any vehicle to proceed in the lengths of road specified in the first column of the Second Schedule to this Order otherwise than in the direction specified in relation to that length of road in the second column of the said Schedule.

4. Nothing in Article 3 of this Order shall apply to any mechanical road cleansing vehicle when being used between the hours of 7 a.m. and 8.30 a.m.

5. Save as provided in Article 6 of this Order, no person shall cause any vehicle to proceed or wait in any of the lengths of road specified in the Third Schedule to this Order.

6. Nothing in Article 5 of this Order shall prevent any person from causing a vehicle to proceed or wait in any of the lengths of road referred to therein if the vehicle is:-

(a) a fire, police or ambulance vehicle on an emergency call.

(b) a pedestrian controlled vehicle as defined by Regulation 3 of the Motor Vehicles (Construction and Use) Regulations 1973.

(c) a public utility or local authority or water authority vehicle.

(d) a vehicle being used in connection with a funeral, and which cannot conveniently be used for such purpose in any other road.

(e) an invalid carriage as defined in section 99(5) of the Act of 1967.

- (f) a vehicle proceeding or waiting with the permission or at the direction of a police constable in uniform or of a traffic warden.
7. The Council are satisfied that for preventing the likelihood of danger arising to persons using the roads to which Article 5 relates, and for facilitating the passage of vehicular traffic on the roads to which Articles 8, 10, 11 and 13 relate, it is requisite that any restrictions, deriving from section 1(5) of the Act of 1967, on the power of the Council to include in the Order a provision which would have the effect of preventing access by vehicles to premises, should not apply in relation to this Order.
8. Save as provided in Article 9 of this Order no person shall cause or permit any vehicle to wait in any of the lengths of road specified in the Fourth Schedule to this Order.
9. Nothing in Article 8 of this Order shall render it unlawful to cause or permit a vehicle to wait in any of the lengths of road specified in the Fourth Schedule to this Order for as long as may be necessary:-
- (1) if the vehicle is a vehicle specified in Article 16(1) (a) (b) (c) (d) (e) (f) (g) of this Order.
 - (2) (a) to enable a person to board or alight from the vehicle.
 - (b) to enable the vehicle if it cannot conveniently be used for such purpose in any other road, to be used in connection with any building operation or demolition, the removal of any obstruction to traffic, the maintenance, improvement or reconstruction of any of the lengths of road so specified or the laying, erection, alterations or repair in or near any of the said lengths of road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any telegraphic line as defined in the Telegraph Act, 1878.
 - (c) to enable the vehicle if it cannot be used for such purposes in any other road, to be used in pursuance of statutory powers or duties.
 - (d) to enable a vehicle in the service of the Post Office to be used for the purpose of delivering or collecting postal packets as defined in Section 87 of the Post Office Act, 1953.
 - (e) to enable goods to be loaded on to or unloaded from the vehicle for no longer period than 20 minutes.
10. Save as provided in Article 12 of this Order no person shall cause or permit any vehicle to wait in any of the lengths of roads specified in the Fifth Schedule to this Order.
11. Save as provided in Article 12 of this Order no person shall cause or permit any vehicle to wait between the hours of 8.00 a.m. and 6.30 p.m. on Monday to Saturday inclusive on either of the sides of road specified in the Sixth Schedule to this Order.
12. Nothing in Article 10 or Article 11 of this Order shall render it unlawful to cause or permit a vehicle to wait in any of the lengths of road specified in the Fifth and Sixth Schedule to this Order for as long as may be necessary:-
- (a) in any case referred to in Article 16 (1) (a) (b) (c) (d) (e) (f) (g) or 16 (2) (a) (b) (c) (d) of this Order to wait for any of the purposes specified in that Article.
 - (b) for the purpose of enabling goods to be loaded on to or unloaded from the vehicle for no longer period than 20 minutes except between the hours of 8.15 a.m. and 9.15 a.m. or between the hours of 4.30 p.m. and 6.00 p.m. on Monday to Saturday inclusive when loading or unloading is prohibited.

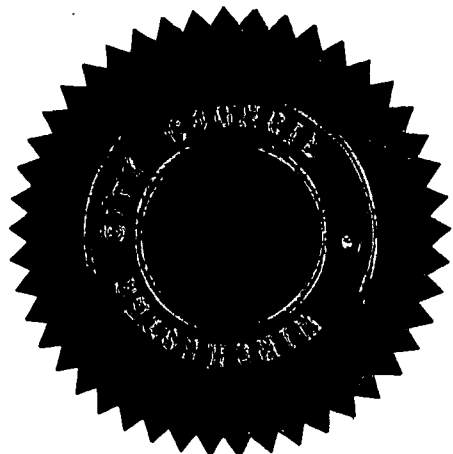
3. Save as provided in Article 14 of this Order no person shall cause or permit any vehicle to wait in any of the lengths of road specified in the Seventh Schedule to this Order.
14. Nothing in Article 13 of this Order shall render it unlawful to cause or permit a vehicle to wait in any of the lengths of road specified in the Seventh Schedule to this Order for as long as may be necessary:-
 - (a) in any case referred to in Article 16 (1) (a) (b) (c) (d) (e) (f) (g) or 16 (2) (a) (b) (c) (d) of this Order to wait for any of the purposes specified in that Article.
 - (b) to enable goods to be loaded on to or unloaded from the vehicle for no longer period than 20 minutes between the hours of 7.00 p.m. and 8.00 a.m. on Monday to Saturday inclusive and from 7.00 p.m. on Saturday to 8.00 a.m. on Monday.
15. Save as provided in Article 16 of this Order no person shall cause or permit a vehicle to wait between the hours of 9.00 a.m. and 6.30 p.m. Monday to Saturday inclusive in any of the lengths of road specified in the Eighth Schedule to this Order.
16. Nothing in Article 15 of this Order shall render it unlawful to cause or permit a vehicle to wait in any of the lengths of road specified in the Eighth Schedule to this Order for as long as may be necessary:-
 - (1) if the vehicle is:-
 - (a) a fire, police or ambulance vehicle on an emergency call
 - (b) a pedestrian controlled vehicle as defined by Regulation 3 of the Motor Vehicles (Construction and Use) Regulations 1973
 - (c) a public utility or local authority or water authority vehicle for street works
 - (d) a vehicle being used in connection with a funeral, and which cannot conveniently be used for such purpose in any other road.
 - (e) an invalid carriage as defined in section 99 (5) of the Act of 1967.
 - (f) being used by a disabled person and issued by the Department of Health and Social Security in lieu of an invalid carriage.
 - (g) a vehicle waiting with the permission of or at the direction of a police constable in uniform or of a traffic warden
 - (2) to enable:-
 - (a) a person to board or alight from the vehicle
 - (b) the vehicle, if it cannot conveniently be used for such purposes in any other road, to be used in connection with any building operations or demolition the removal of any obstruction to traffic, the maintenance, improvement or reconstruction of the length of road so specified or the laying, erection, alterations or repair in or near the said length of road of any sewer or of any main, pipe or apparatus for the supply of gas water or electricity or of any telegraph line as defined by the Telegraph Act 1878.
 - (c) the vehicle, if it cannot be used for such purposes in any other road, to be used in pursuance of statutory powers or duties.
 - (d) a vehicle in the service of the Post Office to be used for the purposes of delivering or collecting postal packets as defined in Section 87 of the Post Office Act 1953.

- (e) a vehicle for a period not exceeding twenty minutes to enable goods to be loaded on to or unloaded from the vehicle or, provided that application is made to the Police at least twenty-four hours in advance for permission, for any longer period than twenty minutes as may be necessary subject to such conditions as the police may reasonably impose being complied with.
- (3) (a) to any hackney carriage licenced by Winchester City Council waiting upon any duly authorised hackney carriage rank.
- (b) to any vehicle waiting in a duly authorised parking place as specified in a Parking Places Order made by the Council of the City of Winchester in exercise of its powers under the Road Traffic Regulation Act 1967 or any other enabling powers and in accordance with the provisions set out therein.
17. Save as provided in Article 18 of this Order no person shall cause any vehicle to proceed along the length of road specified in the first column of the Ninth Schedule to this Order.
18. Nothing in Article 17 of this Order shall apply so as to prevent any person from causing any vehicle to proceed along the length of road specified in the first column, in the direction specified in relation to that length of road in the second column of the Ninth Schedule to this Order if the vehicle:
- (a) exceeds 3 tons unladen weight
- (b) is being used in pursuance of emergency duties by the Police, Ambulance or Fire Service
- (c) is proceeding upon the direction or with the permission of a Police Constable in uniform or of a traffic warden
- or
- (d) is being used between 6.30 p.m. and 8 a.m. on the day next following.
19. Save as provided in Article 20 of this Order no person shall cause any vehicle to proceed in the road specified in the first column of the Tenth Schedule to this Order.
20. Nothing in Article 19 of this Order shall apply so as to prevent any person from causing any vehicle to proceed in the length of road specified in the first column in the direction specified in relation to that length of road in the second column of the Tenth Schedule of this Order if the vehicle is being used:-
- (a) for the conveyance of persons goods or merchandise to or from any premises situated in or adjacent to that length of road.
- (b) a police, fire or ambulance vehicle on an emergency call or in the service of a local authority in pursuance of statutory powers or duties.
- (c) being used in connection with any building operation or demolition in or adjacent to that road or length of road, the removal of any obstruction to traffic in that road or length of road, the maintenance improvement or reconstruction of that road or length of road, or the laying erection alteration or repair in or adjacent to that road or length of road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telegraphic line as defined in the Telegraph Act 1878.
22. No person shall cause any vehicle proceeding in any of the roads specified in the first column of the Eleventh Schedule to this Order in the direction referred to in the second column of that schedule to turn in the direction specified in the third column of the said schedule.

23. Every person causing a vehicle to proceed in an easterly direction in High Street shall cause that vehicle on reaching the junction of High Street with Jewry Street to make a left hand turn into Jewry Street.
24. Nothing in Articles 8, 10, 11, 13 and 15 of this order shall apply so as to prevent a disabled persons vehicle from waiting in any of the roads or lengths of roads specified in Schedules 4, 5, 6, 7 and 8 of this order PROVIDED:
- (a) that during the period of waiting no prohibition on loading or unloading is in force in the length of road;
 - (b) that the vehicle is a disabled person's vehicle which displays in the relevant position a disabled person's badge issued by any local authority in accordance with the provisions of the Disabled Persons (Badges for Motor Vehicles) Regulations 1975 or a badge having effect under those Regulations as if it were a disabled person's badge; and
 - (c) that in those cases where the period of the prohibition is of less than two hours duration for the whole of this period.
 - (d) that in a case where the prohibition is of more than two hours duration, for a period of two hours (not being a period separated by an interval of less than one hour from a previous period of waiting by the same vehicle in the same road or part of a road on the same day)
 - (e) that a parking disc, issued by a local authority, complying with the requirements of the British Standard Specification for Parking Discs (B.S. No.4631: 1970), coloured orange and capable of showing the quarter hour period during which a period of waiting begins, is displayed in a relevant position on the vehicle and the driver, or other person in charge of the vehicle, marks on the parking disc the time at which the period of waiting has begun.
25. The restrictions imposed by this Order shall be in addition to and not in derogation of any restriction or requirement imposed by any regulation made or having effect as if made under the Road Traffic Regulation Act 1967 as amended as aforesaid or by or under any other enactment.
26. The Order specified in Schedule 12 to this order is hereby revoked.
27. This Order shall come into operation on the *FIRST* day of *SEPTEMBER* 1984 and may be cited as The City of Winchester (Central Area) Traffic Regulation (Consolidation Order) 1984
28. Given under the Common Seal of the Winchester City Council the *18th* day of *JULY* 1984

THE COMMON SEAL of WINCHESTER)
 CITY COUNCIL was hereunto affixed)
 in the presence of:-)

[Handwritten Signature]



FIRST SCHEDULE

THE STATED AREA

An area bounded by St. James Lane including St. James Terrace, Canon Street, Kingsgate Street, College Street, College Walk, Wharf Hill, Chesil Street, Magdalen Hill, Petersfield Road, Blue Ball Hill, Wales Street, Durngate, North Walls, Gordon Road, Hyde Abbey Road, Hyde Street, Worthy Lane, Andover Road, Stockbridge Road, Cranworth Road, St. Paul's Hill, Clifton Terrace, Clifton Hill, Romsey Road to St. James Lane.

SECOND SCHEDULE

ONEWAY TRAFFIC FLOWS (ARTICLES 3 AND 4)

<u>First Column</u>	<u>Second Column</u>
Blue Ball Hill (that length of road which extends from its junction with St. Johns Street to its junction with Chester Road)	Westerly
Cossack Lane	Westerly
Eastgate Street (that length of road which extends from Durngate Place to its junction with Friarsgate)	Southerly
Friarsgate	Westerly
Middle Brook Street (that length of road which extends from North Walls to its junction with St Georges Street and Silver Hill	Southerly
Gladstone Street	Easterly
Great Minster Street (that length of road which extends from Symonds Street in an easterly and then northerly direction for a distance of 105 metres)	Easterly and then northerly
High Street (that length of road which extends from its junction with Colebrook Street to its junction with Market Street)	Westerly
High Street (that length of road which extends from Jewry Street to St. Thomas Street)	Easterly
Little Minster Street	Northerly
Market Lane (that part of the road which extends from its junction with Market Street to its junction with Paternoster Row	Easterly
Jewry Street (that length of road which extends from St. George's Street to North Walls)	Northerly
Kings Head Yard	Westerly
Market Street (that length of road which extends from its junction with High Street to its junction with Market Lane)	Southerly
Minster Lane	Westerly

ewburgh Street	Northerly and Westerly
North Walls (from its junction with Hyde Street to its junction with Union Street)	Easterly
Parchment Street (that length of road which extends from St. George's Street to North Walls)	Southerly
St. Clements Street (that part of the road which extends from its junction with Southgate Street to its junction with Trafalgar Street)	Easterly
St. Clements Street (that part of the road which extends from its junction with Little Minster Street to its junction with St. Thomas Street)	Westerly
St. George's Street	Westerly
St. Peter Street from its junction with St. George's Street to its junction with North Walls	Northerly
St. Thomas Street	Southerly
Silver Hill	Westerly
Station Hill	Westerly
ation Road (that length of road which extends from its junction with Newburgh Street to its junction with Gladstone Street)	Northerly
Station Road (that length of road which extends from its junction with Station Hill to its junction with Gladstone Street)	Southerly
Sussex Street (that part of the road which extends from its junction with Gladstone Street to its junction with Upper High Street)	Southerly
Symonds Street (that part of the road which extends from its junction with St. Swithuns Street to its junction with Great Minster Street)	Northerly
Tower Road	Westerly
Tower Street (that part of the road which extends from its junction with Cross Street to its junction with Staple Gardens)	Northerly
Union Street	South Easterly
Upper Brook Street (that length of road which extends from its junction with North Walls to the Central Car Park exit)	Northerly
Upper High Street	Northerly

THIRD SCHEDULE

PEDESTRIAN PRECINCT (ARTICLE 5)

<u>Road</u>	<u>Description</u>
High Street	From its junction with Market Street to its junction with St. Thomas Street.

Archment Street	From its junction with High Street for 3 metres in a northerly direction.
Little Minster Street	From its junction with High Street for 28 metres in a southerly direction.

FOURTH SCHEDULE

WAITING RESTRICTIONS 24 HOURS 7 DAYS PER WEEK (ARTICLE 8)

<u>Road</u>	<u>Side</u>	<u>Description</u>
Bridge Street	Both	From its junction with the west side of Water Lane to its junction with Magdalen Hill.
Chesil Street	Both	From its junction with Bridge Street for 176 metres southwards.
City Road	Both	From its junction with Andover Road to a point 36.5 metres west of its junction with Jewry Street and Hyde Street.
Clifton Road	East	From its junction with Clifton Hill for a distance of 50 metres northwards.
East Hill	Both	From its junction with Chesil Street to its junction with Quarry Road and Petersfield Road.
Eastgate Street	Both	From a point 24.5 metres north of its junction with Union Street to its junction with Friarsgate.
Eastgate Street	Both	From its junction with the northern side of Friarsgate for 145.7 metres in a southerly direction.
Friarsgate	Both	Entire length
Great Minster Street	West	From a point 37.6 metres south of the northern closed end of the square in a southerly direction for a distance of 17.0 metres.
High Street	South	From its junction with Jewry Street for 36.8 metres in an easterly direction.
Hyde Street	Both	From a point 30 metres north of junction with City Road and North Walls for 75 metres north.
Magdalen Hill	Both	From the eastern end of Bridge Street for 19 metres eastwards.
Middle Brook Street	East	From its junction with Cossack Lane for 95.2 metres in a southerly direction.
Middle Brook Street	West	From its junction with the entrance to the Central Car Park for 49.1 metres in a southerly direction.
Petersfield Road	Both	From its junction with East Hill for 45 metres eastward to its junction with Canute Road.

Archment Street	Both	From its junction with the south side of St. Georges Street for 41 metres in a southerly direction.
Quarry Road	Both	From its junction with East Hill for 40 metres eastwards.
Queens Road	Both	From its junction with Romsey Road for 63 metres southwards.
Romsey Road	South	The whole length of the lay by which extends from a point 27 metres west of the junction with St. James Lane for 109 metres westwards.
St. Peters Street	Both	From its junction with St. Georges Street to a point 2 metres north of High Street
Rear Entrance to The Bus Station	Both	From Friarsgate to the entrance to the Omnibus Station
Station Hill	Both	From its junction with Andover Road for 40 metres westward
Stockbridge Road	Both	From its junction with Andover Road to its junction with Cranworth Road.
Sussex Street	Both	From its junction with City Road for 59 metres southwards.
Southgate Street	Both	From a point 15 metres south of its junction with High Street to its junction with St Clements Street.
St. Johns Street	Both	From its junction with Bridge Street for 30 metres northwards.
Swan Lane	Both	From its junction with Hyde Street for 41 metres west.
Union Street	Both	Whole length
Upper Brook Street	Both	From its junction with St Georges Street for 25 metres southwards
Water Lane	Both	From its junction with Bridge Street for 30 metres northwards.
Wharf Hill	Both	From its junction with Chesil Street to a point 1.5 metres south of the northern boundary of No.20, Granville Place, including the Cul-de-Sac leading to Wharf Mill but excluding the closed end.

FIFTH SCHEULE

24 HR WAITING RESTRICTION 7 DAYS PER WEEK
PEAK HOUR LOADING BAN (ARTICLE 10)

<u>Road</u>	<u>Side</u>	<u>Description</u>
Andover Road	Both	From its junction with City Road to a point 22 metres north of its junction with Victoria Road.

Bridge Street	Both	From its junction with High Street to its junction with Water Lane.
Eastgate Street	West	From its junction with High Street for 30 metres north.
Eastgate Street	East	From the junction with High Street for 15 metres north.
High Street	North	From its junction with Romsey Road to a point 10 metres south of its junction with Royal Oak Passage.
High Street	South	From its junction with Romsey Road for 240 metres east.
High Street	South	From its junction with Bridge Street to a point 48 metres west of the junction of High Street with the eastern end of Colebrook Street.
High Street	North	From its junction with Bridge Street to its junction with Eastgate Street.
Jewry Street	Both	From its junction with High Street to a point 13 metres south of its junction with North Walls and City Road.
Middle Brook Street	Both	From its junction with St. Georges Street and Silver Hill to a point 237 metres south of its junction with North Walls.
St. Georges Street	Both	Whole length.
Southgate Street	Both	From its junction with High Street for 15 metres in a southerly direction.
North Walls	Both	From a point 45.7 metres east of junction with Jewry Street and Hyde Street for 44.3 metres eastwards.
Romsey Road	Both	From its junction with High Street for 95 metres westwards

SIXTH SCHEDULE

No Waiting 8.00 a.m. - 6.30 p.m. - Monday to Saturday

Peak Hour Loading Ban Monday to Saturday (Article 11)

<u>Road</u>	<u>Side</u>	<u>Description</u>
North Walls	Both	From a point 90 metres east of its junction with Jewry Street and Hyde Street to its junction with Union Street.

SEVENTH SCHEDULE

24 Hours No Waiting 7 days per week
 Loading Ban 8 a.m. - 7 p.m. Monday to Saturday inclusive (Article 13)

<u>Road</u>	<u>Side</u>	<u>Description</u>
North Walls	Both	From its junction with Hyde Street and Jewry Street for 45.7 metres in an easterly direction.
Hyde Street	Both	From its junction with Hyde Street and North Walls for 30 m north.
City Road	Both	From its junction with Jewry Street and Hyde Street for 36.5 metres west.
Jewry Street	Both	From its junction with City Road and North Walls for 13 metres south.
The Square	South and east	From a point 72 metres west of the junction with Market Street for 48.3 metres in a westerly then southerly direction.
The Square	West	From its junction with Great Minster Street for 19.6 metres in a northerly direction.
The Square	North and East	From a point 93 metres west of the junction with Market Street for a distance of 19 metres westwards then northwards.

EIGHTH SCHEDULE

WAITING RESTRICTIONS 9 a.m. - 6.30 p.m. (ARTICLE 15)
 Loading and Unloading Restricted to 20 minutes

<u>Road</u>	<u>Side</u>	<u>Description</u>
Andover Road	Both	From a point 37.5 metres south east of its junction with Boscobel Road to a point 22 metres north of junction with Victoria Road.
Alresford Road	Both	From its junction with Magdalen Hill to a point 40 metres west of its junction with St. Johns Road.
Bar End Road	Both	From its junction with Chesil Street to a point 15 metres south of its junction with Milland Road.
Blue Ball Hill	Both	Whole length
Basket Lane	West	From High Street for 28.4 metres north
Basket Lane	East	From High Street for 29 metres north.

Cranworth Road	Both	Whole length
Clifton Hill	Both	Whole length
Clifton Road	Both	From its junction with St. Pauls Hill to a point 10 metres south west.
Clifton Road	East	From its junction with Romsey Road for 85 metres north west.
Clifton Road	West	From its junction with Clifton Hill/Romsey Road for a distance of 115 metres west and northwards.
Clifton Terrace	Both	Whole length
Cross Street	Both	Whole length
Cross Keys Passage	Both	From its junction with Silver Hill and Tanner Street for 21.3 metres southwards.
Crowder Terrace	Both	Whole length
Canon Street	Both	Whole length
College Street	Both	From its junction with College Street and Kingsgate Street for 190 metres east.
College Walk	Both	From its junction with Wharf Hill for 106 metres west.
Chesil Street	Both	From its junction with Bar End Rd to a point 176 metres south of its junction with Bridge Street.
Colebrook Street	Both	Whole Length
Cossack Lane	Both	Whole Length
Durngate Place	Both	Whole Length
Eastgate Street	Both	From a point 24.5 metres north of Union Street to Durngate Place.
Egbert Road	Both	From its junction with Hyde Street for 50 metres east.
Edgar Road	Both	From its junction with St. James Lane for 116 metres south.
Fairfield Road	Both	From its junction with Stockbridge Road for 15 metres in a northerly direction.
Garden Lane	Both	Whole Length
Great Minster Street	Both	From its junction with Little Minster Street to a point 17 metres south of its junction with The Square on its western side.

Cladstone Street	Both	Whole Length
Gordon Road	Both	Whole Length
High Street (and Broadway)	South	From its junction with Market Street to a point 48 metres west of the western side of its junction with Colebrook Street east.
High Street (and Broadway)	North	From its junction with Upper Brook Street to its junction with Eastgate Street.
Hyde Abbey Road	Both	Whole Length
Hyde Church Lane	Both	Whole Length
Hyde Gate	Both	Whole Length
Hyde Close	Both	Whole Length
Hyde Street	Both	From its junction with Worthy Lane and Worthy Road to a point 105 metres north of its junction with City Road.
King Alfred Place	Both	From its junction with Hyde Street for 10 m east.
King Alfred Terrace	Both	Whole length
Kingsgate Street	Both	Whole length
Kingsgate Road	Both	From Kingsgate Street to northern side of junction with Romans Road.
Kings Head Yard	Both	Whole length
Lower Brook Street	Both	Whole length
Lawn Street	Both	Whole length
Little Minster Street	Both	From Symonds Street to a point 28 metres south of its junction with High Street.
Market Lane	Both	Whole length
Mews Lane	Both	From its eastern end for 95 metres west
Middle Brook Street	East	From its junction with North Walls to its junction with Cossack Lane.
Middle Brook Street	West	From its junction with North Walls for 192 metres south.
Middle Brook Street	Both	From its junction with St. George's Street and Silver Hill to its junction with High Street.
Market Street	Both	Whole length
Minster Lane	Both	Whole length
Magdalen Hill	Both	From its junction with Alresford Road to a point 19 metres north east of its junction with Bridge Street.

Milland Road	Both	From its junction with Bar End Road for 64 metres east.
Newburgh Street	Both	Whole length
North Walls	Both	From the junction with Union Street to junction with Durngate Place.
Paternoster Row	Both	Whole length
Parchment Street	Both	From its junction with North Walls to its junction with St Georges Street.
Portal Road	Both	From its junction with Milland Road for 21 metres north.
Park Avenue	Both	Whole length
Romsey Road	Both	Both from a point 95 m west of its junction with High Street to its junction with St. James Lane.
Rosewarne Court	Both	Whole length and closed end.
Swan Lane	Both	From its junction with Andover Road to a point 41 metres west of Hyde Street.
St. Pauls Hill	Both	Whole length
St. James Lane	Both	Whole length
St. James Villas	Both	For its whole length.
St. Swithun Street	Both	Whole length
St. Johns Street	Both	From a point 30 metres north of its junction with Bridge Street to a point 75 metres north of its junction with Blue Ball Hill.
St. Cross	Both	From its junction with Southgate Street to its junction with St James Lane.
St. Thomas Street	Both	Whole length
St. Clements Street	Both	Whole length
St. Thomas Passage	Both	Whole length
St. Johns Hospital North	Both	Whole length and closed end
St. Peter Street	Both	From its junction with North Walls to its junction with St. George's Street.
Southgate Street	Both	From its junction with St Clements Street to its junction with St Cross Road
Silver Hill	Both	Whole length
Square	Both	From its northern closed end for 18 metres south.

Square	North	From its junction with Market Street for 93 metres west.
Square	South	From its junction with Market Street for 72 metres west.
Staple Gardens	Both	Whole length
Symonds Street	Both	Whole length
Sparkford Road	Both	From its junction with St. James Lane for 440 metres south.
Station Hill	Both	From its junction with Station Road to a point 40 metres west of its junction with Andover Road.
Station Road	Both	Whole length
Stockbridge Road	North	From the east side of its junction with Cranworth Road to a point 20 metres west of Fairfield Road.
Stockbridge Road	South	From the east side of Cromwell Road to the south east building line of No.5 Stockbridge Road.
Sussex Street	Both	From its junction with Upper High Street to a point 59 metres south of its junction with City Road.
Sutton Gardens	Both	Whole length and closed end.
Tower Street	Both	Whole length
Tower Road	Both	Whole length
Tanner Street	Both	Whole length
Trafalgar Street	Both	Whole length
Upper High Street	Both	Whole length
Upper Brook Street	Both	From its junction with North Walls to its junction with St Georges Street.
Victoria Road	Both	Whole length
Wales Street	Both	From its junction with Water Lane to a point 125 metres south of its junction with Colson Road.
Water Lane	Both	From its junction with Wales Street to a point 30 metres north of its junction with Bridge Street.
Wharf Hill	Both	From its junction with College Walk to a point 1.5 metres south of boundary of No.20 Granville Place.
Worthy Lane	Both	From its junction with Worthy Road to its junction with Andover Road.

NINTH SCHEDULE

ONEWAY, ACCESS AND VEHICLES OVER 3 TONS (ARTICLE 17)

Column One

Column Two

Road

Description

Middle Brook Street
From its junction with High Street
to its junction with Silver Hill.

Northerly

TENTH SCHEDULE

ONEWAY ACCESS (ARTICLE 19)

First Column

Second Column

Silver Hill

Westerly

ELEVENTH SCHEDULE

TURNING RESTRICTIONS (ARTICLE 22)

First Column

Second Column

Third Column

Hyde Street

Southerly

Right into City Road

City Road

Easterly

Left into Hyde Street

Tower Road

Westerly

Right into Sussex
Street

TWELVTH SCHEDULE

Revocation.

The City of Winchester (Central Area) and (Central Controlled Zone)
Traffic Regulation (Consolidation) Order, 1981 and Variation Orders Nos.
(1) 1982, (2) 1982, (3) 1982 and (1) 1983.

810405

WINCHESTER CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE CITY OF WINCHESTER (CENTRAL AREA) TRAFFIC REGULATION

CONSOLIDATION ORDER 1984 (VARIATION 13) ORDER 2006

S. 12/2/06

COPY

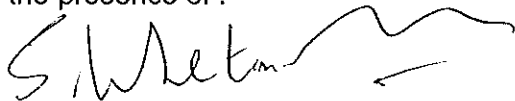
Winchester City Council on behalf of Hampshire County Council in exercise of its powers under Sections 1, 2, 4, 32, 35, 45, 46, 49, 51 and 53 of the Road Traffic Regulation Act 1984 (as amended) and of all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act, hereby make the following order :-

1. In this Order the "Principal Order " means The City of Winchester (Central Area) Traffic Regulation (Consolidation) Order 1984 as amended.
2. The Principal Order is varied by measures hereby authorized to substitute the wording contained in Part 1 of Schedule 1 to this order for the wording in the First and Second Columns of the Second Schedule to the Principal Order insofar as they relate to Parchment Street.
3. The Principal Order is varied by measures hereby authorized to substitute the wording contained in Part 2 of Schedule 1 to this Order for the wording in the First and Second Columns of the Second Schedule to the Principal Order insofar as they relate to Middle Brook Street.
4. The Principal Order is varied by measures hereby authorized to include within the restrictions imposed by Article 22 of the Principal Order thereof the items referred to in Schedule 2 hereto.
5. This Order shall come into operation on the 23rd day of March 2006.
6. The City of Winchester (Parchment Street and Middle Brook Street) (Experimental) Traffic Regulation Order 2004 shall be revoked upon the coming into operation of this Order.

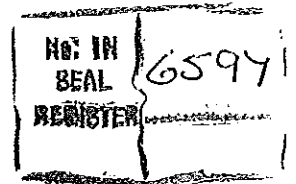
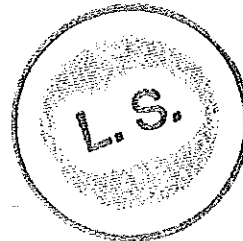
7. This Order may be cited as The City of Winchester (Central Area) Traffic Regulation (Consolidation) Order 1984 (Variation 13) Order 2006

Given this 20th day of MARCH 2006.

THE COMMON SEAL OF WINCHESTER)
CITY COUNCIL was hereunto affixed)
In the presence of :-)



City Secretary & Solicitor



SCHEDULE 1

Second Schedule

One way traffic flows (Articles 3 & 4)

PART 1

First Column

Second Column

Parchment Street (that length of road which extends from St George's Street to North Walls)

Northerly

PART 2

Middle Brook Street (that length of road which extends from Cossack Lane to its junction with Friarsgate)

Southerly

Middle Brook Street (that length of road which extends from its junction with North Walls to a point 10 metres south of that junction.)

Southerly

SCHEDULE 2

ELEVENTH SCHEDULE

Turning Restrictions (Article 22)

First Column

Second Column

Third Column

North Walls

Easterly

Right into Middle Brook Street.



- NOTES**
- DO NOT SCALE FROM THIS DRAWING
 - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
 - FOR SITE CLEARANCE DETAILS, REFER TO DRAWING CJ009214-ECH-HSC-44302863-DR-HE-0201
 - FOR DRAINAGE DETAILS, REFER TO DRAWING CJ009214-ECH-HDG-44302863-DR-HE-0502
 - FOR ROAD PAVEMENTS DETAILS, REFER TO DRAWING CJ009214-ECH-HPV-44302863-DR-HE-0701
 - FOR KERBS AND FOOTWAY DETAILS, REFER TO DRAWING CJ009214-ECH-HKF-44302863-DR-HE-1101
 - FOR TRAFFIC SIGNS AND ROAD MARKINGS DETAILS, REFER TO DRAWING CJ009214-ECH-HMK-44302863-DR-HE-1201
 - FOR STATUTORY UNDERTAKER'S APPARATUS, REFER TO DRAWING CJ009214-ECH-VUT-44302863-DR-HE-0801

- KEY**
- PROPOSED PRECAST CONCRETE KERB TO STANDARD DETAIL HCC11/C/010
 - PROPOSED CARRIAGEWAY INLAY RESURFACING
 - TAKE UP EXISTING PAVERS AND RELAY TO NEW LEVELS
 - PROPOSED FOOTWAY WIDENING
 - PB# PROPOSED PLASTIC BOLLARD TO STANDARD DETAIL HCC11/C/135
 - PS# PROPOSED TRAFFIC SIGN ON EXISTING POST WITH REFERENCE
 - PS# RELOCATED TRAFFIC SIGN ON EXISTING POST WITH REFERENCE

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SUIT	REV	AMENDMENTS	DATE	CAD	CHKD	APPD
S3	P03	PROPOSALS FOR SOUTHERN END ADDED	30.09.2022	RH	RW	CJP
S3	P02	ROAD MARKING LAYOUT UPDATED	25.08.2022	RH	RW	CJP
S3	P01	FIT FOR INTERNAL REVIEW	22.06.2022	CB	RW	CJP

CLIENT
HAMPSHIRE COUNTY COUNCIL
 ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
 STRATEGIC TRANSPORT

CONSULTANT

 STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER CB	SCALE @ A1 1:100	SCHEME EATF CITY CENTRE WINCHESTER	DRAWING TITLE PARCHMENT STREET GENERAL ARRANGEMENT
CAD CB	DATE JUNE 2022		
CHECKED RW RW	SHEET NUMBER 1 OF 1	JOB No. CJ_009214.01	HCC CAD PLOT: 07/10/2022 14:56:53
APPROVED CP CJP	DRAWING NUMBER CJ009214-ECH-HGN-44302863-DR-HE-0101	SUIT S3	REV P03

HCC CAD FILE: K:\EnglRoads\Schemes\CJ009214 EATF2 - City Centre, Winchester\CJ009214 Jewry St\AutoCAD\General\CJ009214-ECH-HGN-44302863-DR-HE-0101-GA_Parchment St.dwg