

REPORT TITLE: TRAFFIC REGULATION ORDER – VARIOUS ROADS,
MICHELDEVER STATION

CABINET (TRAFFIC & PARKING) COMMITTEE

2 FEBRUARY 2017

PORTFOLIO HOLDER: COUNCILLOR WARWICK – ENVIRONMENT

REPORT OF ASSISTANT DIRECTOR (ENVIRONMENT)

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WARD(S): WONSTON AND MICHELDEVER

PURPOSE

To make a decision on implementing new waiting and parking restrictions in Micheldever Station.

This matter was originally considered by Committee on 9 November 2016 but the decision as to whether to proceed with parking restrictions in the village was deferred to enable the Council the opportunity to discuss with the Parish Council and South West Trains (SWT) the possibility of providing off-street parking locally with a view to increasing the car parking spaces available for rail commuters. In making this decision the Committee wished to be assured that all options for providing more off-street parking in the area had been explored fully. A copy of the minute is attached at Appendix F

Discussions with Parish Council, SWT and Network Rail have taken place. The Parish Council is not proposing to increase commuter parking locally. SWT and Network Rail have considered options for more parking at the station itself and, whilst this work is on-going, there are no plans in place to deliver additional spaces at the time of drafting this report.

The recommendations are the same as set out in the previous report which are that a range of waiting and parking restrictions should be imposed to deal with on-street parking issues in the village.

RECOMMENDATIONS:

1. That the waiting and parking restrictions be introduced as proposed subject to the revisions as detailed in the amended plan. (Appendix D to the report)
2. That the Head of Legal and Democratic Services be authorised to make the necessary Order as detailed in the Statement of Reasons and Schedule as amended. (Appendix E to the report)

IMPLICATIONS:

1 COMMUNITY STRATEGY OUTCOME

- 1.1 The proposal is in keeping with the Community Strategy in relation to its objective of achieving a High Quality Environment and in particular the delivery of effective traffic management and support for transport provision.

2 FINANCIAL IMPLICATIONS

- 2.1 The preparation of the draft Traffic Regulation Order (staff and other costs) and cost of installing the necessary signs and lines will be covered by the Traffic Management agreement with Hampshire County Council.
- 2.2 There are existing waiting restrictions in Micheldever Station which already require enforcement. There will be significant additional administration and enforcement costs for the Parking Office if the new restrictions are implemented. These costs should be covered by the permit fees. The permit fees are intended to cover the running of the residents' permit parking scheme thereby making them cost neutral.
- 2.3 The Head of Parking Services and CCTV have given their support for the restrictions to be implemented.

3 LEGAL AND PROCUREMENT IMPLICATIONS

- 3.1 Implementation of TROs is governed by Statutory Instruments. These have been complied with fully during the TRO consultation process.
- 3.2 The staffing costs of implementing the TRO are covered by the Traffic Management agreement with Hampshire County Council.

4 WORKFORCE IMPLICATIONS

- 4.1 None.

5 PROPERTY AND ASSET IMPLICATIONS

- 5.1 None.

6 CONSULTATION AND EQUALITY IMPACT ASSESSMENT

- 6.1 Initial proposals were discussed with Micheldever Parish Council and the local WCC and HCC Councillors in July 2015 to determine alternative ways to resolve the parking problems being experienced by residents.
- 6.2 Micheldever Parish Council arranged a public meeting in October 2015 which was attended by the majority of residents where possible solutions were debated.

- 6.3 Full informal consultation exercise was carried out in February 2016 with all residents and businesses to establish the extent and type/timings of preferred restrictions. As a result of this process details plans and schedules were produced and circulated to the local WCC and HCC Councillors, Hampshire Constabulary and the Head of WCC Parking Services and CCTV for their support to proceed to formal advert stage.
- 6.4 Support was duly received and the proposal was formally advertised in August 2016. Notices were posted on street throughout Micheldever Station, placed in the Mid Hants Observer. Full details were on the WCC website and documents held on deposit in the City Offices reception. In addition to the above all residents and businesses in Micheldever Station were written to notifying them of the proposals being advertised.
- 6.5 There are no known equality issues in respect to the proposal.

7 RISK MANAGEMENT

Risk	Mitigation	Opportunities
<i>Property</i>	N/A	
<i>Community Support</i>	Low – Consultation exercises have established the proposal is supported locally.	
<i>Timescales</i>	Low – No imperative for measures to be implemented immediately.	
<i>Project capacity</i>	Low – Implementation date to be set to reflect necessary advertising and works lead-in times.	
<i>Financial / VfM</i>	Low – See Financial Implications.	
<i>Legal</i>	Low – See Legal and Procurement Implications.	
<i>Innovation</i>	Low – Proposal is in keeping with the traffic management principles for other restrictions in the District.	
<i>Reputation</i>	Low – Potential that vehicles will be displaced by the proposed restrictions and will find alternative locations to park locally balanced against potential damage to the Council's reputation	

	<p>if no changes are introduced. There is also possible adverse reaction to these restrictions by users of the station who park in the locality on-street but this has to be balanced against the negative impacts on local residents and highway safety and it is considered that the impact justifies taking the action proposed in terms of delivering appropriate traffic management in the village.</p>	
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8 SUPPORTING INFORMATION:

- 8.1 Over recent years increases in on-street commuter parking in Micheldever Station is causing potential road safety hazards as well as adversely affecting the amenities' of residents by virtue of inconsiderate parking in the vicinity of their homes. The Council has received numerous complaints about poor visibility, obstructions and speeding traffic caused by commuters parking their vehicles too close to junctions and private accesses. The almost continuous line of parked vehicles along Overton Road in particular also means there is nowhere for traffic to pass which encourages through traffic to drive faster and compounds the risks caused by the limited visibility.
- 8.2 The problems have increased due to the growing number of commuters using the train station who are either unable to park in the station car park due to lack of space or are choosing to park on the adjacent roads as it is free.
- 8.3 Informal consultations, a public meeting and further formal consultations have been carried out, initially to establish whether restrictions would be supported and subsequently to decide the extent and type of restrictions to be pursued.
- 8.4 The proposed restrictions are a combination of 'No waiting 10am to 2pm Monday to Friday' single yellow lines, 'Permit holder only parking 10am to 2pm Monday to Friday' parking bays/zones and areas of 'Unlimited parking' bays to provide all day on-street parking where this is acceptable. Details of the proposals as advertised are attached as Appendices A and B.
- 8.5 The proposed restrictions should resolve the visibility and obstruction issues at the various junctions and accesses along Overton Road whilst still providing areas of unlimited parking where it will not cause significant

problems. This will also provide passing places for through traffic, thus also potentially reducing its speed.

- 8.6 Most of the properties fronting Andover Road have no off-street parking provision and consequently restrictions are proposed to provide on-street parking in the vicinity of these homes as well as removing obstructions and improving visibility for those that do have accesses.
- 8.7 Ellis Drive and New Road are private roads and the proposed residents permit parking restrictions will enhance this status, whilst similar restrictions in Brunel Close are necessary due to the narrow winding nature of the road where parking on the bends causes problems for wide vehicles together with footways often being obstructed by inconsiderate parking.
- 8.8 The extent of the proposed restrictions will correspond with the village entry/30 mph speed limit signs and although they could result in displaced parking outside the village limits this is not expected to be widespread due to the rural nature of these roads beyond the village boundaries as there are no properties on these sections of road and any parking would therefore not cause obstructions or visibility problems compared to those currently being experienced.
- 8.9 Following further comments from residents of Mill Place it is recommended to amend the proposal in line with the Mill Place Management Company conditions so that the 'No waiting at any time' double yellow lines are extended to cover the tarmacked section of road and that the permit parking restrictions are withdrawn as these are considered unnecessary. All residents of Mill Place have been consulted on this option with over 50% of residents responding of which nearly 80% being in support of the proposed change. The amended details are attached as Appendices D and E.

E-Petition

- 8.10 The Council has also received an e-petition from Mr James Leader which states the following:
- 8.11 *"Winchester City Council is proposing significant new parking restrictions in Micheldever Station. The effect would be massively to reduce the space available for parking, which is already inadequate for the users of the railway station. We, the subscribers to this petition, believe that these proposals fail to take adequate account of the impact on station users. Micheldever station is a crucial local amenity, serving a wide rural area. The vast majority of users of the station have no practical alternative but to drive. If they cannot park, they will in effect be deprived access to the station, and will have to go instead to another local stations - which also have inadequate parking. Whilst we have sympathy for the concerns of local residents, these proposals go much further than is necessary or reasonable. They should be abandoned and replaced with a scheme that is more proportionate."*
- 8.12 At the time of writing, the petition had received 104 signatures.

- 8.13 The Council also received a written submission to the Cabinet (Traffic and Parking) Committee in relation to the CAB2845(TP) report from Mr James Leader questioning the decision making process in respect to Section 122 of the Road Traffic Regulation Act 1984. This submission was acknowledged by the meeting and the City Council's Legal Services officer confirmed that the Council had fulfilled its obligations as required by the above legislation whereby the proposals attempted a balance between the different requirements of the Act and were aimed to secure and maintain reasonable access for residents to their homes and also protect the local amenity. In addition it was confirmed that the Council had complied with its duties under the Legal Authorities' Traffic Regulation Orders (Procedure) (England and Wales) Regulations 1996 in consulting and advertising the proposals.
- 8.14 Following the deferral of the decision on CAB2845(TP) subject to further investigation a meeting with major stakeholders was arranged by Steve Brine MP. Following the meeting further options have been or are being investigated as set out below.
- 8.15 Stagecoach South West Trains (SWT) have agreed to investigate changes to the layout of the bays in the existing car park area to maximise the use of this facility. This is likely to result in formalising areas currently used for parking but may not necessarily increase the number of spaces overall because of the current informal use of some areas in the car park. This will be pursued as soon as the new operating franchise has been awarded.
- 8.16 The feasibility of introducing a new car park to the north of the existing car park has been investigated but Network Rail/SWT have discounted this option due to the existing embankment at this location which would make the works prohibitively expensive.
- 8.17 Another area of land adjacent to the existing car park has also been assessed but enquiries through the land registry have shown that the land has rights of access conditions through an earlier development which would be extremely difficult to resolve even if the land could be acquired in some way for parking.
- 8.18 Network Rail have confirmed they are also in the process of investigating further options at the station and will up-date in due course. However, at this point in time, there is no assurance that further parking spaces will be provided at the station.
- 8.19 Micheldever Parish Council have confirmed that the land owned by the Parish in the vicinity of the station has conditions on it that restrict it for recreational use only and there is no possibility of providing additional car parking on this land.
- 8.20 Micheldever Parish Council has also started investigations into the feasibility of providing a shuttle bus service for the local villages aimed at providing commuters with an alternative means of transport to and from the station. The outcome of this is not known at the time of writing this report.

- 8.21 Suggestions that the issues arising from inconsiderate parking along Overton Road could be mitigated through the introduction of additional traffic calming measures to reduce the speed of traffic have been considered but, due to the nature of the road vertical measures, such as speed humps, are not considered to be practical due to the large number of heavy goods vehicles and agricultural traffic that use the network in this location. Installing a sufficient number of horizontal measures, such as priority working chicanes, would require the removal of large areas of the proposed parking, which is considered to be unacceptable.
- 8.22 The suggestion for parking bays to be provided on the eastern side of Overton Road so that visibility for residents to exit their properties is less restricted have been consulted on and rejected. Putting parking on the eastern side of Overton Road would force motorists onto the western side adjacent to the properties, with the increased risk of accidents associated with vehicles approaching on the 'wrong side' of the road.
- 8.23 Another suggestion to relax restrictions on parking on Overton Road, north of its junction with New Road, are unacceptable on road safety grounds due to the blind dip at this location which would make parking here extremely hazardous to all road users. There is no footway along this section of Overton Road so any motorists parking at this location would then need to walk in the road to get to New Road, the blind dip making this potentially fatal in the event of an accident. The fact that this area is totally unsuitable for parking is reflected in the fact that cars do not park in this location at the moment despite it having no restrictions and it being closer to the station than other places currently used.

9 OTHER OPTIONS CONSIDERED AND REJECTED

- 9.1 Formal advertisement of the proposal resulted in 70 representations. These comprised of 50 objections, 4 replies in full support, 10 in support but with additional comments and 6 queries that have been resolved. These have been summarised in Appendix C.
- 9.2 The objections were all from rail commuters complaining about the reduction in on-street all day parking and the effect this will have their travel patterns and the potential additional costs if they have to use alternative train stations.
- 9.3 The potential impact on commuters is acknowledged but this has to be balanced against the negative effects of current parking patterns in the village. The proposed restrictions are considered appropriate in order to control on-street parking, improve visibility at junctions and individual properties, prevent inconsiderate parking/obstructions and benefit road safety in general. These measures are therefore justified despite the impact on commuters who use the station.
- 9.4 Further to the deferral of the decision for CAB2845(TP) additional options for alternative car parking sites have been investigated as set out in the

Supporting Information section above; however no deliverable proposals for additional parking have yet been identified following these investigations.

- 9.5 The option to do nothing and leave the parking un-restricted is not considered an acceptable alternative due to the continuing issues being experienced by residents as set out in the report.

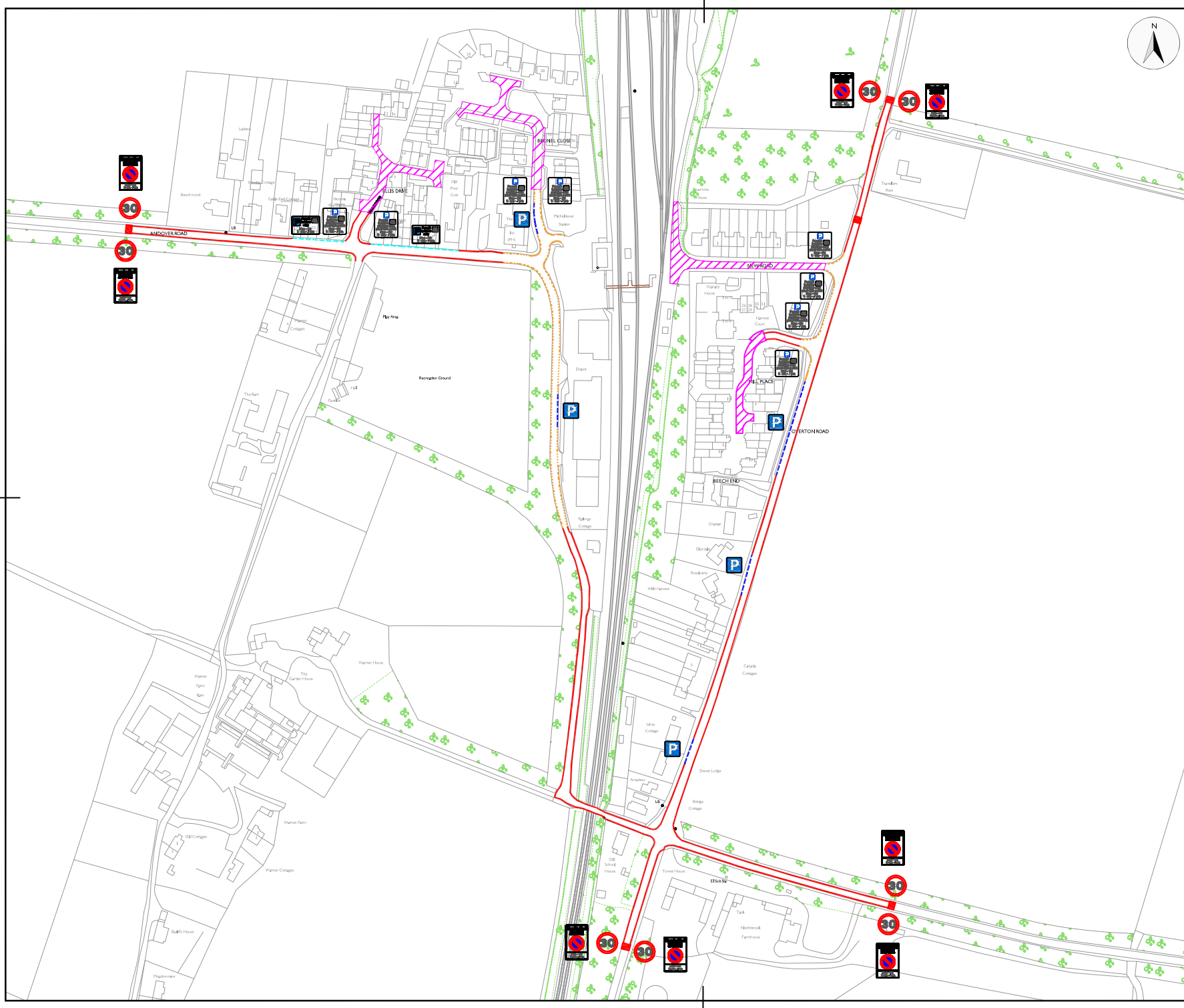
BACKGROUND DOCUMENTS:-

Previous Committee Reports:- CAB2845(TP)

Other Background Documents:- None.

APPENDICES:

- Appendix A – Copy of plan showing the extent of the proposal as advertised.
(Drawing No. 810402/283/001 Rev C)
- Appendix B – Copy of Statement of Reasons and Schedule as advertised.
- Appendix C – Summary of representations received.
- Appendix D – Copy of plan showing the extent of amended proposal.
(Drawing No. 810402/283/001 Rev D)
- Appendix E – Copy of amended Statement of Reasons and Schedule.
- Appendix F – Extract from Minutes of Meeting held 9 November 2016



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- EXISTING NO WAITING AT ANY TIME RESTRICTIONS (DOUBLE YELLOW LINES)
- NO WAITING AT ANY TIME RESTRICTIONS (DOUBLE YELLOW LINES)
- LIMITED WAITING RESTRICTIONS (SINGLE YELLOW LINES) ZONE ORDER



- - - - - UNLIMITED TIME PARKING BAYS
- UNLIMITED TIME PARKING BAYS
- - - - - LIMITED TIME / PERMIT HOLDER PARKING BAYS
- LIMITED TIME / PERMIT HOLDER PARKING BAYS
- / / / / / LIMITED TIME / PERMIT HOLDER ZONES
- LIMITED TIME / PERMIT HOLDER ZONES

C	Zones adjusted; P removed E side Overton Rd	16/05/16	NVC
B	Mo-Fri, Zone areas, SYL to entrances, P bays.	26/01/16	NVC
A	PODs changed to permit zones	08/01/16	NVC
Rev.	Description	Date	Drawn



Winchester
City Council

OPERATIONS GROUP
BUILT ENVIRONMENT

City Offices
Colebrook Street
Winchester,
SO23 9LJ.



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Project: **PERMANENT TRAFFIC REGULATION ORDERS**

Title: **PROPOSED PARKING AND WAITING RESTRICTIONS MICHELDEVER STATION**

Scale: 1:1250 @ A1	Date: 18/05/2015
Drawn: NVC	Checked:
DRG. No. 810402/283/001 C	Status:

CAR2890(TP) Appendix A

STATEMENT OF REASONS

The proposal is to address issues of visibility and obstruction predominantly caused by commuter parking which is exacerbated by some properties having no off-street parking provision. The extension of the existing waiting restrictions and introduction of new restrictions including residents permit parking areas should help control the existing parking and resolve access and visibility problems whilst still providing a degree of unlimited on-street parking for commuters.

**EXISTING ORDER TO BE AMENDED
(OR REVOKED AND REPLACED WITH NEW ORDER)**

WINCHESTER CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE HAMPSHIRE (VARIOUS ROADS, WONSTON AND MICHELDEVER)
(PARKING PLACES AND RESTRICTION OF WAITING) ORDER

2010

EXISTING ITEMS TO BE DELETEDSCHEDULE IIRoads in the Parish of Wonston and Micheldever

<u>NO WAITING AT ANY TIME</u>		
<u>NAME OF ROAD</u>	<u>SIDE</u>	<u>DESCRIPTION</u>
ANDOVER ROAD	NORTH-EAST	FROM A POINT 23.5 METRES WEST OF ITS JUNCTION WITH BRUNEL CLOSE TO A POINT 98.7 METRES SOUTH OF THAT JUNCTION.
ANDOVER ROAD	EAST	FROM A POINT 122.0 METRES SOUTH OF ITS JUNCTION WITH BRUNEL CLOSE TO A POINT 198.0 METRES SOUTH OF THAT JUNCTION.
ANDOVER ROAD	SOUTH-WEST	FROM A POINT 23.5 METRES WEST OF ITS JUNCTION WITH BRUNEL CLOSE TO A POINT 198.0 METRES SOUTH OF THAT JUNCTION.
BRUNEL CLOSE	EAST	FROM ITS JUNCTION WITH ANDOVER ROAD TO A POINT 54.8 METRES NORTH OF THAT JUNCTION.
BRUNEL CLOSE	WEST	FROM ITS JUNCTION WITH ANDOVER ROAD TO A POINT 21.3 METRES NORTH OF THAT JUNCTION.
BRUNEL CLOSE	WEST	FROM A POINT 43.6 METRES NORTH OF ITS JUNCTION WITH ANDOVER ROAD TO A POINT 50.3 METRES NORTH OF THAT JUNCTION.
MILL PLACE	BOTH	FROM ITS JUNCTION WITH OVERTON ROAD TO A POINT 12.7 METRES WEST OF THAT JUNCTION.
NEW ROAD	BOTH	FROM ITS JUNCTION WITH OVERTON ROAD TO A POINT 13.5 METRES WEST OF THAT JUNCTION.
OVERTON ROAD	BOTH	FROM A POINT 8.5 METRES NORTH OF ITS JUNCTION WITH NEW ROAD TO A POINT 12.5 METRES SOUTH OF MILL PLACE.

NEW CLAUSES FOR RESIDENTS PERMITS

Same Clauses to be used as in the

The Hampshire (Various Roads Winchester) (Parking Places And Restriction Of Waiting) (Controlled Zone) (No. 3) Order 2013

Including Schedule 4 – Fees For parking Permits

NEW ITEMS

SCHEDULE II

Roads in the Parish of Wonston and Micheldever

<u>NO WAITING AT ANY TIME</u>			
<u>NAME OF ROAD</u>	<u>SIDE</u>	<u>DESCRIPTION</u>	<u>ZONE</u>
ANDOVER ROAD	NORTH-EAST	FROM A POINT 23.5 METRES WEST OF ITS JUNCTION WITH BRUNEL CLOSE TO A POINT 98.7 METRES SOUTH OF THAT JUNCTION.	4A
ANDOVER ROAD	NORTH-EAST	FROM A POINT 122.0 METRES SOUTH OF ITS JUNCTION WITH BRUNEL CLOSE TO A POINT 198.0 METRES SOUTH OF THAT JUNCTION.	4A
ANDOVER ROAD	SOUTH-WEST	FROM A POINT 23.5 METRES WEST OF ITS JUNCTION WITH BRUNEL CLOSE TO A POINT 198.0 METRES SOUTH OF THAT JUNCTION.	4A
BRUNEL CLOSE	EAST	FROM ITS JUNCTION WITH ANDOVER ROAD TO A POINT 54.8 METRES NORTH OF THAT JUNCTION.	4A
BRUNEL CLOSE	WEST	FROM ITS JUNCTION WITH ANDOVER ROAD TO A POINT 21.3 METRES NORTH OF THAT JUNCTION.	4A
BRUNEL CLOSE	WEST	FROM A POINT 43.6 METRES NORTH OF ITS JUNCTION WITH ANDOVER ROAD TO A POINT 50.3 METRES NORTH OF THAT JUNCTION.	4A
MILL PLACE	BOTH	FROM ITS JUNCTION WITH OVERTON ROAD TO A POINT 12.7 METRES WEST OF THAT JUNCTION.	4A
NEW ROAD	BOTH	FROM ITS JUNCTION WITH OVERTON ROAD TO A POINT 13.5 METRES WEST OF THAT JUNCTION.	4A

OVERTON ROAD	WEST	FROM A POINT 8.5 METRES NORTH OF ITS JUNCTION WITH NEW ROAD TO A POINT 28.5 METRES SOUTH OF ITS JUNCTION WITH MILL PLACE.	4A
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SCHEDULE II

Roads in the Parish of Wonston and Micheldever

<u>NO WAITING 10:00AM TO 2:00PM MONDAY TO FRIDAY</u>			
<u>NAME OF ROAD</u>	<u>SIDE</u>	<u>DESCRIPTION</u>	<u>ZONE</u>
ANDOVER ROAD	NORTH-EAST	FROM A POINT 40.0 METRES WEST OF ITS JUNCTION WITH ELLIS DRIVE TO A POINT 175.0 METRES WEST OF THAT JUNCTION.	4A
ANDOVER ROAD	NORTH-EAST	FROM A POINT 5.0 METRES WEST OF ITS JUNCTION WITH ELLIS DRIVE TO A POINT 10.0 METRES EAST OF THAT JUNCTION.	4A
ANDOVER ROAD	NORTH-EAST	FROM A POINT 58.5 METRES WEST OF ITS JUNCTION WITH BRUNEL CLOSE TO A POINT 23.5 METRES WEST OF THAT JUNCTION.	4A
ANDOVER ROAD	NORTH-EAST	FROM A POINT 198.0 METRES SOUTH OF ITS JUNCTION WITH BRUNEL CLOSE TO ITS JUNCTION WITH OVERTON ROAD.	4A
ANDOVER ROAD	SOUTH-WEST	FROM A POINT 175.0 METRES WEST OF ITS JUNCTION WITH ELLIS DRIVE TO A POINT 23.5 METRES WEST OF ITS JUNCTION WITH BRUNEL CLOSE.	4A
ANDOVER ROAD	SOUTH-WEST	BETWEEN A POINT 198.0 METRES SOUTH OF ITS JUNCTION WITH BRUNEL CLOSE TO ITS JUNCTION WITH OVERTON ROAD.	4A
ELLIS DRIVE	BOTH	BETWEEN ITS JUNCTION WITH ANDOVER ROAD AND A POINT 26.0 METRES NORTH OF THAT JUNCTION.	4A
LARKWHISTLE FARM ROAD	BOTH	BETWEEN ITS JUNCTION WITH OVERTON ROAD AND A POINT 177.5 METRES EAST OF THAT JUNCTION.	4A
MILL PLACE	BOTH	BETWEEN A POINT 12.7 METRES WEST OF ITS JUNCTION WITH OVERTON ROAD TO A POINT 53.0 METRES WEST OF THAT JUNCTION.	4A
NORTHBROOK	BOTH	BETWEEN ITS JUNCTION WITH ANDOVER ROAD AND A POINT 93.5 METRES SOUTH-WEST OF THAT JUNCTION.	4A

OVERTON ROAD	EAST	BETWEEN ITS JUNCTION WITH LARKWHISTLE FARM ROAD AND A POINT 567.0 METRES NORTH OF THAT JUNCTION.	4A
OVERTON ROAD	WEST	BETWEEN ITS JUNCTION WITH ANDOVER ROAD AND A POINT 57.0 METRES NORTH OF THAT JUNCTION.	4A
OVERTON ROAD	WEST	BETWEEN A POINT 74.5 METRES NORTH OF ITS JUNCTION WITH ANDOVER ROAD AND A POINT 181.5 METRES NORTH OF THAT JUNCTION.	4A
OVERTON ROAD	WEST	BETWEEN A POINT 207.5 METRES NORTH OF ITS JUNCTION WITH ANDOVER ROAD AND A POINT 271.0 METRES NORTH OF THAT JUNCTION.	4A
OVERTON ROAD	WEST	BETWEEN A POINT 8.5 METRES NORTH OF ITS JUNCTION WITH NEW ROAD AND A POINT 133.0 METRES NORTH OF THAT JUNCTION.	4A

SCHEDULE II

Roads in the Parish of Wonston and Micheldever

<u>PARKING - NO TIME LIMIT</u>			
<u>NAME OF ROAD</u>	<u>SIDE</u>	<u>DESCRIPTION</u>	<u>ZONE</u>
ANDOVER ROAD	NORTH-EAST	BETWEEN A POINT 98.7 METRES SOUTH OF ITS JUNCTION WITH BRUNEL CLOSE AND A POINT 122.0 METRES SOUTH OF THAT JUNCTION.	4A
BRUNEL CLOSE	WEST	BETWEEN A POINT 21.3 METRES NORTH OF ITS JUNCTION WITH ANDOVER ROAD AND A POINT 43.6 METRES NORTH OF THAT JUNCTION.	4A
OVERTON ROAD	WEST	BETWEEN A POINT 57.0 METRES NORTH OF ITS JUNCTION WITH ANDOVER ROAD AND A POINT 74.5 METRES NORTH OF THAT JUNCTION.	4A
OVERTON ROAD	WEST	BETWEEN A POINT 181.5 METRES NORTH OF ITS JUNCTION WITH ANDOVER ROAD AND A POINT 207.5 METRES NORTH OF THAT JUNCTION.	4A
OVERTON ROAD	WEST	BETWEEN A POINT 271.0 METRES NORTH OF ITS JUNCTION WITH ANDOVER ROAD AND A POINT 28.5 METRES SOUTH OF ITS JUNCTION WITH MILL PLACE.	4A

SCHEDULE II

Roads in the Parish of Wonston and Micheldever

<u>NO WAITING 10:00AM TO 2:00PM MONDAY TO FRIDAY WITH PERMIT HOLDERS EXEMPTION</u>			
<u>NAME OF ROAD</u>	<u>SIDE</u>	<u>DESCRIPTION</u>	<u>ZONE</u>
ANDOVER ROAD	NORTH-EAST	BETWEEN A POINT 5.0 METRES WEST OF ITS JUNCTION WITH ELLIS DRIVE AND A POINT 40.0 METRES WEST OF THAT JUNCTION.	4A
ANDOVER ROAD	NORTH-EAST	BETWEEN A POINT 10.0 METRES EAST OF ITS JUNCTION WITH ELLIS DRIVE AND A POINT 58.5 METRES WEST OF ITS JUNCTION WITH BRUNEL CLOSE.	4A
BRUNEL CLOSE	BOTH	BETWEEN A POINT 50.3 METRES NORTH OF ITS JUNCTION WITH ANDOVER ROAD AND A POINT 156.5 METRES NORTH AND EAST OF THAT JUNCTION.	4A
BRUNEL CLOSE SPUR	BOTH	BETWEEN ITS JUNCTION WITH BRUNEL CLOSE AND A POINT 23.5 METRES NORTH OF THAT JUNCTION (INCLUDING THE TURNING HEADS).	4A
ELLIS DRIVE	BOTH	BETWEEN A POINT 26.0 METRES NORTH OF ITS JUNCTION WITH ANDOVER ROAD AND A POINT 102.0 METRES NORTH OF THAT JUNCTION.	4A
ELLIS DRIVE SPUR	BOTH	BETWEEN ITS JUNCTION WITH ELLIS DRIVE AND A POINT 38.5 METRES EAST OF THAT JUNCTION (INCLUDING THE TURNING HEADS).	4A
MILL PLACE	BOTH	BETWEEN A POINT 53.0 METRES EAST OF ITS JUNCTION WITH OVERTON ROAD AND A POINT 114.0 METRES EAST AND SOUTH OF THAT JUNCTION (INCLUDING THE TURNING HEAD).	4A
NEW ROAD	BOTH	BETWEEN A POINT 13.5 METRES WEST OF ITS JUNCTION WITH OVERTON ROAD AND A POINT 121.0 METRES WEST OF THAT JUNCTION (INCLUDING THE TURNING HEADS).	4A

Schedule 4

Fees for Parking Permits

The fees referred to in Articles XX -XX of this Order shall be:-

Type of Permit

Permit zone permit	a) First permit	£22.00	per permit per annum
	b) Second, third and fourth permit	£50.00	per permit per annum
Business (Customers)		£50.00	per permit per annum
Business		£50.00	per permit per annum
Guest Houses		£25.00	per permit per annum
Amenity or Community Groups		£15.00	per permit per annum
Duplicate Permit charge		£10.00	
Resident Scratchcard Permit Book		£10.00	per book of 10

Summary of formal representations received

Ref. No.	Type	Detail	Officer Comment
1	Objection	<p>These proposals take no notice of the interests of local people who commute from Micheldever Station but live too far from the station to walk or cycle to it.</p> <p>I hold an annual season ticket for the South West Trains carpark - which is already under pressure. To further restrict parking around the carpark will increase that pressure and make it all but impossible to find a space. By 7.30 the car park is now completely full. It seems that these amendments should not be imposed without discussion with South West Trains as to how they propose to accommodate the large number of customers that will now be unable to get into the station carpark or to park nearby under your proposed parking restrictions.</p>	The restrictions proposed do not remove all free on-street parking and are considered the most suitable balance in ensuring clear access and improved visibility for residents and other road users in general whilst still attempting to accommodate the need for commuter parking.
2	Objection	This proposal will put extreme & additional pressure and possibly cost on the existing station car park. The main reason for members of the public parking off-street is because the parking facilities are insufficient to serve the every busier station carpark. This proposal will not solve the basic problem but push it somewhere else.	Without introducing restrictions it is unlikely that Network Rail/South West Trains will consider taking measures to provide additional parking on their land.
3	Objection	<p>I used to have an annual pass for the train station car park but I regularly could not get a space in the train station car park. This is further compounded by the fact that there is no public transport to the train station so there is no alternative for people using the train station other than to access it by car.</p> <p>The only alternative parking under the proposed scheme is outside of the 30 mph signs on the verge of the road. It is difficult enough navigating on foot to Warren Hall given the inadequate street lighting but that these roads are very poorly lit. I would feel very unsafe having to walk to my car in the winter months.</p> <p>I do not consider that the scheme has taken a holistic approach to the issues in and around Micheldever Station. It does not take account of the needs of the surrounding local villagers who use the train station and will be counterproductive to encouraging public transport use and more environmentally friendly commuting.</p>	See Ref. No. 1.
4	Objection	Limiting the parking the council is in effect limiting the number of people that can use Micheldever Station. This policy therefore has profound implications for the wider community and I do not believe an appropriate level of local consultation has taken place beyond Micheldever Station residents.	See Ref. No. 1 & 2.

		<p>The people most adversely affected by the proposals will of course be the commuters, who as far as I know have not been specifically consulted or targeted as a group, but I would say that the wider community in surrounding villages who do not regularly commute are going to be impacted very hard.</p> <p>The proposed parking restrictions are going to adversely impact three groups of station users.</p> <p>Existing permit holders at the station car park. The proposed changes will mean that more people who have paid to park will not be able to find a space.</p> <p>Those that have given up trying to park at the station through lack of space (having been fined and clamped despite having a parking ticket for parking within the car park but not within a marked bay), and who now park elsewhere in walking distance of the station.</p> <p>Those local residents who do not regularly commute but who use the station occasionally out of peak hours. Realistically these changes mean that these people will find it very difficult to travel from Micheldever Station after the small number of spaces that are available are filled by commuters.</p>	
5	Objection	<p>These proposals will make it nigh on impossible for commuters to find a parking place near the station and create an untenable situation.</p> <p>The station is used on a daily basis by those living in and around the station and we have to be able to park. The locals have not requested such changes and I think they will create many more issues than they solve. Where are all the cars going to park?</p>	See Ref. No. 1.
6	Objection	<p>These proposals appear to ignore the wishes of local residents in the parish of Wonston and Micheldever who use Micheldever Station.</p> <p>I live in Wonston and commute to London every week day and know that the pressure on parking at the station is already severe. To restrict parking further around the carpark will increase that pressure even more and make it all but impossible to find a space each morning.</p> <p>I do not believe that unilaterally imposing parking restrictions assists the issue in any way and in fact it will aggravate the situation. Surely this is an issue that should be discussed further and with South West Trains?</p>	See Ref. No. 1 & 2.
7	Objection	<p>These proposals appear to ignore the wishes of local residents in the parish of Wonston and Micheldever who use Micheldever Railway Station.</p> <p>To restrict parking further around the car park will increase that pressure and make it all but impossible to</p>	See Ref. No. 1 & 2.

		<p>find a space after an increasingly early hour in the morning. Local residents who wish to travel up later in the day, such as the retired and stay at home parents will not be able to use Micheldever Railway Station at all if they can't park there. There is no taxi service or public transport to get people to the station so a car is the only option for many.</p> <p>There is clearly an issue about the increasing demand for parking which needs to be addressed. But unilaterally imposing parking restrictions risks aggravating the situation and potentially creating problems elsewhere.</p>	
8	Objection	<p>The proposal is vindictive, unnecessary & heavy handed, based on incorrect reasoning and driven by a few individuals who just don't like cars parking in the area or commuters rather than any actual inconvenience.</p> <p>Additionally any changes should only be after consultation with Network Rail/Stagecoach about increasing parking and only after any changes have been implemented should any TRO's be considered. Otherwise it just penalises those that use the station in an unfair and undemocratic way. Surely it's the purpose of the Authority to find a solution first rather than just exacerbate any perceived issues with draconian measures by listening to the few rather than the many?</p>	See Ref. No. 1 & 2.
9	Objection	<p>I live in Sutton Scotney and work in London. There are no public transport options for getting to the station so I have to drive. I drop my children at school clubs and get to the station for the 804 train to London. Invariably there are no parking spaces available by this time and I have to park on the road.</p> <p>I appreciate that for local residents car parking must be irritating however we have to park somewhere. We need a parking solution and not just restrictions.</p>	See Ref. No. 1 & 2.
10	Objection	<p>I use Micheldever Station on a frequent but not daily basis. I do not always travel at "commuter" times. The car park is therefore often full when I need to travel.</p> <p>Parking is already an issue and further restrictions will simply move the problem further afield. The station requires improved parking to service the local population who rely on it. A holistic plan is required.</p> <p>Like most people in the area I cannot access Micheldever Station or Winchester station by public transport and therefore rely on my car.</p>	See Ref. No. 1.
11	Objection	Identical objection to Ref. No. 4.	See Ref. No. 1 & 2.
12	Objection	Those arriving for trains after 8am in the morning are highly unlikely to be able to park at the station and the additional parking offered at the hall is also full. People who wish to use the station have no option, therefore, other than to park on the roads surrounding the station.	See Ref. No. 1 & 2.

		<p>I am aware that this practice is inconvenient and irritating for local residents but the present proposals are ill thought through and damaging to the area more generally.</p> <p>The effects of introducing such a scheme will be an increase in traffic at anti-social hours in the roads around the station. Many retired members of the community travel later in the day on a fairly regular basis. The absence of parking will mean that those people will be unable to live full social lives as they do presently and/or that they resort to using car rather than rail and that will have a detrimental environmental impact which is contrary to all other policies adopted by WCC. There will be a general economic effect on house prices.</p> <p>I do not believe the proposed changes provide any kind of solution. There is no public transport option to get to Micheldever station. South West Trains have refused to consider any kind of increase in parking supply at the station.</p>	
13	Objection	<p>As a season ticket holder who regularly commutes from the station into London, it has become apparent that the pressures being exerted on the use of the car park are becoming too overbearing. This is due in large part by those who commute from the station coming from more than 10 miles away each day. As a result it is nigh impossible to park after 7:15 in the car park with commuters having to seek alternative parking.</p> <p>Whilst I appreciate the concerns which local residents have with the parking issues, rather than cause further disruption and exacerbating the parking issues by introducing the proposed scheme, it would be better to address the problem by discussing with South West Trains the practicalities of installing a car park stacker level in one part of the car park, as has been the case at Winchester, Basingstoke, Farnborough and Fleet.</p>	See Ref. No. 1 & 2.
14	Objection	<p>As you may have seen the station car park is inadequate enough as it is, and there must be multiple annual car parking customers per space as it is. To create a further ring of charged for spaces will exacerbate the problem. As you can see there are already several people who have to park wherever they can as the car park is already full. You will be limiting the number of people who can actually use the train service from Micheldever.</p> <p>Both commuters and train users using it in their leisure time will be affected. Once the limited number of spaces has been filled, where does one go?</p>	See Ref. No. 1.
15	Objection	<p>I would like to object to the proposals at Micheldever Station, specifically the loss of parking spaces along Overton Road.</p>	See Ref. No. 1.

		<p>There is very limited parking available at Micheldever Station and it's always oversubscribed. I regularly park along Overton Road, to commute into Winchester. Because I have a shorter journey than many commuters to London, even arriving before 8am there is no chance of my finding a space in the car park.</p> <p>The loss of spaces will make it very difficult for the later arriving commuters. Although I will admit there is potential for great equity in sight lines for the residents of Overton Road, to remove so many spaces is unnecessary.</p> <p>The loss of spaces will increase illegal parking, decrease the use of public transport and increase the levels of car traffic in the commuter destination.</p>	
16	Objection	<p>I wish to object to the proposed traffic regulation orders relating to various roads around Micheldever Station. These proposals appear to ignore the wishes of local residents in the Parish of Wonston and Micheldever who use Micheldever Station.</p> <p>I tend to travel mid-morning, which entails considerable difficulty in finding somewhere to park. Restricting parking further will exacerbate the problem and make it all but impossible to find a space.</p> <p>Unilaterally imposing parking restrictions risks aggravating the situation and potentially creating problems elsewhere.</p>	See Ref. No. 1.
17	Objection	Identical to Ref. No. 15.	See Ref. No. 1.
18	Objection	<p>I used to catch the 8 o'clock train and would find nowhere to park in the car park despite having bought a monthly parking ticket. I then paid a contribution to park at Warren Hall. This ended when work began to extend/remodel the Hall as only limited parking space was then available and this continued after the work was completed. At this point, when I could no longer find reliable parking at the station car park or at Warren Hall, I began parking on Overton Road.</p> <p>I object to the proposals as they do not address the issue which is insufficient car parking spaces. I will also be disadvantaged as a result of these proposals - in terms of parking availability as a woman with childcare responsibilities who cannot travel earlier to get a parking spot.</p>	See Ref. No. 1.
19	Objection	<p>These proposals appear to ignore the wishes of local residents in the parish of Wonston and Micheldever who use Micheldever Station.</p> <p>The carpark is already under pressure. To restrict parking further around the carpark and station will increase that pressure and make it all but impossible to find a space after an increasingly early hour in the morning.</p>	See Ref. No. 1 & 2.

		<p>There is clearly an issue about the increasing demand for parking which needs to be addressed. But unilaterally imposing parking restrictions risks aggravating the situation and potentially creating problems elsewhere.</p> <p>This surely is an issue that needs to be discussed in the round, not least with South West Trains.</p>	
20	Objection	Identical to Ref. No. 19.	See Ref. No. 1.
21	Objection	<p>I appreciate the need for parking restrictions in some areas but these plans do not seem to address the problem of parking at the station. Without a bigger car park being built near the station where are all the cars that are unable to find space in the station car park going to park?</p> <p>I object to these changes without a contingency plan being drawn up alongside them for the overspill cars that struggle at the best of times to park and would appreciate your advice as to what those people who are unable to find space to park should do.</p>	See Ref. No. 2.
22	Objection	<p>After the 7.04 departure to London the parking availability for users of the station following the planned restrictions will in no way be near suitable to cope with the current demand following the new proposals.</p> <p>The current situation is stressed and the proposal to further reduce available on street parking in Micheldever station is only going to exacerbate this. This will affect. Working parents who drop kids at school before travelling to work. Those using the train as a method of transport to education or further education. Users of the train for social reasons during the week. Families using the rail network during term time or school holidays.</p> <p>The on street parking acts as a natural speeding deterrent for the many vehicles that pass through or around the village – removing this will inevitably increase the average speeds.</p> <p>The option of driving to Winchester, Overton or Basingstoke are simply unworkable.</p> <p>The station is an integral part of our community one way or another and has been for a very long time. The village of Micheldever Station was created around what was then 'Andover Road' station and has grown around this very important piece of infrastructure.</p> <p>The solution is not to restrict the parking but to look at expanding what is on offer.</p>	See Ref. No. 1 & 2.
23	Objection	As a local resident and someone who has to commute to London on a 9:09am train there is inadequate parking provision at Micheldever Station and as a result I have no choice but to park on the surrounding roads. I live in West Stratton, less than 2 miles from Micheldever Station and consider myself a local resident.	See Ref. No. 1 & 2.

		<p>Car sharing is not a practical or credible solution because people return home at very different times. There is no useable public transport solution and having cycled for one year to the station from West Stratton, it is not always practical especially during winter. Furthermore cycling is not an option for many people such as the significant number of elder commuters.</p> <p>To remove the only parking options for local people who work in London will compound the problem, cause hostility and division between local people and anger members of the local parishes.</p> <p>The solution to this problem is to expand the parking provision at the station as is clearly being done at other stations up the line such as Farnborough.</p>	
24	Objection	Identical to Ref. No. 7.	See Ref. No. 1 & 2.
25	Objection	<p>We are a rural community that surrounds Micheldever Station. There are no buses from Wonston, Sutton Scotney or Stoke Charity to Micheldever Station. Our only mode of transport is a car. We are constantly encouraged to take the train rather than drive when we go further afield. To London, Southampton, Woking, Basingstoke.</p> <p>If you introduce parking restrictions around Micheldever Station without providing any suitable alternative you are surely going against government policy.</p> <p>I frequently travel up to London after the commuter rush. There will be no possibly of parking space being free at this time. I will now have to drive.</p>	See Ref. No. 1 & 2.
26	Objection	<p>I write on my own behalf as a local resident and a regular user of the railway station, but also as a parish councillor for Bullington on behalf of our residents.</p> <p>I have an annual ticket for the station car park and regularly catch the 7.31am train to London. As a general rule, unless I arrive some 15 minutes early for that train, all the spaces in the car park will be taken.</p> <p>Micheldever Station railway station is an amenity which benefits not only the residents of the village itself but of a large, rural area around it. To serve that area is, and has always been, its function, and the village has grown up around it rather than vice versa (hence the name). Those residents of the village who now object to the roads around the station being used for parking are in the luxurious position of being able to walk to the station; the vast majority of the other users of the station are not.</p> <p>The fundamental objection to this proposal is the balance of benefits and harms. It will harm the interests of a very large number of people, whilst providing little real benefit to a few.</p>	See Ref. No. 1.

27	Objection	<p>I write to object to the new parking regulations you are proposing for Micheldever Station on the following grounds.</p> <p>There is not sufficient parking at the station itself for the rail users. What can the problem be for rail users parking in the roads - no one parks in front of drives etc. People will be forced to park in 'irregular' places as the car park is full by 7.30am on weekdays</p> <p>I cannot see why the residents can object to people using the station, it has been there for years and no one can blame people for needing to get to work.</p>	See Ref. No. 1.
28	Objection	Identical to Ref. No. 7.	See Ref. No. 1 & 2.
29	Objection	<p>Do you have a plan of where commuters can leave their cars? are you putting in bike lockers or alternative parking or has this not been looked at, and your just expecting people to magic themselves there?</p> <p>Why is the council making it hard for normal folk to conduct their lives? We're told to use the train by the government who try to keep the vehicles in London down, but then you propose this and don't give us an alternative.</p> <p>Please can you come up with a plan before adding pressure to commuters who are only trying to do their best in the day to day life.</p>	See Ref. No. 1.
30	Objection	<p>The plans seem totally biased towards the residents of Micheldever Station and do not consider other local residents.</p> <p>Commuters are also local residents and are being penalised by plans to restrict parking.</p> <p>Ellis Drive, Mill Place and Warren Hall developments also put a strain on local parking.</p> <p>Local residents who use the station to go to college in Winchester, commute to Southampton, Portsmouth or London are being penalised by a group of residents who arrived long after the train station.</p>	See Ref. No. 1.
31	Objection	<p>The grounds for the objection are as follows:</p> <p>There is no public transport provision to serve commuters using the rail station at any time of day. Therefore, by necessity rather than choice, commuters using the station, to the extent that they are not lucky enough to live near it, are required to travel there by car.</p>	See Ref. No. 1.

		<p>The car park provision at the station is inadequate for the numbers wanting to use it - this inevitably requires that on street car parking is used to help with the 'overflow' necessary.</p> <p>The restrictions on parking around the station as proposed under the TRO will lead to acute parking problems either in the station or outside of the immediate control area.</p>	
32	Objection	Identical to Ref. No. 7.	See Ref. No. 1 & 2.
33	Objection	Identical to Ref. No. 23.	See Ref. No. 1 & 2.
34	Objection	As a regular user and payer to park in the car park at the station it is increasingly difficult to park in the car park and there is no alternative but to park on the local roads. Something drastic needs to be done to accommodate the regular users of the Micheldever station area. The people who do use it regularly are an important factor to increasing the economy in this part of Hampshire. If you do put in residents parking this will increase extra strain on other local stations so another solution needs to be sought. But I strongly reject the proposal of residents parking.	See Ref. No. 1 & 2.
35	Objection	<p>I regularly commute to London which is my place of work and I need to park at Micheldever Station.</p> <p>There is insufficient parking at Micheldever Station and therefore unless I am provided with a parking permit as a local resident I am being disadvantaged. There is no alternative parking for residents of the parish.</p> <p>The "No waiting between 10am to 2pm is designed to penalise other members of the Micheldever Parish who work in London.</p> <p>The residents on Overton Road are equally concerned about the speed of traffic and the parking on this road if parked legally act as a traffic calming measure.</p> <p>There is insufficient cycle storage at Micheldever Station so this is not an option.</p>	See Ref. No. 1 & 2.
36	Objection	<p>Micheldever Station is my local train station and as such I use it to commute to London a few times a week. I never go in earlier than 9 am and at this time the station car park is completely full. I therefore have to resort to parking where I can find space, generally in Overton Road.</p> <p>Micheldever Station happens to be a busy station with a high volume of passengers from surrounding villages using the services. The car park is simply not adequate.</p> <p>Living in the country we have no choice but to use our local station and to get there by car so by carrying out these restrictions it would make it almost impossible for us to do so which negates the point of the</p>	See Ref. No. 1 & 2.

		station.	
37	Objection	<p>The proposals represent a nasty attack on the right of motorists who pay their road fund tax licence to park on the public road without restriction. The motivating factor in this application is to prevent commuters parking on the road whilst they go to work on a public service designed to reduce traffic congestion on major roads.</p> <p>Micheldever Station has community space to accommodate additional parking for commuters but effectively have reduced this by restricting parking at the village hall campus.</p> <p>Commuters appear to be labelled within Micheldever Station community with hostility and the proposals merely support the small minded approach the community has decided to sanction in preventing commuters using a public service which has been located at Micheldever for beyond the last fifty years.</p>	See Ref. No. 1.
38	Objection	<p>I am a regular commuter to London and like many in the surrounding villages rely on the rail station at Micheldever Station for my daily travel. There is currently a parking problem in the village of Micheldever Station in that there is too little parking. The onsite facilities for parking at the station are woefully inadequate, and as a result it is necessary to park on the neighbouring streets.</p> <p>I believe the council should balance the economic needs of the area beyond the local village with the village's desires. The station is a key piece of civic infrastructure serving all the surrounding villages and is necessary to support the continued flow of wealth into the region which all benefit from.</p> <p>There are alternative places where cars can be parked. In your proposal you have banned parking on the Overton Road for most of its length. Perhaps you could consider putting parking spaces on the east side of the road adjacent to the field. This would address concerns of the locals about visibility without restriction supply of parking.</p>	<p>See Ref. No. 1.</p> <p>Parking on east side of Overton Road reviewed and rejected on safety grounds.</p>
39	Objection	<p>There is insufficient parking at the station, and there is no harm being done, and no danger to anyone with parking allowed on the verges of the lanes.</p> <p>I can appreciate the residents being unhappy regarding access to their properties, but along the lane, there should be no problem.</p> <p>There is nowhere else to park and I like others will be forced to drive further afield, where again there are problems.</p> <p>The pub benefits hugely from the benefits of a busy station, as does the village and surrounding area.</p>	See Ref. No. 1.
40	Objection	As a regular traveller from the station there I can only foresee that the traffic situation will worsen if the proposed parking regulations are implemented.	See Ref. No. 1 & 2.

		<p>I can fully see the drive behind the proposed order; however, the reduction in available parking for commuters will actually create further issues rather than resolve them. In particular there appears to be a significant reduction from the current available parking on Overton Road.</p> <p>If the proposed parking measures are going to be introduced there must also be a plan to increase the number of available spaces at Micheldever Station. Without improving the station parking facilities the parking situation will worsen and compound existing problems.</p>	
41	Objection	Identical to Ref. No. 13.	See Ref. No. 1 & 2.
42	Objection	<p>I appreciate there may be local residents around the station who do not like the on road parking that happens currently, this is not caused by "outsiders" but by the increasing numbers of people most of whom live within a 7 mile radius of the station and for whom Micheldever is therefore the closest station. If parking along the roads is limited as in the proposal then cars will end up a little further away on roads that are without lighting, pavements or proper visibility. I am sure the council and SWRail are also aware that under the current situation payment of for a parking space does not give one a guaranteed space in the car park even if one arrives at the station as early as 7.30 in the morning.</p>	See Ref. No. 1 & 2.
43	Objection	Identical to Ref. No. 13.	See Ref. No. 1 & 2.
44	Objection	Identical to Ref. No. 13.	See Ref. No. 1 & 2.
45	Objection	<p>The parking situation at Micheldever is already dire. Restricting it further will cause erratic and dangerous parking as increasing numbers of people use the station. We live in Micheldever and my husband has had an annual car park ticket for 9 years. If he doesn't get the 6 o'clock train he finds it increasingly difficult to get a space as people come from all over to use the station.</p> <p>If I need to go to London during the day I am forced to park on the road. People will start parking on the village road to Micheldever if the situation is restricted further,</p>	See Ref. No. 1.
46	Objection	<p>I commute into work using the train and use the train for pleasure this will affect me greatly bringing in new regulations into the roads that have been proposed: Andover Rd, Brunel Close, Mill Place, New Rd, Overton Rd, Ellis Dr and Larkwhistle Rd.</p> <p>With all these areas affected this really feels like an urbanisation effect on such a small village. It is also troubling that parking regulations could come into effect because the official station car park is always FULL because of how the station serves London commuters from all the surrounding villages.</p>	See Ref. No. 1 & 2.
47	Objection	We live in a rural community and to impose parking restrictions involving permits and therefore wardens turns the district into a town which I believe is totally unacceptable. The problem at Micheldever Station is	See Ref. No. 2.

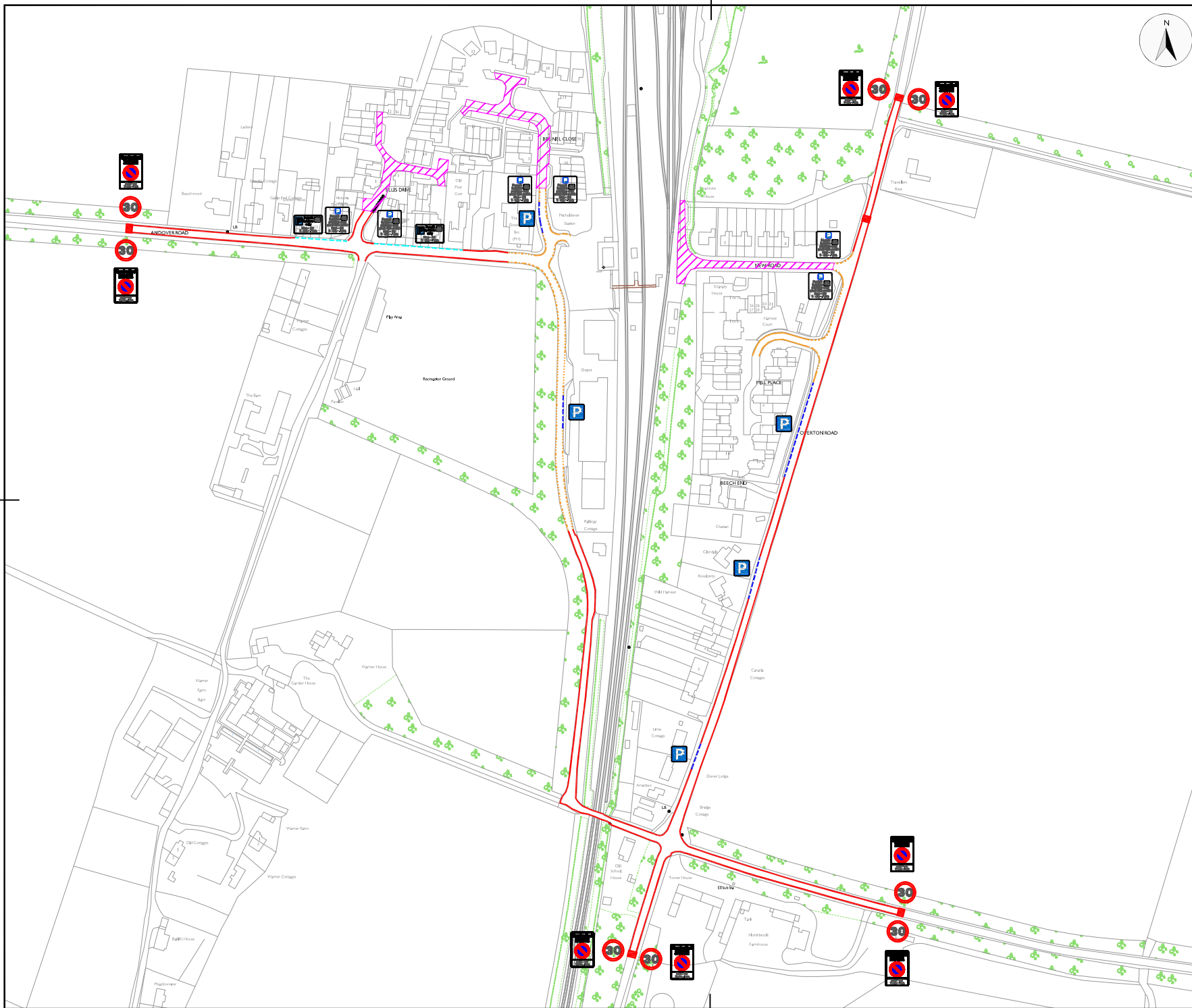
		<p>that Network Rail will not open up car parking space on the huge area of vacant land to the north east and west of the rail tracks. It will cost little money and bring them extra revenue. FORCE RAILTRACK TO PROVIDE MORE PARKING.</p> <p>Micheldever Station is a rail hub for many of us in the surrounding district and without a bus service we have to drive to the station.</p>	
48	Objection	<p>I am writing to object to the parking restrictions to be implemented at Micheldever Station. I have lived in Micheldever village for 8 years. The station car park is regularly full, despite my having a season ticket. If the car park was full one could always park on the Overton Road but I understand that is to be restricted.</p> <p>Would the council be minded to accept planning permission by South West Trains or a private contractor to increase off street parking in the village possibly using greenfield or brownfield land?</p>	See Ref. No. 2.
49	Objection	<p>As a resident of Micheldever I use the station every day to get to work and it's clear that there is a problem with parking. But simply reducing the number of spaces available to station users is not a long-term solution.</p> <p>The consultation with all those affected by the proposals, including station users, has been woeful which compounds the sense that all the council wants is a quick fix for a particular problem without bothering to work out a longer term strategy that will work both for local residents and station users.</p>	See Ref. No. 1.
50	Objection	<p>I feel the proposals will be unsightly. This is a small rural village and we do not need more signs and road markings that are more suited to a city.</p> <p>Network Rail has plenty of land available, why is this not being utilised. Surely it makes more sense to sort out the problem with the source rather than put more clutter on the roads.</p> <p>Is this enforceable on private roads. Do you have permission from the road owners? Presumably we will now have to pay to park outside our own house.</p>	<p>See Ref. No. 1 & 2.</p> <p>The zone approach for the restrictions has been chosen to minimise the number of signs and markings required.</p>
51	Support	<p>I am writing regarding the proposed parking restrictions around Micheldever Station. These are way overdue but to my mind do not go far enough at the Mill Place/Overton Road junction.</p>	No comment.
52	Support	<p>We live in Andover Road and fully support the proposed measures. Parking along Andover Road has become increasingly difficult for residents due to station users parking on the road.</p> <p>Station users often leave their vehicles outside our home for extended periods of time making it extremely difficult to find parking. We have experienced anti-social parking including vehicles being blocked-in and damage, as a result of inconsiderate parking.</p>	No comment.

53	Support	<p>We live in Micheldever Station are in full support of the proposals. As you heard at the public consultation, commuter parking has become a serious issue for our small village causing serious safety and anti-social problems.</p> <p>Exiting Mill Place is now extremely hazardous. With the long queue of parked cars (generally at its peak between 7.00am to 7.00pm during the week) it is impossible to see cars or other vehicles (such as cycles and motorcycles) heading north along Overton Road. This regularly leads to near misses, and we regularly exchange stories with other residents about how frequently these happen. This problem is compounded by cars feeling the need to speed along Overton Road as the parked cars leave no pull in zones to avoid oncoming cars.</p> <p>Whilst we are keen that the railway station remains actively used, the current on street parking is not the appropriate answer. This has steadily increased over the last few years. We feel the restrictions are a sensible solution to this problem. Without these we fear that it is only a matter of time before there is a serious accident at the junction of Mill Place and Overton Road.</p>	No comment.
54	Support	<p>One of the many reasons that Micheldever Station residents feel that the regulations (and thus required lines and signage) are needed is that until something is undertaken to place pressure on South West Trains then no adequate station parking will be created - not that any one wishes for the village to be turned into a "parkway". It is in many ways a last resort</p> <p>By far one of the main reasons for the need to have the regulation order after Safety is that to stop those who are happy to do what they want because they can without the thought or respect for others. They do not appear to understand that the parking entails that our off road parking is highly dangerous to access when the parking removes our sight lines.</p>	No comment.
55	Conditional Support	<p>Our concern is over the proposed parking bay to the immediate north of our property on the westbound side of Overton Road. Recent experience of cars parked in that section has amply demonstrated the hazardous nature of exiting the property when we have no visibility of southbound traffic, more often than not travelling well in excess of the 30mph speed limit. When vehicles are parked to the immediate south of our exit, the same lack of a sightline exists with northbound traffic, as even in the short stretch between the Larkwhistle Farm Road crossroads and our exit, speeds of 30mph-plus are the norm.</p>	The proposals will restrict parking in Overton Road compared to the existing scenario and the areas where it is proposed to allow this to continue are considered acceptable to provide some on-street parking whilst giving sufficient visibility to junctions and properties.
56	Conditional Support	<p>The scheme appears very sensible but I do have some concerns with regards to the proposals for Mill Place. The TRO proposals are not consistent with the estate rules at the Mill Place development.</p> <p>Mill Place is a private road and it is up to the owners of the Mill Place properties whether they opt into the</p>	Amended proposal is being recommended to address this issue.

		<p>proposed TRO or not. This means that there will need to be some sort of consensus reached amongst the owners before the proposal can be adopted.</p> <p>The proposed TRO conflicts with the rules imposed on the owners and will create an area within Mill Place where anyone can park at certain times of the day, and also a permit holder's zone.</p> <p>All that is needed at Mill Place are double yellow lines on both sides of the road starting at the Overton Road end, running down and around the bend, and finishing at the cobbles that run across the road. Beyond that point the road is clearly a private road. That fact and the fact that there aren't any obvious places to park at the southern end of Mill Place makes the permit zone unnecessary.</p>	
57	Conditional Support	<p>The current proposals will not resolve the problem of visibility exiting Mill Place.</p> <p>The way to resolve this would be to put the parking on the other side of the road with a pelican crossing to enable people to cross or reducing the parking area to allow cars to be back on the left side of the road with enough braking distance to stop in time.</p>	The proposals extend the restrictions on Overton Road either side of Mill Place and should provide better visibility.
58	Conditional Support	I am generally happy with the proposed parking restrictions but I am not happy with the totally unrestricted parking outside our house Overton Road. This system will allow for people to park there all week or more as they do now therefore restricting even more the parking available in the area. I feel that limited hours parking would be more appropriate and ensure the limited parking is spread out over a greater number of users.	See Ref. No. 55.
59	Conditional Support	<p>I would like to ask if any action can be taken in relation to residents of Mill Place parking on the bend of Mill Place in front of the flats. Cars are regularly parked on this bend which restricts the access to a single lane, forcing cars to drive on the wrong side of the road on a blind bend. This is obviously a safety hazard</p> <p>Can yellow lines be added on this bend to prevent cars parking dangerously?</p>	Amended proposal is being recommended to address this issue.
60	Conditional Support	<p>I am disappointed there is still an allowance for vehicles to park on the beginning of the Brunel Close on the left hand side and the Permit Holders point does not start until the beginning of the layby.</p> <p>I was hoping the Permits Holders point would start just pass the station entrance, therefore restricting parking within the beginning of the close. Can this be reviewed / revised as part of the consultation?</p> <p>There still seems to be an allowance for a lot of vehicles to park in Overton Road which causes issues as moving traffic is restricted to one lane.</p>	The proposed parking bay at the entrance to Brunel Close is not expected to cause any obstructions and there are no grounds to stop unlimited parking at this location.
61	Conditional Support	We welcome proposals for permit parking, on the proviso that we can continue to park directly outside our property.	Yes, permits will be available to do so.

62	Conditional Support	I object to allowing parking as proposed in Overton Road. This is dangerous and we have to reverse blindly into oncoming traffic when leaving our homes. We can't see in either direction because of the visual obstruction caused by the vehicles blocking an entire lane.	See Ref. No. 55.
63	Conditional Support	I understand the problems regarding parking at Micheldever Station in that the station is heavily used and parking is limited. It seems unlikely that further parking will be made available by the network provider. In fact it is hard to see where it could be provided. I have no wish to inconvenience the people who live around the station but would urge the council to retain as much free parking in the area as possible. The rail fares are high and the cost of parking adds to this for those of us who do not benefit from company benefits or high salaries.	The proposals are considered necessary to control the parking and without implementing these changes Network Rail/South West Trains are unlikely to pursue any changes or improvement for parking on their land.
64	Conditional Support	I am dismayed that your plan still shows the entrance to Brunel Close as 'Unlimited Parking'. The Resident's Association has campaigned hard and long to have some sort of restriction to the entrance of Brunel Close. The entrance is a pinch-point. Is there some legal reason why it can't have Double-Yellow Lines or, at the very least, the same 10am-2pm parking restriction?	See Ref. No. 60.
65	Query	We currently park outside our house on Andover Road. Our predecessors in title had done the same throughout their residency. This does not cause anybody any difficulties. There cannot be any logical reason to prevent this. I do therefore hope that your proposals do not seek to interfere with that.	See Ref. No. 61.
66	Query	I am a resident of Micheldever Station I currently have a designated parking space which is marked with my flat number. It says on your map which I have just been sent that Ellis Drive will have permit parking between 10 am and 2pm is this so? Will I have to pay for this privilege? What benefit will there be as a result of these potential changes. The only solution to this problem as far as I can see is to organise the provision of larger car park facilities for the railways users any other solution simply will not work.	If parked in a designated private parking bay no permit will be needed.
67	Query	Please can you confirm that there will be no cost for us to park on our own road and that we will also be issued with a free visitor parking permit for guests and tradesmen? I understand that New Road is not owned by the council, but by network rail. Please can you let me know if the majority of our road agreed to this proposal and, if so, how this will work with network rail? A better solution would have been to discuss creating an overflow car park with Network rail in their yard area that opened only after 8:30 am, when all the commuters have left. This would then serve the local	Permit fees apply and various options are available to accommodate visitors, tradesmen, etc.

		<p>villages.</p> <p>To prevent the commuters coming here, the cost of parking at Basingstoke and Winchester needs to be reduced to more comparable levels (or increased at Micheldever, although this will simply cause commuters further pain).</p>	
68	Query	<p>We don't oppose the plans, I know it gets busy with commuters, however I wondered if it is possible to apply for a parking permit seeing as we live on the road and it affects our jobs.</p>	<p>Yes, permits will be available to park on street all day if the proposals are implemented.</p>
69	Query	<p>Regarding the proposed parking restrictions for Micheldever. Will residents be automatically given permits or will we need to apply for these, and will there be a cost?</p>	<p>Permits are not automatically issued, they need to be applied for. Full details and costs will be sent out if the proposal is implemented.</p>
70	Query	<p>I am a parent of two teenagers who go to state schools in Winchester using Micheldever Station we have no option but to drop off around the station. To prevent disruption in the village we drive to the bottoms of New Road and drop off there taking approx 2 minutes. We live in this side of the village several miles from the station so have no option other than to drive to the station.</p> <p>We can't drop off at the top as the school bus for Henry Beaufort picks up there at the same time. It is often dark with no streetlights it would also be dangerous to drop at the top and allow the children to walk round.</p> <p>In the afternoon the children are collected usually at 4pm from the same place.</p>	<p>The proposals will have no effect on this as the restrictions allow for limited waiting to drop-off and collect passengers.</p>



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- EXISTING NO WAITING AT ANY TIME RESTRICTIONS (DOUBLE YELLOW LINES)
- NO WAITING AT ANY TIME RESTRICTIONS (DOUBLE YELLOW LINES)
- LIMITED WAITING RESTRICTIONS (SINGLE YELLOW LINES) ZONE ORDER



----- UNLIMITED TIME PARKING BAYS



----- LIMITED TIME / PERMIT HOLDER PARKING BAYS



----- LIMITED TIME / PERMIT HOLDER ZONES



D	Mil Place permit holders zone removed & DYL extended	17/10/16	NVC
C	Zones adjusted; P removed E side Overton Rd	16/05/16	NVC
B	Mon-Fri. Zone areas. SYL to entrances. P bays.	26/01/16	NVC
A	PODs changed to permit zones	08/01/16	NVC
Rev.	Description	Date	Drawn



Winchester
City Council

OPERATIONS GROUP
BUILT ENVIRONMENT

City Offices
Colebrook Street
Winchester,
SO23 9LJ.



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Project: PERMANENT TRAFFIC
REGULATION ORDERS

Title: PROPOSED PARKING
AND WAITING RESTRICTIONS
MICHELDEVER STATION

Scale: 1:1250 @ A1 Date: 18/05/2015

Drawn: NVC Checked:

DRG. No. 810402/283/001 D Status:

CAB2890(TP) Appendix D

STATEMENT OF REASONS

The proposal is to address issues of visibility and obstruction predominantly caused by commuter parking which is exacerbated by some properties having no off-street parking provision. The extension of the existing waiting restrictions and introduction of new restrictions including residents permit parking areas should help control the existing parking and resolve access and visibility problems whilst still providing a degree of unlimited on-street parking for commuters.

**EXISTING ORDER TO BE AMENDED
(OR REVOKED AND REPLACED WITH NEW ORDER)**

WINCHESTER CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE HAMPSHIRE (VARIOUS ROADS, WONSTON AND MICHELDEVER)
(PARKING PLACES AND RESTRICTION OF WAITING) ORDER

2010

EXISTING ITEMS TO BE DELETEDSCHEDULE IIRoads in the Parish of Wonston and Micheldever

<u>NO WAITING AT ANY TIME</u>		
<u>NAME OF ROAD</u>	<u>SIDE</u>	<u>DESCRIPTION</u>
ANDOVER ROAD	NORTH-EAST	FROM A POINT 23.5 METRES WEST OF ITS JUNCTION WITH BRUNEL CLOSE TO A POINT 98.7 METRES SOUTH OF THAT JUNCTION.
ANDOVER ROAD	EAST	FROM A POINT 122.0 METRES SOUTH OF ITS JUNCTION WITH BRUNEL CLOSE TO A POINT 198.0 METRES SOUTH OF THAT JUNCTION.
ANDOVER ROAD	SOUTH-WEST	FROM A POINT 23.5 METRES WEST OF ITS JUNCTION WITH BRUNEL CLOSE TO A POINT 198.0 METRES SOUTH OF THAT JUNCTION.
BRUNEL CLOSE	EAST	FROM ITS JUNCTION WITH ANDOVER ROAD TO A POINT 54.8 METRES NORTH OF THAT JUNCTION.
BRUNEL CLOSE	WEST	FROM ITS JUNCTION WITH ANDOVER ROAD TO A POINT 21.3 METRES NORTH OF THAT JUNCTION.
BRUNEL CLOSE	WEST	FROM A POINT 43.6 METRES NORTH OF ITS JUNCTION WITH ANDOVER ROAD TO A POINT 50.3 METRES NORTH OF THAT JUNCTION.
MILL PLACE	BOTH	FROM ITS JUNCTION WITH OVERTON ROAD TO A POINT 12.7 METRES WEST OF THAT JUNCTION.
NEW ROAD	BOTH	FROM ITS JUNCTION WITH OVERTON ROAD TO A POINT 13.5 METRES WEST OF THAT JUNCTION.
OVERTON ROAD	BOTH	FROM A POINT 8.5 METRES NORTH OF ITS JUNCTION WITH NEW ROAD TO A POINT 12.5 METRES SOUTH OF MILL PLACE.

NEW CLAUSES FOR RESIDENTS PERMITS

Same Clauses to be used as in the

The Hampshire (Various Roads Winchester) (Parking Places And Restriction Of Waiting) (Controlled Zone) (No. 3) Order 2013

Including Schedule 4 – Fees For parking Permits

NEW ITEMS

SCHEDULE II

Roads in the Parish of Wonston and Micheldever

<u>NO WAITING AT ANY TIME</u>			
<u>NAME OF ROAD</u>	<u>SIDE</u>	<u>DESCRIPTION</u>	<u>ZONE</u>
ANDOVER ROAD	NORTH-EAST	FROM A POINT 23.5 METRES WEST OF ITS JUNCTION WITH BRUNEL CLOSE TO A POINT 98.7 METRES SOUTH OF THAT JUNCTION.	4A
ANDOVER ROAD	NORTH-EAST	FROM A POINT 122.0 METRES SOUTH OF ITS JUNCTION WITH BRUNEL CLOSE TO A POINT 198.0 METRES SOUTH OF THAT JUNCTION.	4A
ANDOVER ROAD	SOUTH-WEST	FROM A POINT 23.5 METRES WEST OF ITS JUNCTION WITH BRUNEL CLOSE TO A POINT 198.0 METRES SOUTH OF THAT JUNCTION.	4A
BRUNEL CLOSE	EAST	FROM ITS JUNCTION WITH ANDOVER ROAD TO A POINT 54.8 METRES NORTH OF THAT JUNCTION.	4A
BRUNEL CLOSE	WEST	FROM ITS JUNCTION WITH ANDOVER ROAD TO A POINT 21.3 METRES NORTH OF THAT JUNCTION.	4A
BRUNEL CLOSE	WEST	FROM A POINT 43.6 METRES NORTH OF ITS JUNCTION WITH ANDOVER ROAD TO A POINT 50.3 METRES NORTH OF THAT JUNCTION.	4A
MILL PLACE	BOTH	FROM ITS JUNCTION WITH OVERTON ROAD TO A POINT 69.7 METRES WEST AND SOUTH OF THAT JUNCTION.	4A
NEW ROAD	BOTH	FROM ITS JUNCTION WITH OVERTON ROAD TO A POINT 13.5 METRES WEST OF THAT JUNCTION.	4A

OVERTON ROAD	WEST	FROM A POINT 8.5 METRES NORTH OF ITS JUNCTION WITH NEW ROAD TO A POINT 28.5 METRES SOUTH OF ITS JUNCTION WITH MILL PLACE.	4A
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SCHEDULE II

Roads in the Parish of Wonston and Micheldever

<u>NO WAITING 10:00AM TO 2:00PM MONDAY TO FRIDAY</u>			
<u>NAME OF ROAD</u>	<u>SIDE</u>	<u>DESCRIPTION</u>	<u>ZONE</u>
ANDOVER ROAD	NORTH-EAST	FROM A POINT 40.0 METRES WEST OF ITS JUNCTION WITH ELLIS DRIVE TO A POINT 175.0 METRES WEST OF THAT JUNCTION.	4A
ANDOVER ROAD	NORTH-EAST	FROM A POINT 5.0 METRES WEST OF ITS JUNCTION WITH ELLIS DRIVE TO A POINT 10.0 METRES EAST OF THAT JUNCTION.	4A
ANDOVER ROAD	NORTH-EAST	FROM A POINT 58.5 METRES WEST OF ITS JUNCTION WITH BRUNEL CLOSE TO A POINT 23.5 METRES WEST OF THAT JUNCTION.	4A
ANDOVER ROAD	NORTH-EAST	FROM A POINT 198.0 METRES SOUTH OF ITS JUNCTION WITH BRUNEL CLOSE TO ITS JUNCTION WITH OVERTON ROAD.	4A
ANDOVER ROAD	SOUTH-WEST	FROM A POINT 175.0 METRES WEST OF ITS JUNCTION WITH ELLIS DRIVE TO A POINT 23.5 METRES WEST OF ITS JUNCTION WITH BRUNEL CLOSE.	4A
ANDOVER ROAD	SOUTH-WEST	BETWEEN A POINT 198.0 METRES SOUTH OF ITS JUNCTION WITH BRUNEL CLOSE TO ITS JUNCTION WITH OVERTON ROAD.	4A
ELLIS DRIVE	BOTH	BETWEEN ITS JUNCTION WITH ANDOVER ROAD AND A POINT 26.0 METRES NORTH OF THAT JUNCTION.	4A
LARKWHISTLE FARM ROAD	BOTH	BETWEEN ITS JUNCTION WITH OVERTON ROAD AND A POINT 177.5 METRES EAST OF THAT JUNCTION.	4A
NORTHBROOK	BOTH	BETWEEN ITS JUNCTION WITH ANDOVER ROAD AND A POINT 93.5 METRES SOUTH-WEST OF THAT JUNCTION.	4A
OVERTON ROAD	EAST	BETWEEN ITS JUNCTION WITH LARKWHISTLE FARM ROAD AND A POINT 567.0 METRES NORTH OF THAT JUNCTION.	4A

OVERTON ROAD	WEST	BETWEEN ITS JUNCTION WITH ANDOVER ROAD AND A POINT 57.0 METRES NORTH OF THAT JUNCTION.	4A
OVERTON ROAD	WEST	BETWEEN A POINT 74.5 METRES NORTH OF ITS JUNCTION WITH ANDOVER ROAD AND A POINT 181.5 METRES NORTH OF THAT JUNCTION.	4A
OVERTON ROAD	WEST	BETWEEN A POINT 207.5 METRES NORTH OF ITS JUNCTION WITH ANDOVER ROAD AND A POINT 271.0 METRES NORTH OF THAT JUNCTION.	4A
OVERTON ROAD	WEST	BETWEEN A POINT 8.5 METRES NORTH OF ITS JUNCTION WITH NEW ROAD AND A POINT 133.0 METRES NORTH OF THAT JUNCTION.	4A

SCHEDULE II

Roads in the Parish of Wonston and Micheldever

<u>PARKING - NO TIME LIMIT</u>			
<u>NAME OF ROAD</u>	<u>SIDE</u>	<u>DESCRIPTION</u>	<u>ZONE</u>
ANDOVER ROAD	NORTH-EAST	BETWEEN A POINT 98.7 METRES SOUTH OF ITS JUNCTION WITH BRUNEL CLOSE AND A POINT 122.0 METRES SOUTH OF THAT JUNCTION.	4A
BRUNEL CLOSE	WEST	BETWEEN A POINT 21.3 METRES NORTH OF ITS JUNCTION WITH ANDOVER ROAD AND A POINT 43.6 METRES NORTH OF THAT JUNCTION.	4A
OVERTON ROAD	WEST	BETWEEN A POINT 57.0 METRES NORTH OF ITS JUNCTION WITH ANDOVER ROAD AND A POINT 74.5 METRES NORTH OF THAT JUNCTION.	4A
OVERTON ROAD	WEST	BETWEEN A POINT 181.5 METRES NORTH OF ITS JUNCTION WITH ANDOVER ROAD AND A POINT 207.5 METRES NORTH OF THAT JUNCTION.	4A
OVERTON ROAD	WEST	BETWEEN A POINT 271.0 METRES NORTH OF ITS JUNCTION WITH ANDOVER ROAD AND A POINT 28.5 METRES SOUTH OF ITS JUNCTION WITH MILL PLACE.	4A

SCHEDULE II

Roads in the Parish of Wonston and Micheldever

**NO WAITING 10:00AM TO 2:00PM MONDAY TO FRIDAY WITH PERMIT HOLDERS
EXEMPTION**

<u>NAME OF ROAD</u>	<u>SIDE</u>	<u>DESCRIPTION</u>	<u>ZONE</u>
ANDOVER ROAD	NORTH-EAST	BETWEEN A POINT 5.0 METRES WEST OF ITS JUNCTION WITH ELLIS DRIVE AND A POINT 40.0 METRES WEST OF THAT JUNCTION.	4A
ANDOVER ROAD	NORTH-EAST	BETWEEN A POINT 10.0 METRES EAST OF ITS JUNCTION WITH ELLIS DRIVE AND A POINT 58.5 METRES WEST OF ITS JUNCTION WITH BRUNEL CLOSE.	4A
BRUNEL CLOSE	BOTH	BETWEEN A POINT 50.3 METRES NORTH OF ITS JUNCTION WITH ANDOVER ROAD AND A POINT 156.5 METRES NORTH AND EAST OF THAT JUNCTION.	4A
BRUNEL CLOSE SPUR	BOTH	BETWEEN ITS JUNCTION WITH BRUNEL CLOSE AND A POINT 23.5 METRES NORTH OF THAT JUNCTION (INCLUDING THE TURNING HEADS).	4A
ELLIS DRIVE	BOTH	BETWEEN A POINT 26.0 METRES NORTH OF ITS JUNCTION WITH ANDOVER ROAD AND A POINT 102.0 METRES NORTH OF THAT JUNCTION.	4A
ELLIS DRIVE SPUR	BOTH	BETWEEN ITS JUNCTION WITH ELLIS DRIVE AND A POINT 38.5 METRES EAST OF THAT JUNCTION (INCLUDING THE TURNING HEADS).	4A
NEW ROAD	BOTH	BETWEEN A POINT 13.5 METRES WEST OF ITS JUNCTION WITH OVERTON ROAD AND A POINT 121.0 METRES WEST OF THAT JUNCTION (INCLUDING THE TURNING HEADS).	4A

Schedule 4

Parking Permits

Any permit issued for roads detailed in the Principal Order shall be issued in accordance with the clauses and regulations contained in the Permit Order [The Hampshire (Various Roads Winchester) (Parking Places And Restriction Of Waiting) (Controlled Zone) (No.3) Order 2014] and any fee for permits will be calculated in accordance to the Permit Order or any variation of this order or replacement or consolidation order

1. **TRAFFIC REGULATION ORDER – VARIOUS ROADS, MICHELDEVER STATION**

(Report CAB2845(TP) refers)

The Assistant Director (Environment) outlined the background to the proposals, emphasising that residents first raised issues caused by on-street parking over 10 years ago. Various restrictions had been introduced in response to these concerns over the years, including white line access protection markings across driveways along Overton Road. However, these markings were only advisory and residents had experienced continuing inconsiderate parking along the road, resulting in access difficulties to/from their properties and other road safety concerns. The Assistant Director advised that Micheldever Parish Council had also requested additional measures to control parking.

The Assistant Director (Environment) emphasised that in drafting the proposals, attempts had been made to balance the concerns of residents against those of rail commuters using Micheldever Train Station who wished to continue to park on-street. Consequently, the proposals did retain some on-street parking and would result in a reduction from approximately 50 on-street parking spaces to 30 spaces (i.e. a reduction of around 20 parking spaces overall).

The Assistant Director confirmed that the Council had taken account of its duties under Section 122 of the Road Traffic Act 1984 and the proposals attempted a balance between the different requirements. The proposals aimed to secure and maintain reasonable access for residents to their homes and also to protect local amenity. In response to questions, the Head of Legal and Democratic Services confirmed that Officers were content that Section 122 had been followed and the required level of consultation had taken place in line with the regulations.

Nine members of the public and/or representatives from Micheldever Parish Council addressed the meeting and their comments are summarised below.

John Botham (Micheldever Parish Council and resident of Micheldever Station) spoke in support of the proposals which he believed were urgently required to address traffic safety concerns. In addition, local residents regularly were unable to park outside their homes and had experienced difficulties with delivery lorries being unable to gain access. When residents had asked commuters to move their vehicles, they had on occasions been met with an aggressive response. He expressed disappointment that commuters objecting to the proposals had not attended Parish Council meetings where measures to address the issue (such as a sponsored mini bus collecting train commuters from neighbouring villages) had been discussed.

Felicity Botham (resident of Micheldever Station) also supported the proposals and highlighted the worsening difficulties caused by increasing

numbers of rail commuters' inconsiderate parking in the village. She believed some people travelled from Winchester and Basingstoke in order to access free parking on roads surrounding the Station. She highlighted the alternative options of car sharing or being dropped off at the station and suggested the commuters should put pressure on South West Trains (SWT) to provide additional parking. In response to questions, Mrs Botham clarified that 75 car parking "permits" had been made available on a voluntary donation basis by the Parish Council at the Warren Centre, although on average only 10 cars were parked daily. However, no parking was available there on a Wednesday as the Centre was in full use and there was no further parking available on other days.

James Maclay (local resident and commuter) expressed concern about the lack of consultation on the proposals with the wider community outside of Micheldever Station village itself, suggesting that there should have been information displayed on Parish Notice Boards and public meetings. With regard to Overton Road, he suggested residents' problems with restricted access could be solved by moving the parking to the other side of the road and introducing traffic calming measures to reduce traffic speed. He did not believe that there were practical alternative solutions for commuters and that, in particular, car sharing was not a viable option.

David Wandless (Micheldever Parish Council and Overton Road resident) spoke in support of the proposals and emphasised the length of time residents had been campaigning for their introduction. He did not believe the Council should have regard to the objections from commuters as the proposals were urgently required on safety grounds. He did not consider Mr Maclay's suggestion to move parking to the other side of Overton Road was practical. Mr Wandless also expressed disappointment that rail commuters had not attended Parish Council meetings to discuss alternative solutions.

Mike Smith (Brunel Close resident) spoke in support of the proposals, but considered restrictions should be extended further into the entrance of Brunel Close as this was currently a pinch point. In addition, he believed additional restrictions should be included around the entrance to the Train Station as there had been a number of near misses in this area. Finally, he stated that he had written to Micheldever Tyres regarding their practice of parking customers' cars in the area.

Rupert Neville (Micheldever Parish Council, resident of West Stratton and rail commuter) shared concerns expressed above regarding lack of consultation with the wider area and station users. He highlighted that the parking spaces at Warren Hall were not available on Wednesdays and that the option of car sharing was not practical due to different start/finish times of commuters. He also disputed the statement that only 20 on-street parking spaces would be removed by the proposals.

Steve Carter (resident and Director of the Management Company of Mill Place) emphasised the difficulties experienced by Mill Place residents driving out onto Overton Road due to poor sightlines caused by parked cars. He

emphasised that there was a finite amount of spaces available and did not believe that individuals rail commuters wish to park and access the Station should take precedence over the safety of residents of Micheldever Station.

Lucy Bruce Jones (Sutton Scotney resident and rail commuter) stated that she had previously bought a car parking permit for the Train Station car park, but had not purchased this in recent years as she was no longer able to get a space due to the car park being full. Consequently, she was forced to park on street. She shared concerns that the proposals had not been advertised widely enough outside of the Village and stated that she was unaware of the Parish Council meetings referred to by other contributors. She appreciated that a solution was required for the parking issues in the area, but did not consider the proposals offered this. She believed that the proposed restrictions would displace parking to other, less safe areas.

Sharon Bridgland-Gough (resident of Mill Place and rail commuter) had moved to this address so she could access the station and supported the proposals, although she believed they should go further along Overton Road. She also highlighted the dangers caused by lack of visibility from Mill Place onto Overton Road which had led to a near miss which could have resulted fatalities if there had been a collision. She considered sufficient notice of the proposals had been given and had seen notices at the train station itself. She believed that SWT should be urged to provide adequate parking at the station.

In response to questions, the Assistant Director (Environment) confirmed that he had contacted SWT (as referred to in Section 8.11 of the Report) who had indicated that until the new franchise was awarded in February 2017, they were not in a position to commit to any works.

At the invitation of the Chairman, Councillor Porter addressed the Committee and, in summary, stated that in her role as a County Councillor she had been involved in a number of meetings with City Council officers and Micheldever Parish Council regarding the issues discussed. SWT had also been involved in discussions in the past and in 2006 had provided a few more car parking spaces at the Station. Councillor Porter emphasised there had been ongoing issues between rail commuters and local residents and the Railway Police had been involved. SWT had been contacted over a year ago to advise them of the proposals contained in the Report. In addition, the County Council had included the requirement for additional car parking spaces when responding to the rail franchise tender documents for the new rail franchise due to commence in 2017. Councillor Porter stated that the school bus collected children from Overton Road and had experienced difficulties. She also highlighted the difficulties for residents exiting Mill Place.

In response to questions, the Assistant Director (Environment) advised that although discussions had taken place, the Council had not formally contacted SWT or the Parish Council regarding any options for alternative proposals for off-street parking in the area. In addition, the Council were not aware of the long term plans of SWT for the Station, should they be re-awarded the franchise in 2017. The Chairman queried what alternative options would be

available to rail commuters should be proposals be introduced as set out? The Assistant Director responded that it was difficult to say but that they might have to use other train stations or make other travel arrangements if they continued to use Micheldever Station, whilst acknowledging this may not be easy for some. However, he emphasised that this was first and foremost a traffic management issue and considering the relatively small number of vehicles that would be affected and the road safety, access and amenity considerations highlighted in the Report, the proposed response was considered by Officers to be proportionate and balanced (impact on residents and commuters) and officers had, in their assessment, taken into account the matters set out in the Act.

At the request of the Chairman, the Committee adjourned for approximately 20 minutes to discuss with Officers available options in terms of decisions the Committee could make.

Following the adjournment, the Chairman stated that Officers had provided advice on the options available to the Committee, which were in summary: to accept proposals in full (with or without phasing them); to reject in full; to amend proposals based on discussions (subject to limitations); to defer for further information or clarity. Following discussions, the Committee agreed that to make a decision it should first be satisfied that the Council had formally discussed with the Parish Council and SWT the possibility of providing off-street parking locally with a view to increasing the car parking spaces available for rail commuters. The Committee wished to be assured that all options for providing more off-street parking in the area had been explored fully. Therefore it was agreed that the decision be deferred to a date early in 2017.

The Committee agreed to the following for the reasons set out above and outlined in the Report.

RESOLVED:

That a decision on the proposals outlined in the Report be deferred until a date early in 2017 to enable the discussions with SWT and Micheldever Parish Council referred to above to take place.