

CABINET (TRAFFIC & PARKING) COMMITTEE

10 FEBRUARY 2015

TRAFFIC REGULATION ORDER – COURTENAY ROAD AREA, WINCHESTER

REPORT OF ASSISTANT DIRECTOR (ENVIRONMENT)

Contact Officer: Neville Crisp    Tel No: 01962 848484

RECENT REFERENCES:

None.

EXECUTIVE SUMMARY:

Following the introduction of waiting restrictions in Abbots Barton east of Worthy Road the Council has received requests from residents for additional waiting restrictions to be introduced to stop all-day commuter parking on Courtenay Road, Park Road, Abbots Road, Park Close, Abbots Close and Old Gardens. Parking vehicles in these locations is sometimes inconsiderate causing obstructions on the highway and to residents' accesses.

The nature and extent of a range of restrictions has been established through informal consultation with residents and proposals subsequently formally advertised, as detailed in this report.

RECOMMENDATIONS:

- 1      That the waiting restrictions detailed in the Statement of Reasons and Schedule (Appendix B to the report) be introduced as proposed, subject to the amendment of references to "Coley Road" to read "Colley Close".
- 2      That the Head of Legal and Democratic Services be authorised to make the necessary Order.

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### TRAFFIC REGULATION ORDER – COURTENAY ROAD AREA, WINCHESTER

#### REPORT OF ASSISTANT DIRECTOR (ENVIRONMENT)

#### DETAIL:

##### 1 Introduction

- 1.1 Following the introduction of new waiting and parking restrictions in May 2013 in Abbots Barton on the east side of Worthy Road, inconsiderate commuter parking has increased on the west side of Worthy Road - particularly in Park Road, Park Close, Courtenay Road, Abbots Road and Abbots Close - which has caused obstructions to buses, refuse collections and significant inconvenience to residents, despite these roads generally being wide enough to accommodate on-street parking. There are typically about 80 cars parked on street that can be directly attributed to commuters.
- 1.2 This situation has led to the Police being called out on numerous occasions to move vehicles and has resulted in the residents petitioning the Council for waiting and parking restrictions to be introduced in Abbots Barton on the west side of Worthy Road.
- 1.3 Due to the issues raised and the potential impact of introducing/extending the residents' permit parking scheme, informal consultation was carried out from April 2014 to determine whether there was sufficient support for such restrictions. Out of 197 properties in the potentially affected area 148 (75%) responded in favour of new restrictions being introduced, with only 2 replies asking for no change. In response to this overwhelming level of support by residents draft plans were produced.
- 1.4 A second informal consultation with detailed draft proposals was carried out from September 2014 to ensure residents were fully aware of the proposed restrictions and their potential impact so that changes could be made prior to any proposed restrictions being formally advertised.
- 1.5 These proposals were revised in line with comments from residents and following confirmation that the revised details were supported by the local City and County Councillors they were formally advertised on 26 November 2014. Appendix A is a plan showing the proposals, and the Statement of Reasons and Schedule sets out details of the restrictions which were proposed (Appendix B).
- 1.6 The formal notices resulted in 48 individual comments comprising 22 objections and 26 responses in support. Appendix C is a summary of the

representations which have been received. All objections came from commuters who park on the roads in the proposal area, whilst those in support of the restrictions are residents or their relatives.

- 1.7 The objectors all commented that they drove in from the north of Winchester and chose to park in this location and walk into Winchester citing that the roads are wide enough to accommodate on-street parking. Furthermore, it reduces traffic in the city centre and, by walking into the city, it is beneficial to their health. They also commented that there are no convenient or cost efficient parking alternatives as the park and ride sites are on the south side of Winchester in addition to which having to pay for parking would have a significant impact on their finances.
- 1.8 The supporters had already raised issues regarding obstructions to buses, refuse lorries and access to their properties, the impact on their community and general safety concerns caused by poor visibility and increased traffic levels in previous correspondence at the informal consultation stages. The majority responding to the formal consultation simply noted their continuing support for the proposed restrictions and looking forward to them being implemented as soon as possible.
- 1.9 During the formal advertising period the Council was informed of errors in the notices whereby Colley Close had been incorrectly referred to as Colley Road in the "Description" table of the Schedules. The Head of Legal and Democratic Services has confirmed that this error would not have resulted in anyone being materially misled and that the errors can be corrected and that the proposal can proceed without the need to re-advertise. These changes will be made when the Order is made, if the recommendation is approved.

#### OTHER CONSIDERATIONS:

#### 2 COMMUNITY STRATEGY AND PORTFOLIO PLANS (RELEVANCE TO):

The proposal is in keeping with the Community Strategy in its attempt to provide a high quality environment & safe and strong communities.

#### 3 RESOURCE IMPLICATIONS:

The cost of implementing the traffic regulation order and associated signs and lining work will be covered by the Traffic Management agreement with Hampshire County Council.

#### 4 RISK MANAGEMENT ISSUES

Risks are fully considered as part of the assessment process of all Traffic Regulation Orders. The changes/issues covered are not believed to represent significant risks. There is a possibility that vehicles will be displaced by the restrictions and will find alternative areas to park on nearby roads.

BACKGROUND DOCUMENTS:

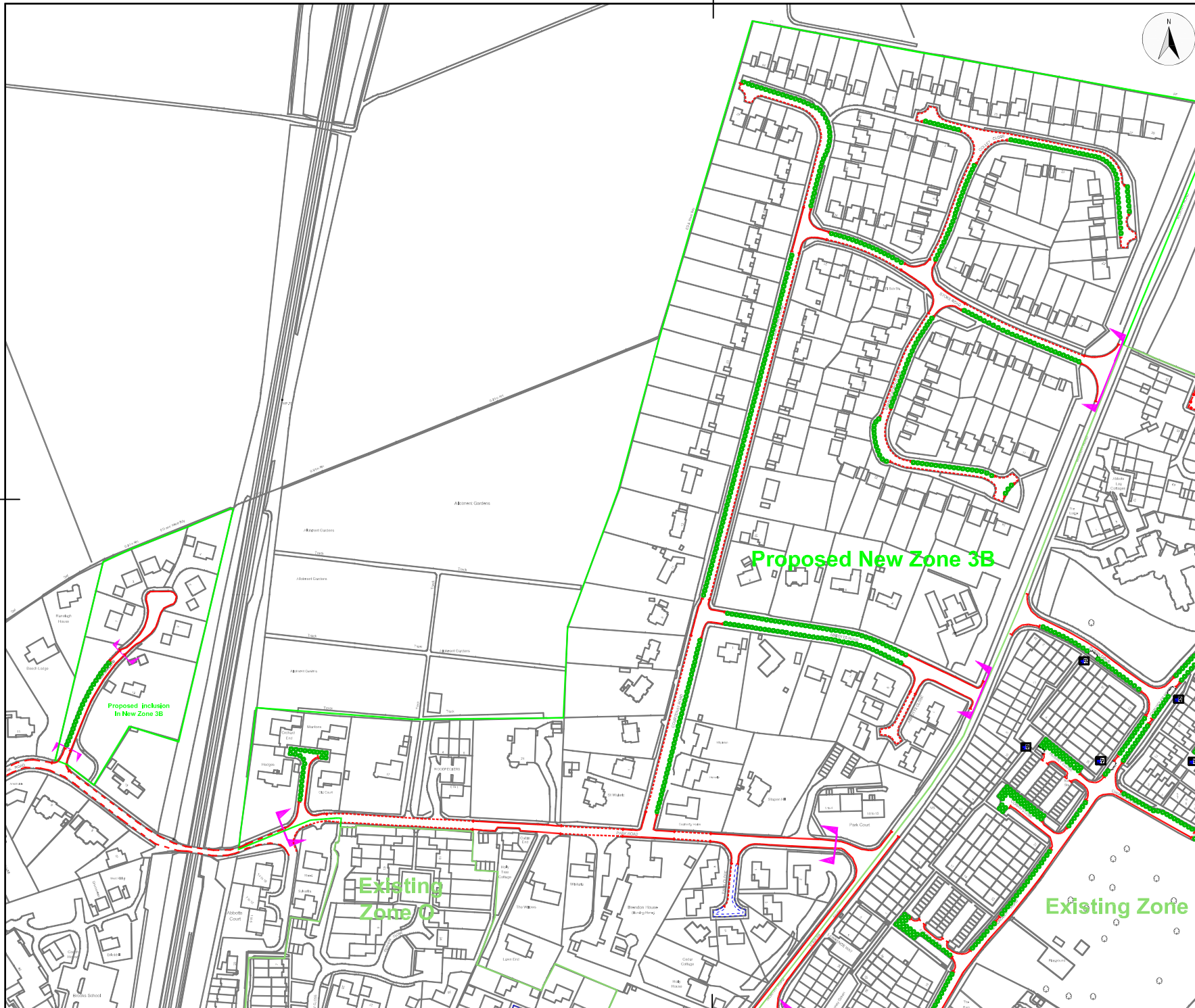
Notice of Proposal 26 November 2014

APPENDICES:

Appendix A – Copy of plan showing extent of proposal (Drawing No. 810402/233/001 Rev D)

Appendix B – Copy of Statement of Reasons and Schedule

Appendix C – Summary of comments received



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NO WAITING AT ANY TIME  
(DOUBLE YELLOW LINES)

NO WAITING 8:00am TO 6:00pm  
MONDAY TO SATURDAY  
(SINGLE YELLOW LINES)

NO WAITING 10:00am TO 4:00pm  
MONDAY TO FRIDAY  
(SINGLE YELLOW LINES)

RESIDENT PERMIT HOLDERS ONLY  
11:00am TO 2:00pm MONDAY TO FRIDAY

1 HOUR LIMITED WAITING PARKING  
WITH PERMIT HOLDERS EXEMPTION  
11:00am TO 2:00pm MONDAY TO FRIDAY

DISABLED BADGE HOLDERS ONLY

START OF EXISTING RESTRICTIONS/  
CONTROLLED PARKING ZONE

D	DVL to Orchard End cut-de-sac switched. Old Gardens added	13/11/14	NVC
C	DVL to Orchard End cut-de-sac switched to west side	12/10/14	NVC
B	Extending days in Colley Close DVL to Orchard End cut-de-sac	16/10/14	NVC
A	Various changes to extent of restrictions and parking bays	18/10/14	NVC
Rev	Description	Date	Drawn

# Winchester

City Council

OPERATIONS GROUP  
BUILT ENVIRONMENT

City Offices  
Colebrook Street  
Winchester,  
SO23 9LJ.

Project: PERMANENT TRAFFIC REGULATION ORDERS

Title: PROPOSED WAITING RESTRICTIONS  
COURTENAY ROAD  
WINCHESTER

Scale: NTS @ A1

Date: 08/08/14

Drawn: MCH

Checked:

DRG. No. 810402/233/001 D

Status:

**PROPOSED VARIATION TO:-**

HAMPSHIRE COUNTY COUNCIL  
ROAD TRAFFIC REGULATION ACT 1984  
THE HAMPSHIRE (VARIOUS ROADS WINCHESTER) (PARKING PLACES AND  
RESTRICTION OF WAITING) (CONTROLLED ZONE) (NO. 3) ORDER 2012

**STATEMENT OF REASONS FOR REVISION:-**

On traffic management and road safety grounds to ensure unobstructed access.

**Existing Items to be Deleted****None****Proposed New Order Items**1 Hour Limited Waiting With Permit Holders Exemption 11:00am to 2:00pm Monday to Friday

Road Name	Side	Description	Area	Zone
ABBOTTS ROAD	BOTH	BETWEEN A POINT 10.6 METRES EAST OF ITS JUNCTION WITH COURTENAY ROAD AND A POINT 48.0 METRES WEST OF ITS JUNCTION WITH WORTHY ROAD.	O	3B
COLLEY CLOSE (SPINE)	EAST	BETWEEN A POINT 12.5 METRES NORTH OF ITS JUNCTION WITH STOKE ROAD AND A POINT 80.0 METRES NORTH OF THAT JUNCTION.	O	3B
COLLEY CLOSE (EASTERN SPUR)	SOUTH	BETWEEN A POINT 11.3 METRES WEST OF ITS JUNCTION WITH COLLEY CLOSE (SPINE) AND A POINT 36.0 METRES WEST OF THAT JUNCTION.	O	3B
COLLEY CLOSE (WESTERN SPUR)	NORTH	BETWEEN A POINT 80.0 METRES EAST AND SOUTH OF ITS JUNCTION WITH COLLEY CLOSE (SPINE) AND A POINT 122.0 EAST AND SOUTH OF THAT JUNCTION.	O	3B
COLLEY CLOSE (WESTERN SPUR)	SOUTH	BETWEEN A POINT 8.5 METRES EAST OF ITS JUNCTION WITH COLLEY ROAD (SPINE) AND A POINT 121.0 METRES EAST AND SOUTH OF THAT JUNCTION.	O	3B
COURTENAY ROAD	EAST	BETWEEN A POINT 10.0 METRES NORTH OF ITS JUNCTION WITH PARK ROAD AND A POINT 3.0 METRES SOUTH OF ITS JUNCTION WITH ABBOTTS ROAD.	O	3B
COURTENAY ROAD	EAST	BETWEEN A POINT 9.5 METRES NORTH OF ITS JUNCTION WITH STOKE ROAD AND A POINT 129.0 METRES NORTH AND WEST OF THAT JUNCTION.	O	3B
COURTENAY ROAD	WEST	BETWEEN A POINT 6.8 METRES NORTH OF ITS JUNCTION WITH ABBOTTS ROAD AND A POINT 12.5 METRES SOUTH OF ITS JUNCTION WITH STOKE ROAD.	O	3B
MANNINGFORD CLOSE (TURNING AREA)	EAST	BETWEEN A POINT 198.0 METRES SOUTH AND EAST OF ITS JUNCTION WITH STOKE ROAD AND A POINT 210.0 METRES SOUTH AND EAST OF THAT JUNCTION.	O	3B
MANNINGFORD CLOSE	NORTH-EAST	BETWEEN A POINT 15.0 METRES SOUTH OF ITS JUNCTION WITH STOKE ROAD AND A POINT 81.0 METRES SOUTH OF THAT JUNCTION.	O	3B
MANNINGFORD CLOSE	NORTH-EAST	BETWEEN A POINT 124.0 METRES SOUTH AND EAST OF ITS JUNCTION WITH STOKE ROAD AND A POINT 175.0 METRES SOUTH AND EAST OF THAT JUNCTION.	O	3B

MANNINGFORD CLOSE	SOUTH-WEST	BETWEEN A POINT 86.0 METRES SOUTH OF ITS JUNCTION WITH STOKE ROAD AND A POINT 116.0 METRES SOUTH OF THAT JUNCTION.	O	3B
OLD GARDENS	NORTH-WEST	BETWEEN A POINT 15.0 METRES NORTH-EAST OF ITS JUNCTION WITH PARK ROAD AND A POINT 75.5 METRES NORTH-EAST OF THAT JUNCTION.	O	3B
PARK ROAD (SPUR)	EAST	BETWEEN A POINT 40.0 METRES NORTH OF ITS JUNCTION WITH PARK ROAD (SPINE) AND A POINT 67.0 METRES NORTH OF THAT JUNCTION – INCLUDING THE TURNING AREA.	O	3B
PARK ROAD (SPUR)	WEST	BETWEEN A POINT 16.5 METRES NORTH OF ITS JUNCTION WITH PARK ROAD (SPINE) AND A POINT 67.0 METRES NORTH OF THAT JUNCTION – INCLUDING THE TURNING AREA.	O	3B
STOKE ROAD	NORTH	BETWEEN A POINT 11.0 METRES EAST OF ITS JUNCTION WITH COURTENAY ROAD AND A POINT 10.0 METRES WEST OF ITS JUNCTION WITH COLLEY CLOSE.	O	3B
STOKE ROAD	SOUTH	BETWEEN A POINT 25.5 METRES WEST OF ITS JUNCTION WITH WORTHY ROAD AND A POINT 11.3 METRES EAST OF ITS JUNCTION WITH MANNINGFORD CLOSE.	O	3B

Permit Holders Only 11:00am to 2:00pm Monday to Friday

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
PARK CLOSE	EAST	BETWEEN A POINT 16.0 METRES SOUTH OF ITS JUNCTION WITH PARK ROAD AND A POINT 47.0 METRES SOUTH OF THAT JUNCTION – INCLUDING THE TURNING AREA.	O	3B
PARK CLOSE	WEST	BETWEEN A POINT 39.6 METRES SOUTH OF ITS JUNCTION WITH PARK ROAD AND A POINT 47.0 METRES SOUTH OF THAT JUNCTION – INCLUDING THE TURNING AREA.	O	3B

No Waiting At Any Time

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
ABBOTTS CLOSE	BOTH	BETWEEN ITS JUNCTION WITH ABBOTTS ROAD AND A POINT 9.0 METRES SOUTH OF THAT JUNCTION.	O	3B
ABBOTTS ROAD	BOTH	BETWEEN ITS JUNCTION WITH COURTENAY ROAD AND A POINT 10.6 METRES EAST OF THAT JUNCTION.	O	3B
ABBOTTS ROAD	BOTH	BETWEEN ITS JUNCTION WITH WORTHY ROAD AND A POINT 48.0 METRES WEST OF THAT JUNCTION.	O	3B
COLLEY CLOSE (SPINE)	BOTH	BETWEEN ITS JUNCTION WITH STOKE ROAD AND A POINT 12.5 METRES NORTH OF THAT	O	3B



		JUNCTION.		
COURTENAY ROAD	BOTH	BEWTEEN ITS JUNCTION WITH PARK ROAD AND A POINT 10.0 METRES NORTH OF THAT JUNCTION.	O	3B
COURTENAY ROAD	BOTH	BETWEEN A POINT 3.0 METRES SOUTH OF ITS JUNCTION WITH ABBOTTS ROAD AND A POINT 6.8 METRES NORTH OF THAT JUNCTION.	O	3B
COURTENAY ROAD	BOTH	BETWEEN A POINT 12.5 METRES SOUTH OF ITS JUNCTION WITH STOKE ROAD AND A POINT 9.5 METRES NORTH OF THAT JUNCTION.	O	3B
MANNINGFORD CLOSE	BOTH	BETWEEN ITS JUNCTION WITH STOKE ROAD AND A POINT 15.0 METRES SOUTH OF THAT JUNCTION.	O	3B
OLD GARDENS	NORTH-WEST	BETWEEN A POINT 75.5 METRES NORTH-EAST OF ITS JUNCTION WITH PARK ROAD AND A POINT 82.0 METRES NORTH-EAST OF THAT JUNCTION.	O	3B
OLD GARDENS	SOUTH-EAST	BETWEEN A POINT 15.0 METRES NORTH-EAST OF ITS JUNCTION WITH PARK ROAD AND A POINT 82.0 METRES NORTH-EAST OF THAT JUNCTION.	O	3B
PARK CLOSE	BOTH	BETWEEN ITS JUNCTION WITH PARK ROAD AND A POINT 16.0 METRES SOUTH OF THAT JUNCTION.	O	3B
PARK ROAD (SPINE)	BOTH	BETWEEN ITS JUNCTION WITH WORTHY ROAD AND A POINT 105.0 METRES WEST OF THAT JUNCTION.	O	3B
PARK ROAD (SPINE)	BOTH	BETWEEN A POINT 132.0 METRES WEST OF ITS JUNCTION WITH WORTHY ROAD AND A POINT 163.0 METRES WEST OF THAT JUNCTION.	O	3B
PARK ROAD (SPINE)	BOTH	BETWEEN A POINT 202.0 METRES WEST OF ITS JUNCTION WITH WORTHY ROAD AND A POINT 258.0 METRES WEST OF THAT JUNCTION.	O	3B
PARK ROAD (SPINE)	NORTH	BETWEEN ITS JUNCTION WITH PARK ROAD (SPUR) AND A POINT 8.0 METRES EAST OF THAT JUNCTION.	O	3B
PARK ROAD (SPUR)	EAST	BETWEEN ITS JUNCTION WITH PARK ROAD (SPINE) AND A POINT 40.0 METRES NORTH OF THAT JUNCTION.	O	3B
PARK ROAD (SPUR)	WEST	BETWEEN ITS JUNCTION WITH PARK ROAD (SPINE) AND A POINT 16.5 METRES NORTH OF THAT JUNCTION.	O	3B
STOKE ROAD	BOTH	BETWEEN ITS JUNCTION WITH COURTENAY ROAD AND A POINT 11.0 METRES EAST OF THAT JUNCTION.	O	3B
STOKE ROAD	BOTH	BETWEEN ITS JUNCTION WITH WORTHY ROAD AND A POINT 25.5 METRES WEST OF THAT JUNCTION.	O	3B
STOKE ROAD	NORTH	BETWEEN A POINT 10.0 METRES WEST OF ITS	O	3B

		JUNCTION WITH COLLEY CLOSE AND A POINT 29.5 METRES EAST OF THAT JUNCTION.		
STOKE ROAD	SOUTH	BETWEEN A POINT 28.0 METRES WEST OF ITS JUNCTION WITH MANNINGFORD CLOSE AND A POINT 11.3 METRES EAST OF THAT JUNCTION.	O	3B

No Waiting 8:00am to 6:00pm Monday to Saturday

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
ABBOTTS CLOSE	BOTH	BETWEEN A POINT 9.0 METRES SOUTH OF ITS JUNCTION WITH ABBOTTS ROAD AND A POINT 44.5 METRES SOUTH OF THAT JUNCTION - INCLUDING THE TURNING AREA.	O	3B
COLLEY CLOSE (SPINE)	EAST	BETWEEN A POINT 80.0 METRES NORTH OF ITS JUNCTION WITH STOKE ROAD AND ITS JUNCTION WITH COLLEY CLOSE (EASTERN SPUR).	O	3B
COLLEY CLOSE (SPINE)	WEST	BETWEEN A POINT 12.5 METRES NORTH OF ITS JUNCTION WITH STOKE ROAD AND ITS JUNCTION WITH COLLEY ROAD (WESTERN SPUR).	O	3B
COLLEY CLOSE (EASTERN SPUR)	NORTH	BETWEEN ITS JUNCTION WITH COLLEY ROAD (SPINE) AND A POINT 42.0 METRES WEST OF THAT JUNCTION - INCLUDING THE TURNING AREA.	O	3B
COLLEY CLOSE (EASTERN SPUR)	SOUTH	BETWEEN ITS JUNCTION WITH COLLEY CLOSE (SPINE) AND A POINT 11.3 METRES WEST OF THAT JUNCTION.	O	3B
COLLEY CLOSE (EASTERN SPUR)	SOUTH	BETWEEN A POINT 36.0 METRES WEST OF ITS JUNCTION WITH COLLEY ROAD (SPINE) AND A POINT 42.0 METRES WEST OF THAT JUNCTION - INCLUDING THE TURNING AREA.	O	3B
COLLEY CLOSE (WESTERN SPUR)	NORTH	BEWTEEN ITS JUNCTION WITH COLLEY ROAD (SPINE) AND A POINT 80.0 METRES EAST OF THAT JUNCTION.	O	3B
COLLEY CLOSE (WESTERN SPUR)	NORTH	BEWTEEN A POINT 122.0 METRES EAST AND SOUTH OF ITS JUNCTION WITH COLLEY ROAD (SPINE) AND A POINT 143.0 METRES EAST AND SOUTH OF THAT JUNCTION – INCLUDING THE TURNING AREA.	O	3B
COLLEY CLOSE (WESTERN SPUR)	SOUTH	BEWTEEN ITS JUNCTION WITH COLLEY ROAD (SPINE) AND A POINT 8.5 METRES EAST OF THAT JUNCTION.	O	3B
COLLEY CLOSE (WESTERN SPUR)	SOUTH	BEWTEEN A POINT 121.0 METRES EAST AND SOUTH OF ITS JUNCTION WITH COLLEY ROAD (SPINE) AND A POINT 125.5 METRES EAST AND SOUTH OF THAT JUNCTION – INCLUDING THE TURNING AREA.	O	3B
COURTENAY ROAD	EAST	BETWEEN A POINT 6.8 METRES NORTH OF ITS	O	3B

		JUNCTION WITH ABBOTTS ROAD AND A POINT 12.5 METRES SOUTH OF ITS JUNCTION WITH STOKE ROAD.		
COURTENAY ROAD	WEST	BETWEEN A POINT 10.0 METRES NORTH OF ITS JUNCTION WITH PARK ROAD AND A POINT 3.0 METRES SOUTH OF ITS JUNCTION WITH ABBOTTS ROAD.	O	3B
COURTENAY ROAD	WEST	BETWEEN A POINT 9.5 METRES NORTH OF ITS JUNCTION WITH STOKE ROAD AND A POINT 113.0 METRES NORTH AND WEST OF THAT JUNCTION – INCLUDING THE TURNING AREA.	O	3B
MANNINGFORD ROAD	NORTH-EAST	BETWEEN A POINT 81.0 METRES SOUTH OF ITS JUNCTION WITH STOKE ROAD AND A POINT 124.0 METRES SOUTH AND EAST OF THAT JUNCTION.	O	3B
MANNINGFORD ROAD	NORTH-EAST	BETWEEN A POINT 175.0 METRES SOUTH AND EAST OF ITS JUNCTION WITH STOKE ROAD AND A POINT 198.0 METRES SOUTH AND EAST OF THAT JUNCTION – INCLUDING THE TURNING AREA.	O	3B
MANNINGFORD ROAD	SOUTH-WEST	BETWEEN A POINT 15.0 METRES SOUTH OF ITS JUNCTION WITH STOKE ROAD AND A POINT 86.0 METRES SOUTH OF THAT JUNCTION.	O	3B
MANNINGFORD ROAD	SOUTH-WEST	BETWEEN A POINT 116.0 METRES SOUTH AND EAST OF ITS JUNCTION WITH STOKE ROAD AND A POINT 204.0 METRES SOUTH AND EAST OF THAT JUNCTION – INCLUDING THE TURNING AREA.	O	3B
PARK CLOSE	WEST	BETWEEN A POINT 16.0 METRES SOUTH OF ITS JUNCTION WITH PARK ROAD AND A POINT 39.6 METRES SOUTH OF THAT JUNCTION.	O	3B
PARK ROAD (SPINE)	BOTH	BETWEEN A POINT 105.0 METRES WEST OF ITS JUNCTION WITH WORTHY ROAD AND A POINT 132.0 METRES WEST OF THAT JUNCTION.	O	3B
PARK ROAD (SPINE)	BOTH	BETWEEN A POINT 163.0 METRES WEST OF ITS JUNCTION WITH WORTHY ROAD AND A POINT 202.0 METRES WEST OF THAT JUNCTION.	O	3B
PARK ROAD (SPINE)	NORTH	BETWEEN A POINT 258.0 METRES WEST OF ITS JUNCTION WITH WORTHY ROAD AND A POINT 8.0 METRES EAST OF ITS JUNCTION WITH PARK ROAD (SPUR).	O	3B
PARK ROAD (SPINE)	SOUTH	BETWEEN A POINT 258.0 METRES WEST OF ITS JUNCTION WITH WORTHY ROAD AND ITS JUNCTION WITH ABBOTTS COURT.	O	3B

**PROPOSED TRAFFIC REGULATION ORDER - COURTENAY ROAD AREA, WINCHESTER****SUMMARY OF RESPONSES TO FORMAL CONSULTATION - 26 NOVEMBER 2014**

Objection	I work in Fulham and trying to support a family on a very basic salary (£18k p.a.). My commute is already fairly tough, and I cannot afford a further £1,000.00 p.a. increase in the cost of my getting to work. The Council appears to be anti commuters. I would not object to the parking restrictions if some sensible (and permanent) alternative could be provided that would not add to my anxiety concerning finances and the lack of time I get to spend with my family. Abbots Road is a wide road, not affected by the parked cars that are there during the working day. The houses are all set off the road and have their own off street parking.
Objection	I park a 25 min walk outside Winchester centre so I have healthy walk into work every day. You are now proposing into forcing me to park in the city centre - causing more congestion, and if I have to pay the very heavy daily rate to park my car I will have to re- think whether I can afford to work in the city centre. The park and ride service into Winchester city centre lies on the south side of the city which would mean I would have to travel to the other side of the Winnall roundabout every morning. I have not been adequately consulted prior to the proposal.
Objection	I am writing to express my frustration at the continual reduction in street / free parking within the city. I currently work part-time on a very low wage and simply cannot afford the £7/day long stay parking which is closest to me. It would not be viable for me to walk from home, but at least I can walk 20 minutes into work to and from my car. Courtney Road & Abbots Road are both wide residential streets; the houses have private driveways and neither are main thoroughfares. The more you squeeze the less well off out of living & working in the Winchester area the more difficult it becomes for the local businesses to find the lower levels of staff that are so important to a local community.
Objection	I am a local resident within the Winchester area and part of a group of commuters who have not been given adequate consultation prior to these proposals. This is effectively forcing us commuters to pay to use council owned car parks in addition to the high costs associated with public transport.
Objection	As a commuter who cannot afford to live in Winchester, such measures would only serve to further financially impact on my already tight budget by being forced to park in Council car parks which are already very expensive for somebody on a low salary. This has been sprung upon us without adequate consultation will make life financially difficult in the long term and certainly restrict my expenditure within local businesses. Public transport is not a viable option as I require my car as part of my daily work.
Objection	I am writing to you as a resident of Winchester who is part of a group of commuters which has not been adequately consulted prior to the proposal. The commuters parking do so out of necessity - there are no other options when coming in from the North. Using the Park & Ride will mean that the time taken to commute to work will be extended by up 30-45 minutes. Alternatives for parking are simply impractical to many commuters.
Objection	I have been frustrated for many years by the lack of suitable park and ride facilities to the north of the city. I have used the existing park and ride but it is not practical. I prefer to combine my journey with a 20 minute walk to and from the office, having parked in a wide and safe residential road where all residents have ample private parking on their drives. The rural bus service is not always reliable and is certainly no more cost effective. If Courtney Road and Abbots Road were narrow, if the parked cars were causing a disturbance, if they were causing accidents, if they were blocking access to residents properties I could understand the need to restrict the area to residents only parking.
Objection	Courtney Road is a wide road when cars are parked on the road it does not obstruct traffic using the road. It gives the options for people who do not wish to negotiate the traffic around the one way system in the centre to park outside and walk in. It also enables people to park who may wish to walk around Barton Farm or walk to Kings Worthy. Most of the houses in that area have driveways so are able to park themselves. Providing people are considerate and do not obstruct driveways etc. I cannot see any problems.
Objection	I have worked in Winchester for many years and parked in Courtenay Road regularly. For the lower paid Winchester workers parking in and around Winchester is a nightmare and turning some suburban streets in to permit only areas is an attack on those of us who can not afford to park in central car

	<p>parks daily or use the park &amp; ride. The houses have substantial off road parking, it is a very wide road, and it does not get congested with cars during the day. The only outcome of permit parking is driving people who need to park in Winchester further out into other narrower streets. Courtenay Road is not a problem area.</p>
Objection	<p>I have not been consulted on this proposal and neither have any of my fellow legitimate road users who park regularly in this vicinity. The blanket imposition of no waiting save for limited residents parking is unnecessary on safety or traffic management grounds. There is no adequate alternative free on street parking within 1.5 miles of the city centre on which commuters may park all day. Winchester city council own and operate all the off street car parks in the city. Therefore the consequence, unintended or not is to force commuters to the city to use these city council owned facilities and to extract a payment for doing so. This is especially true for commuters from the north and east of the city.</p>
Objection	<p>As an infrequent visitor to this part of town, I fail to see the point of imposing time restricted on-street car parking along a series of roads that are at least a mile and a half from Winchester City Centre. All the properties within the Courtenay Road area benefit from driveways and with it significant off-street parking, removing the need for any allocated on-street parking.</p>
Objection	<p>We have not been adequately consulted prior to proposal nor have the council provided alternative free parking area. Why should I as commuter have to be forced to pay to use council owned car parks.</p>
Objection	<p>As a resident of Winchester who is part of a group of commuters which has not been adequately consulted prior to the proposal, effectively forcing me to pay to use council owned car parks, I am objecting to the proposed traffic regulation order to make all of the surrounding streets no waiting zones. I do not believe that this would be a fair and reasonable way to manage the traffic, there is no alternative for some commuters who do not have cheaper facilities such as Park &amp; Ride. I think this would bring more traffic into Winchester which is not the best way to move forward in my opinion.</p>
Objection	<p>I commute into Winchester centre daily. Due to the unreliable and infrequent bus service to Winchester I am forced to drive to work and placing traffic regulations on the surrounding areas would hugely impact my daily life. You are effectively forcing the commuters to pay to use council parking which will deter many, especially due to the lack of consultation to commuters prior to this proposal.</p>
Objection	<p>I am a commuter who is unable to take another form of transport i.e. Cycling &amp; the local bus service is woefully inadequate. This leaves me with no other viable option than to drive to work. Your recent proposals will leave me no other choice than to use council owned car parks, the cost of which would take a massive chunk from my monthly income &amp; may cause me to look for work elsewhere. Additionally the park &amp; ride options would not only give me a journey of more than double the mileage I already do, adding to the pollution that public transport is trying to reduce, but would also require me to add my car to the already busy traffic in the Winchester area.</p>
Objection	<p>I am writing to express my concerns as a resident of Winchester who is part of a group of commuters which has not been adequately consulted prior to the proposal. The proposed measures will effectively force commuters like myself to use council owned car parks which in financial terms means in excess of 1000GBP per annum.</p>
Objection	<p>There has been inadequate consultation. No satisfactory alternative parking provision. An alternative scheme has not been adequately considered or consulted upon. Most if not all residents in the streets affected have ample off street parking. An alternative scheme allowing on street parking but preventing parking obscuring driveways and junctions has not been considered. Such a scheme will meet both residents and commuters needs whilst negating the chance of the very occasional obstruction.</p>
Objection	<p>There are currently no parking issues in our street, there is only occasional parking on the road. We are aware that neighbours have family/children's parties when several cars park in the road at no inconvenience to anyone this they will not be able to do on a Saturday. We understand the reason for imposing these restrictions is complaints from residents nearer Park Road about commuters parking there. If we must have parking restrictions we see absolutely no need for these to be so long and include Saturday's</p>
Objection	<p>The Council has not consulted members of the public who will be directly affected, it has not made any alternative parking provision available, and the extent of the proposed on-street restrictions will apply to an excessively large area. Neither of the two proposed park and ride facilities mentioned in the Council's Parking Strategy are yet operational and, in any event, will be located on the wrong sides of the city for anyone like me. As a part-time employee I find a season ticket charge of almost £800</p>

	excessive and choose to park well out of the city centre in order to benefit from the twenty minute walk at the beginning and end of each working day.
Objection	I believe that I have not been adequately informed of the situation. There is not enough reasonable priced parking around Winchester for commuters and I would like to know what is proposed exactly.
Objection	I often can't park in the city car parks as they are full by late morning. So where exactly am I meant to park? Kings Worthy? Why am I not being consulted? At this rate my business will be done elsewhere.
Objection	This issue has come about from the actions of Winchester City Council from a knock on effect of previous actions. The properties on Courtenay Road and Abbots Road all have private driveways which leads one to assume residents' concerns about parking are merely aesthetic. If there is difficulty with access to their driveways this could easily and cheaply be resolved by painting white lines on the road in front of the driveways as is already implemented at the south end of Courtenay Road.
Support	When buses reach the narrow part of Courtenay Road, cars are parked echelon style and they cannot possibly get through. It is singularly fortunate that we have not had a major emergency during a weekday requiring a fire engine as some day access could prove a problem.
Support	We support the proposed Courtney Road/Abbots Road Parking Restrictions Scheme, as advertised on the Councils website.
Support	In my opinion, the proposals for new waiting provisions in the Courtenay Road area of Winchester will significantly improve the current problematic traffic situation in the area, and I therefore fully support them.
Support	I believe if approved the scheme will bring significant safety and environmental benefits.
Support	We fully support the proposals for parking restrictions in our area.
Support	I live in a relatively narrow residential cul-de-sac within this area. Delivery/refuse vehicles have difficulty passing if there are cars parked in the road. A number of young children live in this close and parking causes danger to them. Parking opposite our drive makes it harder to exit and enter.
Support	We confirm that we are fully in agreement with these proposals.
Support	As a resident of Abbots Road I am writing to support the planned changes to parking restrictions in our area.
Support	Having had a look at the plans they all seem sensible with the majority of roads putting a single yellow line down one side of the road with restricted parking bays on the other. I would only ask for your assurance that the notice marking the bay (which is only a short length anyway) would be as discreet as possible.
Support	For the last year have been unable to park on the road anywhere near our home on weekdays from around 8.30am. Commuters and students use this road as a public car park and the congestion that results has had a real effect on those of us who live here. We have to schedule our lives around when those needing to come to the house might be able to park and getting in and out of the roads is frankly dangerous at times.
Support	My wife and I fully support the above TRO. We feel it is long overdue and the sooner it can be implemented the better.
Support	We are particularly relieved to note that daytime parking is to be restricted to one side only of Courtenay Road, including the section between Park Road and Abbots Road, and that yellow lines will be provided the entire length of Park Road east of the railway bridge. These measures should at last restore a clear run over the full length of Courtenay Road which is particularly critical for busses and emergency vehicles, prevent the all too frequent current obstruction of driveway accesses including our own by inconsiderate daily commuters, and remove the current severe safety hazard to both cars and pedestrians.
Support	You are proposing to put double yellow lines opposite and on either side of junctions, which makes sense, but also note that you only want to put single yellow lines opposite the entrance to Woodpeckers and the allotments on Park Road. I appreciate that the single yellow line restricts parking before 6pm, but parking does occur in this area outside of this time and double yellow lines

	would be better. I do hope you would give consideration to this, but I would otherwise support your proposals.
Support	We support for the latest proposals for parking restrictions in this Order.
Support	Overall your proposals represent a great safety improvement particularly at the very dangerous turn in from the Worthy Rd into Abbots Rd where parking has clogged the turn-in.
Support	I am wholeheartedly in favour of your proposals which I believe will command widespread approval.
Support	I would like to support the proposals for the waiting restrictions. The restrictions will improve the flow and safety of the traffic in this road especially at the junction of this road and Park Road.
Support	I support the current proposal to regulate car parking and waiting in the Courtenay Road area. I am a disabled badge holder and under current conditions visiting relatives is a complicated operation: on weekdays both sides are full of parked cars, probably commuters, my wife often has to disembark me from our car in the middle of the road, or at an awkward distance from the house entrance.
Support	My husband and I have carefully reviewed the above and would like to state on record that they have our full support.
Support	We are very happy with the plans proposed for the above area.
Support	My wife and I were puzzled why it was thought necessary to make the single yellow lines in Colley Close applicable 8am-6pm Monday-Saturday. It would seem quite sufficient to apply the restriction 10am-4pm Monday-Friday.
Support	Thank you for acting regards to the parking problems along Courtenay Road and all neighbouring roads, caused in the main by commuters who refuse to use the Park and Ride scheme. We are very happy with the restrictions that have been proposed for our area of Courtenay Road.
Support	I confirm that my wife and I approve of the proposal for the parking and waiting restrictions for the Courtenay Road area in Winchester.
Support	I am in complete agreement with the parking proposals for the Courtenay Road/Abbots Road Areas.
Support	We hope that the proposed restrictions can be carried out as quickly as possible so we are able once again to enjoy our Road without the hassle of all the parked cars, some of them inconsiderately or illegally parked for long periods.
Support	I agree that these measures are now needed to stop commuter parking becoming more of an issue for this area. One of the main reasons is that parking charges in Winchester are expensive/prohibitive for some commuters and there is no Park and Ride facility to the North of the City.