



Decision Maker	Councillor Tod (Cabinet Member for Service Quality & Transformation), in the absence of Cllr Murphy, Cabinet Member for Environment)
Date and Time	Monday, 13th January, 2020 at 10.00 am.
Venue	Walton Suite, Winchester Guildhall

AGENDA

PROCEDURAL ITEMS

1. Disclosure of Interests

To receive any disclosure of interests from Members and Officers in matters to be discussed.

Note: Councillors are reminded of their obligations to declare disclosable pecuniary interests, personal and/or prejudicial interests in accordance with legislation and the Council's Code of Conduct.

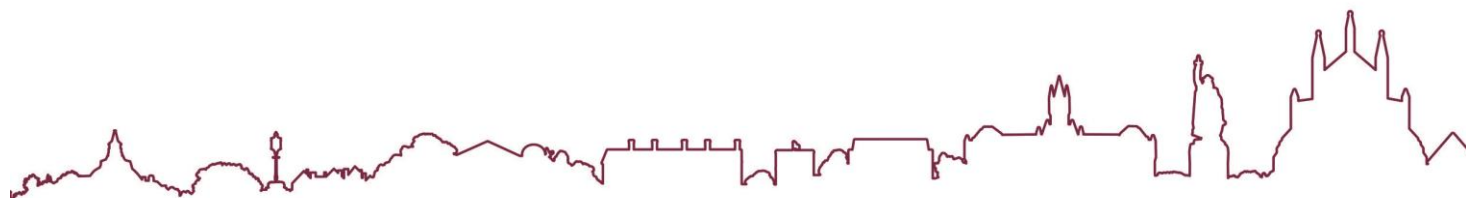
BUSINESS ITEMS

2. Public Participation

– to note the names of members of the public wishing to speak on items for decision

Note: members of the public wishing to speak about a particular agenda item are required to register three working days in advance if they wish to speak at a Cabinet Member Decision Day. Representations from the public will normally be taken during the appropriate item (after the Cabinet Member's introduction (and any comments from the leading officer) and before representations from visiting councillors.

Members of the public and visiting councillors may speak at decision days on a specific item due for decision, provided they have registered to speak three working days in advance. Please contact Democratic Services by close of play on **Tuesday 7 January 2020** via democracy@winchester.gov.uk or (01962) 848 264 to register to speak and for further details.



3. **Visiting Councillors Representation**

To note any request from visiting councillors to make representations on an item for decision.

Note: Councillors wishing to speak about a particular agenda item are required to register three working days in advance if they wish to speak at a Cabinet Member Decision Day. Councillors will normally be invited to speak during the appropriate item (after the Cabinet Member's introduction (and any comments from the leading officer) and any public participation).

4. **Highcliffe Parking Restrictions** (Pages 5 - 68)

5. **Garrison Ground - Dedication of Land to Fields in Trust** (Pages 69 - 74)

Lisa Kirkman
Strategic Director: Resources and Monitoring Officer

Members of the public are able to easily access all of the papers for this meeting by opening the QR Code reader on your phone or tablet. Hold your device over the QR Code below so that it's clearly visible within your screen and you will be redirected to the agenda pack.



Friday, 3 January 2020

Agenda Contact: Nancy Graham, Senior Democratic Services Officer
01962 848 235, ngraham@winchester.gov.uk

**With the exception of exempt items, Agenda, reports and previous minutes are available on the Council's Website www.winchester.gov.uk*

Public Participation and representations from visiting councillors

Members of the public and visiting councillors (ie any Winchester City Councillor other than the Cabinet Member making the decision) can speak at decision days on a specific item due for decision. Both members of the public and visiting councillors will be required to register to speak three working days in advance (NB working days excludes weekend and public holidays).

Representations from members of the public will be limited to a maximum of 3 minutes, subject to a maximum 15 minutes set aside for all questions and answers per Cabinet Member Decision Day. No public speaking will be permitted on the same or similar topic within a period of six months.

Representations from visiting councillors will be limited to a maximum of 5 minutes each per decision item.

Filming and Broadcast Notification

This meeting may be recorded and broadcast live on the Council's website. The meeting may also be recorded and broadcast by the press and members of the public – please see the Access to Information Procedure Rules within the Council's Constitution for further information, which is available to view on the [Council's website](#).

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DD2

DECISION TAKER: CLLR TOD (CABINET MEMBER FOR SERVICE QUALITY & TRANSFORMATION), ON BEHALF OF CLLR MURPHY (CABINET MEMBER FOR ENVIRONMENT)

REPORT TITLE: HIGHCLIFFE PARKING RESTRICTIONS

13 JANUARY 2020

Contact Officer: Andy Hickman Tel No: 01962 848105 Email
ahickman@winchester.gov.uk

WARD(S): ST MICHAELS

PURPOSE

This report is to provide the necessary information for the Cabinet Member for Environment to make a decision on the Traffic Regulation Order proposals for the Highcliffe area of Winchester.

RECOMMENDATIONS:

1. The revised proposal for changes to waiting and parking restrictions in the existing Zone X be introduced as detailed in Appendix 8 to this report.
2. The proposal for introducing waiting and parking restrictions in the proposed new Zone X2 be withdrawn.
3. The proposal for introducing waiting and parking restrictions in the proposed new Zone X3 be withdrawn and new proposals for double yellow lines be pursued.
4. In the event that recommendations 1 to 3 above are agreed that the traffic flow and parking within and within proximity to the area of the amended Traffic Regulation Order(s) be monitored, including in respect of bus service operations through the area.
5. The Service Lead - Legal be authorised to make the Order as set out in the revised Traffic Regulation Order Schedule set out in Appendix 8.

IMPLICATIONS:

1 COUNCIL STRATEGY OUTCOME

- 1.1 This proposal is in keeping with the draft Council Plan in attempting to improve traffic management, road safety and the environment.

2 FINANCIAL IMPLICATIONS

- 2.1 The cost of implementing the proposal will be funded through the Traffic Management Agency Agreement with Hampshire County Council.
- 2.2 The cost of enforcement will be covered by existing parking office staff. There may be additional enforcement costs depending on the demand for enforcement of the Sunday residents permit parking restrictions. These restrictions are expected to be largely self-enforcing and existing staff should be able to manage this, however this will be monitored and reviewed if problems or significant complaints occur.

3 LEGAL AND PROCUREMENT IMPLICATIONS

- 3.1 The Road Traffic Regulation Act 1984 enables a local authority to make orders in respect of parking controls for on-street and off-street parking inclusive of the ability to designate paying parking places. In the making of such an Order under the Road Traffic Regulation Act 1984 the Council must consider the interests of traffic, owners and occupiers of adjoining properties, and in particular, the need for maintaining free movement of traffic, the need for maintaining reasonable access to premises and the extent to which off-street parking is available in the neighbourhood.
- 3.2 The making of such a Road Traffic Order must comply with the procedure set out in the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996, which includes consultation and publication of the Order and consideration any objections received as a result of this process before deciding whether or not to make the Order.
- 3.3 Under these regulations a public inquiry is required if the proposal relates to the prohibition of loading and unloading of vehicles of any class in a road on any day of the week (i) at all times, (ii) before 0700, (iii) between 1000 and 1600 hours, or (iv) after 1900 hours and an objection has been made to the proposed order; or the order relates to the prohibition or restriction of passage of public service vehicles. As the proposals contained in this report do not fall into either of these categories, a public inquiry is not obligatory under the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996 if objections are received.

4 CONSULTATION AND COMMUNICATION

- 4.1 An area wide informal consultation was carried out with details sent to all residents in the Highcliffe/Zone X area. Area covered and copy of the letter sent is attached as Appendix 1.
- 4.2 Informal consultation results showed that there was significant support in the Highcliffe area for revised restrictions in the existing Zone X area and that there was sufficient support for new restrictions to be consulted on in the areas not currently included in the permit parking scheme.
- 4.3 The results were discussed with the Councillors for the area covered and initial proposals drafted.
- 4.4 A meeting of Highcliffe Community Forum was attended by Officers and all respective WCC and HCC Councillors for the area where the initial proposals were discussed. The proposals were generally well received although some comments were made which were subsequently incorporated in revised proposals.
- 4.5 The amended proposals were taken forward for comment by the local Members and supported by Councillors, the Head of Parking and the Police to proceed formally.
- 4.6 The proposed changes were advertised for formal comment on 10 April 2019. All residents in the area of the proposals were written to directly. Notices were posted on street throughout the whole Highcliffe area covered by the proposed changes, published in the Mid Hants Observer, placed on the Council's website and held on deposit in the City Office reception. All residents were also written to directly notifying them of the proposals. 36 responses were received in relation to the proposals, together with a 99 signature petition objecting to the proposed changes for Zone X2.
- 4.7 Summary of the representations and petition received are included as Appendix 5.

5 ENVIRONMENTAL CONSIDERATIONS

- 5.1 The proposal seeks to address existing parking issues for residents as well as mitigate potential problems with patrons of the new leisure centre development who many choose not to use the parking facilities at the leisure centre or the existing park and ride car parks.

6 RISK MANAGEMENT

- 6.1 See table below:

Risk	Mitigation	Opportunities
<i>Property</i>	N/A	N/A
<i>Community Support</i>	N/A	N/A
<i>Timescales</i> <i>Delayed timescale could increase the likelihood of more complaints – tie in with virtual permit scheme implementation to avoid unnecessary complications with issuing paper permits followed very shortly by new system.</i>	Introduction of restrictions should reduce complaints resulting from potential new and/or displaced parking caused by the new leisure centre.	
<i>Project capacity</i>	N/A	N/A
<i>Financial / VfM</i>	See comments in main report.	
<i>Legal</i> <i>Judicial review of the Orders on the basis of incorrect procedures.</i>	Correct Statutory processes have been followed.	Introduction of Orders should increase the free flow of traffic within the relevant areas.
<i>Innovation</i>	N/A	N/A
<i>Reputation</i> <i>Potential parking and access problems caused by new leisure centre need to be addressed in advance of the leisure centre opening</i>	The introduction of restrictions should mitigate complaints.	
<i>Other</i>		

7 OTHER KEY ISSUES

- 7.1 Workforce implications - enforcement of restrictions will be covered by existing parking office staff. Sunday restrictions may result in increased enforcement expectations which may need to be reviewed if problems or significant complaints occur.

8 SUPPORTING INFORMATION:

- 8.1 For a number of years there have been a small number of complaints from residents of the Highcliffe area regarding commuter parking in the areas outside the permit zone as well as some complaints from residents in the controlled area following the opening of the sports stadium due to parking outside the restriction times and especially on Sundays.

- 8.2 A request to review the restrictions in the Highcliffe area had been on file for some time, however with the approval of the new leisure centre complex residents' concerns were greater and it was evident that new restrictions needed to be investigated. This was confirmed by a petition received signed by 162 residents requesting restrictions to be extended to include Sunday.
- 8.3 In line with normal TRO practise an area-wide informal consultation was carried out to establish whether there would be sufficient support from residents to pursue changes/new restrictions. See Appendix 1.
- 8.4 The consultation showed an overwhelming support for the restrictions in the existing Zone X area to be extended to 10pm and for the restrictions to be 7 days a week and include Sunday.
- 8.5 The results for the other areas of Highcliffe (proposed new Zones X2 and X3) were not as clear cut, but they did show a reasonable level of support. The results were discussed with the local Councillors who supported restrictions being advertised for the whole area. This would also address concerns regarding displaced parking and ensure the entire community was aware of the potential impact of the revised restrictions and cover any potential future complaints that the Council had not consider the impact of any small changes on the area as a whole.
- 8.6 More detailed draft proposals and plans were subsequently prepared and circulated to the local Councillors for further comments.
- 8.7 These draft proposals were also presented to a meeting of the Highcliffe Community Forum where additional comments were made which were again taken into account and amendments made accordingly.

Details of Proposal

- 8.8 The finalised proposals for the respective Zones X, X2 and X3 were submitted to Councillors, the Police and Head of Parking and CCTV for their approval to proceed formally, which was duly confirmed by all parties.
- 8.9 The proposals were advertised on 10 April 2019. Notices were posted on street in the immediate vicinity of the proposed changes, published in the Mid Hants Observer, placed on the Council's website and held on deposit in the City Office reception. All residents were also notified in writing of the proposal. See appendices 2, 3 and 4.

Responses to Formal Consultation

- 8.10 36 replies were received comprising 24 objections, 9 in support and 3 comments/questions. In addition to the individual replies a 99 signature petition against any restrictions being introduced in the suggested Zone X2 area was also received. See Appendix 5.

- 8.11 A further petition from 36 residents in Zone X2 in support of restrictions was received after the formal consultation deadline. This has been taken into account in the recommendations in the conclusion.
- 8.12 The main issues raised in the formal consultation were in relation to the impact of overspill parking from the new Leisure Centre which have been addressed by extending restrictions until 10pm. There was some support for extending the existing parking zone area but there were also some objections and overall it was felt that the proposal should be amended to remove the proposed extensions. This approach is supported by Ward Councillors.

Conclusion/Recommendations

- 8.13 The results of the formal consultation were circulated to all Councillors for the area and a meeting held to discuss and debate the options available. See Appendix 6.
- 8.14 It was agreed that revised restrictions should be introduced in Zone X to extend the permit parking restrictions to include Sunday, but to keep the existing single yellow line restrictions for the Canute Road area to provide flexibility for residents to park outside the restriction times for those without entitlement to permits and for other residents who use these areas due to the limited availability of permit parking space.
- 8.15 Revised proposals taking into account representations for Zone X. These effectively resolve the objections relating to the proposed restrictions for this location. See Appendix 7 and 8.
- 8.16 It was agreed not to introduce any new restrictions in the suggested Zone X2 area. This will resolve all objections received and the petition. This is contrary to the responses to the informal consultation, especially the replies from Nelson Road where restrictions were supported, but it is not practical to have an isolated island zone just for Nelson Road residents as this would create more problems than it would solve as there is not sufficient road space to accommodate all residents of Nelson Road to park their vehicles in Nelson Road alone.
- 8.17 It was agreed not to introduce permit holder restrictions for the suggested Zone X3 area, although it was agreed to pursue the introduction of new double yellow line restrictions on the north side of Petersfield Road to address the issues of visibility and access. This resolves the objections received, whilst proposed restrictions will ensure clear visibility and remove any potential obstructions.
- 8.18 It must also be noted that without restrictions being introduced in the Highcliffe area as a whole the Petersfield Road/Chalk Ridge location in isolation does not comply with the County's criteria for a residents permit scheme to be implemented as all properties have off street parking.

9 OTHER OPTIONS CONSIDERED AND REJECTED

9.1 See summary above.

BACKGROUND DOCUMENTS:-

Previous Cabinet/Committee Reports or Cabinet Member Decisions:-

None

Other Background Documents:-

None

APPENDICES:

Appendix 1 – Copy of residents' Informal consultation letter

Appendix 2 – Copy of residents' Formal consultation letter

Appendix 3 – Plans of Proposals as advertised

Appendix 4 – Schedules of Proposals as advertised

Appendix 5 – Summary of Representations received to Formal Consultation

Appendix 6 – Notes of meeting with Councillors

Appendix 7 – Plan of Revised Proposals (Zone X only)

Appendix 8 – Schedule of Revised Proposals (Zone X only)

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The Occupier
File / Councillors copy

Your Ref:
Our Ref: 810402-396
Enq to: Neville Crisp
Direct Line: 01962 848484
Email: ncrisp@winchester.gov.uk

28 September 2018

Dear Sir or Madam,

REVISION/EXTENSION OF PARKING AND WAITING RESTRICTIONS – HIGHCLIFFE, WINCHESTER

The Council has been asked to review the extent and times of the parking and waiting restrictions in Highcliffe, Winchester with the aim of controlling inconsiderate commuter parking and to help maintain clear access for all vehicles. Details of the typical options are enclosed together with a summary of the current costs for permits, etc.

It is not practical at this stage to detail the locations of possible parking bays as this will depend to some extent on the resident's responses, but the Council will endeavour to include the maximum area of on-street parking bays and the minimum of yellow lines whilst ensuring clear access is maintained. If there is support for new restrictions then detailed proposals will be drawn up for further consideration and formal consultation.

If an extension of the permit parking scheme is proposed it does not mean that residents will necessarily need to buy permits. For example if you have sufficient off-street parking to accommodate your own vehicles and those of your visitors during the hours when the restrictions apply you might not need to park on the road and therefore not chose to buy a permit.

Please note that due to the Council's policy for changing restrictions relating to the residents permit parking scheme it is essential that a reasonable majority of residents are shown to be in favour of the proposed changes before the Council will proceed with formally advertising any proposals. If the Council receives a significant number of objections to new waiting restrictions being introduced the decision to pursue any changes will need to be reviewed. It is therefore very important that you make your views known by completing and returning the enclosed form or responding on line.

Can you please return the form no later than Friday 2nd November 2018.

If you have any further questions regarding this please do not hesitate to contact me.

Yours faithfully

Neville Crisp
Traffic Engineer

cc Councillors Burns, Hiscock, Murphy & Warwick

Please return this form to:

File Ref: 810402-396

Engineering & Transport
Winchester City Council
City Offices
Colebrook Street
WINCHESTER
SO23 9LJ

or

email your response to:-
engineering@winchester.gov.uk

or

reply on line at:-
<https://winchester.citizenspace.com/>

F.A.O. Mr Neville Crisp

PARKING AND WAITING RESTRICTIONS – HIGHCLIFFE, WINCHESTER

My preferred option is *

- A** **Parking Restrictions '8 am to 10 pm Monday to Saturday permit holders only' bays and new single/double yellow lines to infill between bays and at junctions.**
- B** **Parking Restrictions '2 hours limited waiting 10 am to 4 pm Monday to Friday with permit holder exemption' bays and new single/double yellow lines to infill between bays and at junctions.**
- C** **New double yellow lines at junctions/bends ONLY.**
- D** **No change.**

* Please circle your preferred option/delete others.

Address _____

Name _____

Signed _____

If you would like to suggest another choice or have any other comments please write them overleaf.

Any personal information that you supply in this survey will only be used to enable Winchester City Council, on behalf of Hampshire County Council as highway authority, to process your request. Further information about how Winchester City Council uses personal information can be found on our website. Once the consultation has been concluded any personal information will be destroyed within 1 year of the end date.

We will not share your details with any third parties other than Hampshire County Council, as highway authority, at their request.

SOME OF YOUR QUESTIONS ANSWERED

What are parking and waiting restrictions and why are they needed?

The only way the Council can control parking on the road is to put down yellow lines and/or mark out parking bays. Without these restrictions in place anyone is entitled to park on the highway provided their vehicle is legal and that they are not causing an obstruction or hazard to other road users. Typical restrictions are:-

- **Yellow lines** These tell people where they are not allowed to park their cars. A single yellow line means that no one can park there during the hours noted. Double yellow lines mean that no one can park at any time. The restrictions apply to the whole of the Highway and include the grass verges and footways if present.

Please note that yellow lines do not usually prevent motorists from stopping to load/unload provided it is safe to do so.

- **Permit holder parking bays** These show where you can park provided you display a valid permit and as long as you do not block drives or kerbs that have been lowered for prams and wheelchairs.
- **Shared use bays** These are the same as permit holder parking bays except that anyone can use the bay for a specified period without displaying a permit. These bays enable visitors to stop for limited periods without the need for a permit.

Will there be any signs?

There may be signs needed adjacent to single yellow lines to indicate the times the restriction is in force. Double yellow lines do not require signs unless there are also loading restrictions in place. There would need to be signs adjacent to the parking bays to tell motorists who can park and for how long.

What is meant by "permit holder parking"?

Each household can apply for 2 permits for their own cars, as well as 2 visitor's permits. You don't have to own a car to have a permit for your visitors. Permits cost £22 a year for the first permit and subsequent permits are £70 to a maximum of 4 permits per household. *(Please note that this cost is reviewed periodically and may change)*

Residents will also be able to purchase books of scratchcard visitor permits at £13 per book of ten. Limited to two books of 10 per year.

Permits are also available for businesses, etc. Full details are available on the Council's web site.

Why does the Council have to charge for permits?

The permit fees cover the cost of administering and enforcing the scheme. The overall scheme is budgeted to be cost neutral and not to make a profit with the permit fee charges set accordingly.

More information can be found on the Council's website – www.winchester.gov.uk/parking

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The Occupier

Your Ref:
Our Ref:810402-396
Enq to:Neville Crisp
Direct Line: 01962 848484
Email: ncrisp@winchester.gov.uk

10 April 2019

Dear Sir or Madam,

REVISION / EXTENSION OF PARKING AND WAITING RESTRICTIONS – HIGHCLIFFE, WINCHESTER

The results of the informal consultation carried out last year showed that there was significant support from residents of Highcliffe for changes to the existing restrictions as well as the introduction of additional waiting restrictions including an extension of the residents permit parking scheme.

The details of the consultation have been discussed with the local Councillors and summarised at the meeting of the Highcliffe Community Forum in January and I am now writing to inform you that the Council is now proposing to take this forward formally.

The overall extent of the proposed changes are shown on the enclosed plan which includes changing the existing Zone X permit parking restrictions to include Sunday, a new permit holders zone (Zone X2) for eastern Highcliffe (Fivefields Rd, Gordon Ave, etc) and 2 hour limited waiting restrictions with permit holder exemption (new Zone X3) for the Petersfield Road / Chalk Ridge area.

More detailed plans are available to view on reception at the City Council Offices or on the Council's website here:-

<http://www.winchester.gov.uk/roads-highways/traffic-regulation-orders/>

The proposal is currently being advertised with formal comments to be received in writing by 10th May 2019.

Comments to be sent in writing to:-

or by email to:-

Mrs L Hall
Legal Services Manager
Winchester City Council
City Offices
Colebrook Street
WINCHESTER
SO23 9LJ

tro@winchester.gov.uk

I trust this is of use.

Yours faithfully



Neville Crisp
Traffic Engineer

cc Councillors Ashton, Mather, Murphy, Warwick & Hiscock

SOME OF YOUR QUESTIONS ANSWERED

What are parking and waiting restrictions and why are they needed?

The only way the Council can control parking on the road is to put down yellow lines and/or mark out parking bays. Without these restrictions in place anyone is entitled to park on the highway provided their vehicle is legal and that they are not causing an obstruction or hazard to other road users. Typical restrictions are:-

- **Yellow lines** These tell people where they are not allowed to park their cars. A single yellow line means that no one can park there during the hours noted. Double yellow lines mean that no one can park at any time. The restrictions apply to the whole of the Highway and include the grass verges and footways if present.

Please note that yellow lines do not usually prevent motorists from stopping to load/unload provided it is safe to do so.

- **Permit holder parking bays** These show where you can park provided you display a valid permit and as long as you do not block drives or kerbs that have been lowered for prams and wheelchairs.
- **Shared use bays** These are the same as permit holder parking bays except that anyone can use the bay for a specified period without displaying a permit. These bays enable visitors to stop for limited periods without the need for a permit.
- **Parking zones** These areas will have signs at the entry point(s) indicating the restrictions in place but do not have parking bays marked on the road as the restrictions will apply to the whole area. There may be additional 'repeater' signs within the zone to help inform motorists that restrictions are in force.

Will there be any signs?

There may be signs needed adjacent to single yellow lines to indicate the times the restriction is in force. Double yellow lines do not require signs unless there are also loading restrictions in place. There would need to be signs adjacent to marked parking bays to tell motorists who can park and for how long.

What is meant by "permit holder parking"?

Each household can apply for 2 permits for their own cars, as well as 2 visitor's permits. You don't have to own a car to have a permit for your visitors.

Residents will also be able to purchase books of scratchcard visitor permits at £13 per book of ten. Limited to two books of 10 per year.

Permits are also available for businesses, etc. Full details are available on the Council's web site.

Why does the Council have to charge for permits?

The permit fees cover the cost of administering and enforcing the scheme. The overall scheme is budgeted to be cost neutral and not to make a profit with the permit fee charges set accordingly.

Permits currently cost £22 a year for the first permit and subsequent permits are £70 to a maximum of 4 permits per household.

Please note that this cost is reviewed periodically and may change, especially if the Parking Agency Agreement between HCC and WCC is changed. This is likely to happen in 2020 and may result in a full cost recovery scheme where the permit fees would be set to also include the cost of installing and maintaining the associated signs and lines. The cost of the permits will therefore almost certainly increase substantially, current estimates put the likely cost for all permits at roughly £50 each.

More information can be found on the Council's website – www.winchester.gov.uk/parking

April 2019



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KEY

- NO WAITING AT ANY TIME
(DOUBLE YELLOW LINES)
- PERMIT HOLDERS ONLY
8AM TO 10PM INCLUDING
SUNDAYS
(PARKING BAYS)
- 2 HOUR LIMITED WAITING
8AM TO 10PM INCLUDING
SUNDAYS - WITH PERMIT
HOLDERS EXEMPTION
(PARKING BAYS)
- NO STOPPING EXCEPT BUSES
(BUS STOP CAGE)
- NO STOPPING ON
ENTRANCE MARKINGS
(SCHOOL KEEP CLEAR
ZIG-ZAGS)

Rev.	Description	Date	Drawn



SERVICE DELIVERY
REGULATORY
City Offices
Colebrook Street
Winchester,
SO23 9LJ.

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Project: TRAFFIC ORDERS
PERMANENT

Title: HIGHCLIFFE AREA REVIEW
EXISTING ZONE X AREA
PROPOSED RESTRICTIONS

Scale: NTS		Date: 06/03/2019
Drawn: NYC	CAD:	Checked:
DRG. No. 810402/396/003		Status: P

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KEY

NO WAITING AT ANY TIME
(DOUBLE YELLOW LINES)

PERMIT HOLDERS ONLY
8AM TO 6PM - MONDAY TO
SATURDAY
(ZONE - NO MARKED
PARKING BAYS)

Rev.	Description	Date	Drawn
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Winchester
City Council

SERVICE DELIVERY
REGULATORY
City Offices
Colebrook Street
Winchester,
SO23 9LJ.

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Project:
TRAFFIC ORDERS
PERMANENT

Title:
HIGHCLIFFE AREA REVIEW
NEW ZONE X2 AREA
PROPOSED RESTRICTIONS

Scale: NTS		Date: 06/03/2019	
Drawn: NYC	CAD:	Checked:	
DRG. No. 810402/396/004	Status: P		

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- KEY**
- NO WAITING AT ANY TIME
(DOUBLE YELLOW LINES)
 - 2 HOURS LIMITED WAITING -
10AM TO 4PM - MONDAY TO
SATURDAY WITH PERMIT
HOLDERS EXEMPTION
(ZONE - NO MARKED
PARKING BAYS)

Rev.	Description	Date	Drawn
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Winchester
City Council

SERVICE DELIVERY
REGULATORY
City Offices
Colebrook Street
Winchester,
SO23 9LJ.

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Project:
TRAFFIC ORDERS
PERMANENT

Title:
HIGHCLIFFE AREA REVIEW
NEW ZONE X3 AREA
PROPOSED RESTRICTIONS

Scale: NTS		Date: 06/03/2019
Drawn: NYC	CAD:	Checked:
DRG. No. 810402/396/005	Status: P	

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PROPOSED VARIATION TO:-

HAMPSHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE HAMPSHIRE (VARIOUS ROADS, WINCHESTER)
(PARKING PLACES AND RESTRICTION OF WAITING)
(CONTROLLED ZONE) (CONSOLIDATION) ORDER 2010

and

THE HAMPSHIRE (VARIOUS ROADS, WINCHESTER)
(PARKING PLACES AND RESTRICTION OF WAITING)
(CONTROLLED ZONE) (CONSOLIDATION) ORDER 2010
(VARIATION NO. 28) ORDER 2015

STATEMENT OF REASONS FOR REVISION:-

The proposals are to address issues of visibility and obstruction. There is significant pressure for on-street parking which is exacerbated by commuter parking, consequently the extension and introduction of the waiting restrictions should help control the existing and future parking issues and resolve existing and possible future access problems.

ORDER

HAMPSHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE HAMPSHIRE (VARIOUS ROADS, WINCHESTER) (PARKING PLACES AND RESTRICTION OF WAITING) (CONTROLLED ZONE) (CONSOLIDATION) ORDER 2010

and

THE HAMPSHIRE (VARIOUS ROADS, WINCHESTER) (PARKING PLACES AND RESTRICTION OF WAITING) (CONTROLLED ZONE) (CONSOLIDATION) ORDER 2010 (VARIATION NO. 12) ORDER 2012

EXISTING ITEMS TO BE DELETED

SCHEDULE I Pt II

Permit Holders Only 8:00am to 6:00pm Monday to Saturday

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
DELL ROAD	NORTH	BETWEEN A POINT 13.3 METRES EAST OF ITS JUNCTION WITH VALE ROAD AND A POINT 63.4 METRES EAST OF THAT JUNCTION.	O	X
DELL ROAD	SOUTH	BETWEEN A POINT 10.8 METRES EAST OF ITS JUNCTION WITH VALE ROAD AND A POINT 55.6 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	SOUTH	BETWEEN A POINT 115.9 METRES EAST OF ITS JUNCTION WITH BAR END ROAD AND A POINT 154.9 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	SOUTH	BETWEEN A POINT 56.8 METRES EAST OF ITS JUNCTION WITH BAR END ROAD AND A POINT 104.9 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	SOUTH	BETWEEN A POINT 16.3 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 81.0 METRES WEST OF THAT JUNCTION.	O	X
MILLAND ROAD	SOUTH	BETWEEN A POINT 102.9 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 134.4 METRES WEST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN A POINT 37.4 METRES EAST OF ITS JUNCTION WITH PORTAL ROAD AND A POINT 62.1 METRES EAST OF THAT JUNCTION.	O	X

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
MILLAND ROAD	NORTH	BETWEEN A POINT 10.1 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 58.1 METRES WEST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN A POINT 147.4 METRES EAST OF ITS JUNCTION WITH PORTAL ROAD AND A POINT 175.1 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN A POINT 92.2 METRES EAST OF ITS JUNCTION WITH PORTAL ROAD AND A POINT 122.5 METRES EAST OF THAT JUNCTION.	O	X
PORTAL ROAD	WEST	BETWEEN A POINT 15.1 METRES NORTH OF ITS JUNCTION WITH MILLAND ROAD AND A POINT 9.7 METRES WEST OF ITS JUNCTION WITH VALE ROAD.	O	X
PORTAL ROAD	EAST	BETWEEN A POINT 15.2 METRES NORTH OF ITS JUNCTION WITH MILLAND ROAD AND A POINT 53.8 METRES NORTH OF THAT JUNCTION.	O	X
PORTAL ROAD	EAST	BETWEEN A POINT 78.5 METRES NORTH OF ITS JUNCTION WITH MILLAND ROAD AND A POINT 9.5 METRES WEST OF ITS JUNCTION WITH VALE ROAD.	O	X
VALE ROAD	NORTH-WEST	BETWEEN A POINT 13.5 METRES NORTH-WEST OF ITS JUNCTION WITH MILLAND ROAD AND A POINT 9.8 METRES SOUTH-WEST OF ITS JUNCTION WITH PORTAL ROAD.	O	X
VALE ROAD	NORTH-EAST	BETWEEN A POINT 20.7 METRES NORTH-WEST OF ITS JUNCTION WITH MILLAND ROAD AND A POINT 11.0 METRES SOUTH-EAST OF ITS JUNCTION WITH DELL ROAD.	O	X
VALE ROAD	NORTH-WEST	BETWEEN A POINT 9.4 METRES NORTH-WEST OF ITS JUNCTION WITH PORTAL ROAD AND A POINT 9.5 METRES SOUTH-EAST OF ITS JUNCTION WITH ST CATHERINES ROAD.	O	X

SCHEDULE 1 Pt III

2 Hours Limited Waiting with Permit holders Exemption 8:00am to 6:00pm Monday to Saturday

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
ST CATHERINES ROAD	NORTH	BETWEEN A POINT 9.6 METRES EAST OF ITS JUNCTION WITH CANUTE ROAD AND A POINT 41.8 METRES EAST OF THAT JUNCTION.	O	X
ST CATHERINES ROAD	NORTH	BETWEEN A POINT 9.3 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 62.9 METRES WEST OF THAT JUNCTION.	O	X
VALE ROAD	NORTH-	BETWEEN A POINT 9.4 METRES NORTH-	O	X

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
	WEST	WEST OF ITS JUNCTION WITH ST CATHERINES ROAD AND A POINT 28.1 METRES NORTH-WEST OF THAT JUNCTION.		

SCHEDULE I Pt X

Permit Holders Only 8:00am to 10:00pm Monday to Saturday

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
ST CATHERINES ROAD	NORTH	BETWEEN A POINT 8.9 METRES WEST OF ITS JUNCTION WITH CANUTE ROAD AND A POINT 9.0 METRES EAST OF ITS JUNCTION WITH CATHEDRAL VIEW.	O	X
ST CATHERINES ROAD	SOUTH	BETWEEN A POINT 9.1 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 79.6 METRES WEST OF THAT JUNCTION.	O	X
ST CATHERINES ROAD	SOUTH	BETWEEN ITS JUNCTION WITH CATHEDRAL VIEW AND A POINT 91.8 METRES WEST OF ITS JUNCTION WITH VALE ROAD.	O	X
CATHEDRAL VIEW	EAST	BETWEEN A POINT 9.1 METRES NORTH OF ITS JUNCTION WITH ST CATHERINES ROAD AND A POINT 40.0 METRES SOUTH OF ITS JUNCTION WITH HIGHCLIFFE ROAD.	O	X
CATHEDRAL VIEW	WEST	BETWEEN ITS JUNCTION WITH ST CATHERINES ROAD AND ITS JUNCTION WITH HIGHCLIFFE ROAD – FOR A DISTANCE OF 60.0 METRES.	O	X
CANUTE ROAD	EAST	BETWEEN A POINT 9.0 METRES NORTH OF ITS JUNCTION WITH ST CHATERINES VIEW AND A POINT 12.2 METRES SOUTH OF ITS JUNCTION WITH PETERSFIELD ROAD.	O	X
CANUTE ROAD	WEST	BETWEEN A POINT 9.1 METRES NORTH OF ITS JUNCTION WITH ST CATHERINES ROAD AND A POINT 30.0 METRES NORTH OF THAT JUNCTION.	O	X
CANUTE ROAD	WEST	BETWEEN A POINT 9.3 METRES NORTH-WEST OF ITS JUNCTION WITH HIGHCLIFFE ROAD AND A POINT 40.0 METRES SOUTH OF THAT JUNCTION.	O	X
ST CATHERINES ROAD	NORTH	BETWEEN A POINT 9.3 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 62.9 METRES WEST OF THAT JUNCTION.	O	X
ST CATHERINES ROAD	NORTH	BETWEEN A POINT 9.6 METRES WEST OF ITS JUNCTION WITH CANUTE ROAD AND A POINT 41.8 METRES EAST OF THAT JUNCTION.	O	X

SCHEDULE V

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>
CANUTE ROAD	WEST	BETWEEN ITS JUNCTION WITH ST CATHERINES ROAD AND A POINT 9.1 METRES NIORTH OF THAT JUNCTION.	O	X
CANUTE ROAD	EAST	BETWEEN ITS JUNCTION WITH PETERSFIELD ROAD AND A POINT 12.2 METRES SOUTH OF THAT JUNCTION.	O	X
CANUTE ROAD	EAST	BETWEEN ITS JUNCTION WITH ST CATHERINES ROAD AND A POINT 9.0 METRES NORTH OF THAT JUNCTION.	O	X
CANUTE ROAD	WEST	BETWEEN ITS JUNCTION WITH HIGHCLIFFE ROAD AND A POINT 3.0 METRES SOUTH OF THAT JUNCTION.	O	X
DELL ROAD	SOUTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 10.8 METRES EAST OF THAT JUNCTION.	O	X
DELL ROAD	NORTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 13.3 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	SOUTH	BETWEEN A POINT 104.9 METRES EAST OF ITS JUNCTION WITH BAR END ROAD AND A POINT 115.9 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	SOUTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 16.3 METRES WEST OF THAT JUNCTION.	O	X
MILLAND ROAD	SOUTH	BETWEEN A POINT 154.9 METRES EAST OF ITS JUNCTION WITH BAR END ROAD AND A POINT 181.9 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	SOUTH	BETWEEN A POINT 37.4 METRES EAST OF ITS JUNCTION WITH BAR END ROAD AND A POINT 56.8 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN A POINT 58.1 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 78.7 METRES WEST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN A POINT 122.5 METRES EAST OF ITS JUNCTION WITH PORTAL ROAD AND A POINT 147.4 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN A POINT 62.1 METRES EAST OF ITS JUNCTION WITH PORTAL ROAD AND A POINT 92.2 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN A POINT 14.9 METRES EAST OF ITS JUNCTION WITH BAR END ROAD AND A POINT 37.4 METRES EAST OF ITS	O	X

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
		JUNCTION WITH PORTAL ROAD.		
MILLAND ROAD	SOUTH	BETWEEN A POINT 81.0 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 102.9 METRES WEST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 10.0 METRES WEST OF THAT JUNCTION.	O	X
PORTAL ROAD	EAST	BETWEEN ITS JUNCTION WITH MILLAND ROAD AND A POINT 15.2 METRES NORTH OF THAT JUNCTION.	O	X
PORTAL ROAD	WEST	BETWEEN ITS JUNCTION WITH MILLAND ROAD AND A POINT 15.1 METRES NORTH OF THAT JUNCTION.	O	X
PORTAL ROAD	EAST	BETWEEN A POINT 53.8 METRES NORTH OF ITS JUNCTION WITH MILLAND ROAD AND A POINT 78.5 METRES NORTH AND EAST OF THAT JUNCTION.	O	X
PORTAL ROAD	SOUTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 9.5 METRES WEST OF THAT JUNCTION.	O	X
PORTAL ROAD	NORTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 9.7 METRES WEST OF THAT JUNCTION.	O	X
ST CATHERINES ROAD	NORTH	BETWEEN A POINT 9.6 METRES EAST OF ITS JUNCTION WITH CABNUTE ROAD AND A POINT 8.9 METRES WEST OF THAT JUNCTION.	O	X
ST CATHERINES ROAD	SOUTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 9.1 METRES WEST OF THAT JUNCTION.	O	X
ST CATHERINES ROAD	SOUTH	BETWEEN A POINT 79.6 METRES EAST OF ITS JUNCTION WITH VALE ROAD AND A POINT 91.8 METRES EAST OF THAT JUNCTION.	O	X
ST CATHERINES ROAD	NORTH	BETWEEN A POINT 62.9 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 41.8 METRES EAST OF ITS JUNCTION WITH CANUTE ROAD.	O	X
ST CATHERINES ROAD	NORTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 9.3 METRES WEST OF THAT JUNCTION.	O	X
VALE ROAD	NORTH-WEST	BETWEEN ITS JUNCTION WITH MILLAND ROAD AND A POINT 13.5 METRES NORTH-WEST OF THAT JUNCTION.	O	X
VALE ROAD	NORTH-EAST	BETWEEN ITS JUNCTION WITH DELL ROAD AND A POINT 11.0 METRES SOUTH-EAST OF THAT JUNCTION.	O	X
VALE ROAD	NORTH-WEST	BETWEEN A POINT 28.1 METRES NORTH-WEST OF ITS JUNCTION WITH ST CATHERINES ROAD AND ITS JUNCTION WITH DELL ROAD.	O	X
VALE ROAD	NORTH-	BETWEEN A POINT 9.0 METRES NORTH-	O	X

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
	WEST	WEST OF ITS JUNCTION WITH ST CATHERINES ROAD AND A POINT 9.5 METRES SOUTH-EAST OF THAT JUNCTION.		
VALE ROAD	NORTH-WEST	BETWEEN A POINT 9.4 METRES NORTH-WEST OF ITS JUNCTION WITH PORTAL ROAD AND A POINT 9.8 METRES SOUTH-EAST OF THAT JUNCTION.	O	X
VALE ROAD	NORTH-EAST	BETWEEN ITS JUNCTION WITH MILLAND ROAD AND A POINT 11.0 METRES NORTH-WEST OF THAT JUNCTION.	O	X

NEW ITEMS

SCHEDULE II

No Waiting At Any Time

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
CANUTE ROAD	WEST	BETWEEN ITS JUNCTION WITH ST CATHERINES ROAD AND A POINT 9.1 METRES NORTH OF THAT JUNCTION.	O	X
CANUTE ROAD	EAST	BETWEEN ITS JUNCTION WITH PETERSFIELD ROAD AND A POINT 12.2 METRES SOUTH OF THAT JUNCTION.	O	X
CANUTE ROAD	EAST	BETWEEN ITS JUNCTION WITH ST CATHERINES ROAD AND A POINT 9.0 METRES NORTH OF THAT JUNCTION.	O	X
CANUTE ROAD	WEST	BETWEEN ITS JUNCTION WITH HIGHCLIFFE ROAD AND A POINT 3.0 METRES SOUTH OF THAT JUNCTION.	O	X
DELL ROAD	SOUTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 10.8 METRES EAST OF THAT JUNCTION.	O	X
DELL ROAD	NORTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 13.3 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	SOUTH	BETWEEN A POINT 104.9 METRES EAST OF ITS JUNCTION WITH BAR END ROAD AND A POINT 115.9 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	SOUTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 16.3 METRES WEST OF THAT JUNCTION.	O	X
MILLAND ROAD	SOUTH	BETWEEN A POINT 154.9 METRES EAST OF ITS JUNCTION WITH BAR END ROAD AND A POINT 181.9 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	SOUTH	BETWEEN A POINT 37.4 METRES EAST OF ITS JUNCTION WITH BAR END ROAD AND A POINT 56.8 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN A POINT 58.1 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 78.7 METRES WEST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN A POINT 122.5 METRES EAST OF ITS JUNCTION WITH PORTAL ROAD AND A POINT 147.4 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN A POINT 62.1 METRES EAST OF ITS JUNCTION WITH PORTAL ROAD AND A POINT 92.2 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN A POINT 14.9 METRES EAST OF	O	X

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
		ITS JUNCTION WITH BAR END ROAD AND A POINT 37.4 METRES EAST OF ITS JUNCTION WITH PORTAL ROAD.		
MILLAND ROAD	SOUTH	BETWEEN A POINT 81.0 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 102.9 METRES WEST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 10.0 METRES WEST OF THAT JUNCTION.	O	X
PORTAL ROAD	EAST	BETWEEN ITS JUNCTION WITH MILLAND ROAD AND A POINT 15.2 METRES NORTH OF THAT JUNCTION.	O	X
PORTAL ROAD	WEST	BETWEEN ITS JUNCTION WITH MILLAND ROAD AND A POINT 15.1 METRES NORTH OF THAT JUNCTION.	O	X
PORTAL ROAD	EAST	BETWEEN A POINT 53.8 METRES NORTH OF ITS JUNCTION WITH MILLAND ROAD AND A POINT 78.5 METRES NORTH AND EAST OF THAT JUNCTION.	O	X
PORTAL ROAD	SOUTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 9.5 METRES WEST OF THAT JUNCTION.	O	X
PORTAL ROAD	NORTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 9.7 METRES WEST OF THAT JUNCTION.	O	X
ST CATHERINES ROAD	NORTH	BETWEEN A POINT 9.6 METRES EAST OF ITS JUNCTION WITH CABNUTE ROAD AND A POINT 8.9 METRES WEST OF THAT JUNCTION.	O	X
ST CATHERINES ROAD	SOUTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 9.1 METRES WEST OF THAT JUNCTION.	O	X
ST CATHERINES ROAD	SOUTH	BETWEEN A POINT 79.6 METRES EAST OF ITS JUNCTION WITH VALE ROAD AND A POINT 91.8 METRES EAST OF THAT JUNCTION.	O	X
ST CATHERINES ROAD	NORTH	BETWEEN A POINT 62.9 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 41.8 METRES EAST OF ITS JUNCTION WITH CANUTE ROAD.	O	X
ST CATHERINES ROAD	NORTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 9.3 METRES WEST OF THAT JUNCTION.	O	X
VALE ROAD	NORTH-WEST	BETWEEN ITS JUNCTION WITH MILLAND ROAD AND A POINT 13.5 METRES NORTH-WEST OF THAT JUNCTION.	O	X
VALE ROAD	NORTH-EAST	BETWEEN ITS JUNCTION WITH DELL ROAD AND A POINT 11.0 METRES SOUTH-EAST OF THAT JUNCTION.	O	X
VALE ROAD	NORTH-WEST	BETWEEN A POINT 28.1 METRES NORTH-WEST OF ITS JUNCTION WITH ST CATHERINES ROAD AND ITS JUNCTION WITH DELL ROAD.	O	X

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
VALE ROAD	NORTH-WEST	BETWEEN A POINT 9.0 METRES NORTH-WEST OF ITS JUNCTION WITH ST CATHERINES ROAD AND A POINT 9.5 METRES SOUTH-EAST OF THAT JUNCTION.	O	X
VALE ROAD	NORTH-WEST	BETWEEN A POINT 9.4 METRES NORTH-WEST OF ITS JUNCTION WITH PORTAL ROAD AND A POINT 9.8 METRES SOUTH-EAST OF THAT JUNCTION.	O	X
VALE ROAD	NORTH-EAST	BETWEEN ITS JUNCTION WITH MILLAND ROAD AND A POINT 11.0 METRES NORTH-WEST OF THAT JUNCTION.	O	X

SCHEDULE I Pt NEW

Permit Holders Only 8:00am to 10:00pm
(Monday to Sunday)

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
ST CATHERINES ROAD	NORTH	BETWEEN A POINT 8.9 METRES WEST OF ITS JUNCTION WITH CANUTE ROAD AND A POINT 9.0 METRES EAST OF ITS JUNCTION WITH CATHEDRAL VIEW.	O	X
ST CATHERINES ROAD	SOUTH	BETWEEN A POINT 9.1 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 79.6 METRES WEST OF THAT JUNCTION.	O	X
ST CATHERINES ROAD	SOUTH	BETWEEN ITS JUNCTION WITH CATHEDRAL VIEW AND A POINT 91.8 METRES WEST OF ITS JUNCTION WITH VALE ROAD.	O	X
CATHEDRAL VIEW	EAST	BETWEEN A POINT 9.1 METRES NORTH OF ITS JUNCTION WITH ST CATHERINES ROAD AND A POINT 40.0 METRES SOUTH OF ITS JUNCTION WITH HIGHCLIFFE ROAD.	O	X
CATHEDRAL VIEW	WEST	BETWEEN ITS JUNCTION WITH ST CATHERINES ROAD AND ITS JUNCTION WITH HIGHCLIFFE ROAD – FOR A DISTANCE OF 60.0 METRES.	O	X
CANUTE ROAD	EAST	BETWEEN A POINT 9.0 METRES NORTH OF ITS JUNCTION WITH ST CHATERINES VIEW AND A POINT 12.2 METRES SOUTH OF ITS JUNCTION WITH PETERSFIELD ROAD.	O	X
CANUTE ROAD	WEST	BETWEEN A POINT 9.1 METRES NORTH OF ITS JUNCTION WITH ST CATHERINES ROAD AND A POINT 30.0 METRES NORTH OF THAT JUNCTION.	O	X
CANUTE ROAD	WEST	BETWEEN A POINT 9.3 METRES NORTH-WEST OF ITS JUNCTION WITH HIGHCLIFFE ROAD AND A POINT 40.0 METRES SOUTH OF THAT JUNCTION.	O	X
ST CATHERINES	NORTH	BETWEEN A POINT 9.3 METRES WEST OF	O	X

<u>Road Name</u> ROAD	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
		ITS JUNCTION WITH VALE ROAD AND A POINT 62.9 METRES WEST OF THAT JUNCTION.		
ST CATHERINES ROAD	NORTH	BETWEEN A POINT 9.6 METRES WEST OF ITS JUNCTION WITH CANUTE ROAD AND A POINT 41.8 METRES EAST OF THAT JUNCTION.	O	X
DELL ROAD	NORTH	BETWEEN A POINT 13.3 METRES EAST OF ITS JUNCTION WITH VALE ROAD AND A POINT 10.0 METRES WEST OF ITS JUNCTION WITH ST LEONARDS ROAD.	O	X
DELL ROAD	SOUTH	BETWEEN A POINT 10.8 METRES EAST OF ITS JUNCTION WITH VALE ROAD AND A POINT 10.0 METRES WEST OF ITS JUNCTION WITH ST LEONARDS ROAD.	O	X
MILLAND ROAD	SOUTH	BETWEEN A POINT 115.9 METRES EAST OF ITS JUNCTION WITH BAR END ROAD AND A POINT 154.9 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	SOUTH	BETWEEN A POINT 56.8 METRES EAST OF ITS JUNCTION WITH BAR END ROAD AND A POINT 104.9 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	SOUTH	BETWEEN A POINT 16.3 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 81.0 METRES WEST OF THAT JUNCTION.	O	X
MILLAND ROAD	SOUTH	BETWEEN A POINT 102.9 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 134.4 METRES WEST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN A POINT 37.4 METRES EAST OF ITS JUNCTION WITH PORTAL ROAD AND A POINT 62.1 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN A POINT 10.1 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 58.1 METRES WEST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN A POINT 147.4 METRES EAST OF ITS JUNCTION WITH PORTAL ROAD AND A POINT 175.1 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN A POINT 92.2 METRES EAST OF ITS JUNCTION WITH PORTAL ROAD AND A POINT 122.5 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD SPORTS STADIUM ACCESS AREA	SOUTH- EAST	BETWEEN A POINT 181.9 METRES EAST OF ITS JUNCTION WITH BAR END ROAD AND ITS JUNCTION WITH VALE ROAD.	O	X
PORTAL ROAD	WEST	BETWEEN A POINT 15.1 METRES NORTH OF ITS JUNCTION WITH MILLAND ROAD AND A POINT 9.7 METRES WEST OF ITS JUNCTION WITH VALE ROAD.	O	X

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
PORTAL ROAD	EAST	BETWEEN A POINT 15.2 METRES NORTH OF ITS JUNCTION WITH MILLAND ROAD AND A POINT 53.8 METRES NORTH OF THAT JUNCTION.	O	X
PORTAL ROAD	EAST	BETWEEN A POINT 78.5 METRES NORTH OF ITS JUNCTION WITH MILLAND ROAD AND A POINT 9.5 METRES WEST OF ITS JUNCTION WITH VALE ROAD.	O	X
VALE ROAD	NORTH-WEST	BETWEEN A POINT 13.5 METRES NORTH-WEST OF ITS JUNCTION WITH MILLAND ROAD AND A POINT 9.8 METRES SOUTH-WEST OF ITS JUNCTION WITH PORTAL ROAD.	O	X
VALE ROAD	NORTH-EAST	BETWEEN A POINT 20.7 METRES NORTH-WEST OF ITS JUNCTION WITH MILLAND ROAD AND A POINT 11.0 METRES SOUTH-EAST OF ITS JUNCTION WITH DELL ROAD.	O	X
VALE ROAD	NORTH-WEST	BETWEEN A POINT 9.4 METRES NORTH-WEST OF ITS JUNCTION WITH PORTAL ROAD AND A POINT 9.5 METRES SOUTH-EAST OF ITS JUNCTION WITH ST CATHERINES ROAD.	O	X
VALE ROAD	NORTH-WEST	BETWEEN A POINT 9.4 METRES NORTH-WEST OF ITS JUNCTION WITH ST CATHERINES ROAD AND A POINT 28.1 METRES NORTH-WEST OF THAT JUNCTION.	O	X
VALE ROAD SPORTS STADIUM ACCESS AREA	NORTH-EAST	BETWEEN ITS JUNCTION WITH MILLAND ROAD AND A POINT 11.0 METRES NORTH OF THAT JUNCTION.	O	X

SCHEDULE 1 Pt NEW

2 Hours Limited Waiting with Permit holders Exemption 8:00am to 10:00pm (Monday to Sunday)

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
ST CATHERINES ROAD	NORTH	BETWEEN A POINT 9.6 METRES EAST OF ITS JUNCTION WITH CANUTE ROAD AND A POINT 41.8 METRES EAST OF THAT JUNCTION.	O	X
ST CATHERINES ROAD	NORTH	BETWEEN A POINT 9.3 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 62.9 METRES WEST OF THAT JUNCTION.	O	X

**Proposal as advertised 10 April 2019
Summary of formal representations**

9 support. 24 objections. 3 comments

Address	Representation	Detail	Officer response
		Zone X area	
Highcliffe Road	Objection	<p>I live in a 2 bedroom house with 2 occupants and we can only get 1 permit. My housemate has the permit currently so I've been getting by, parking on single yellow lines after working hours and being able to park outside my own house on a Sunday but I have to strongly disagree with the proposal to enforce penalties the entire week and revoking the single yellow lines. I therefore request a zone X permit which I will gladly pay for if you won't allow me to park anywhere else on my own road. I am a young woman and I suffer very badly from anxiety so walking on my own at night can be a very stressful and triggering experience. I have put up with it for a while as I was told I couldn't have a permit so I think it only right that, if you're going to take away any means of free parking, someone can offer me a permit. I understand that you're not proposing to affect these changes until 2020 but I am requesting a permit for myself as soon as possible.</p>	
Milland Road	Objection	<p>I just can't see why there needs to be a permit scheme other than to raise revenue for the council. To be honest I can't see a reason that you need to run a permit scheme of any description at all other than to stop people parking on the roads in Highcliffe during the day and walking into work and the only reason that you want to do that is to force people into using your car parks which they will have to pay for.</p> <p>However I understand that once you have a money making parking permit scheme in place there will be no way you would give that up and go back to being able to park on the road outside your house for free. So I guess we're stuck with having a parking permit zone on the road where I live which is currently permit holders only from Monday to Saturday 8am to 6pm. If as you say the permit scheme is supposed to be cost neutral then this surely should be more than enough. I see no reason why it should include Saturday let alone Sunday.</p> <p>Therefore changing the scheme so that its hours are from 8am to 10pm seven days a week says to me that the only reason you are planning to do this is to raise even more revenue for yourselves. I can see no valid reason to extend the hours until 10pm or to include the Saturday or Sunday in the scheme other than to fleece the residents of Highcliffe further.</p> <p>I have spoken to some of the other residents of my road and others who also live in Zone X and who currently don't have a permit as they don't need it because during the restricted hours they are at work but should you change the hours they will all need to buy permits and because you are including the evenings and weekends too they will now need to buy visitors permits as well. I only have one permit and for the last decade that I have been living here that has been more than enough. But now because of the plan to change the scheme to longer hours and include Sunday I will find myself in the position of needing to buy more permits for cars that are only parked during the evening. Tell me how this is not a money making scheme?</p> <p>You also say that the costs will almost certainly increase next year to £50 each. Why does there need to be a 56% increase when you're trying to get more of the estate paying into the pot? Again how is this not about making money for the council? Presumably you will also increase the cost of the other permits by 56% in line with the price for the first permit. This would mean that each permit after the first one will cost £109.20 which when you consider the condition of the roads around Highcliffe and Winchester in general is ridiculous.</p> <p>I have spoken to my neighbours and as yet I am unable to find anyone in favour of the parking scheme let alone the extension of it. I am therefore writing to express my objection to the scheme going ahead. I really cannot see how this is anything more than a money making exercise for Winchester City Council. There must be at least 1000 properties in highcliffe which will all now have to buy one permit at the very least but most likely more. How can you not</p>	

		make a profit? How is this not just another way of taxing residents? I await your letter to prove how the scheme will be cost neutral but most importantly why it is required in the first place.	
Vale Road	Objection	I strongly disagree with the proposal. I have three cars in my household. My husband who works away from home Monday to Friday so to get a permit for him would be a waste of money. My son works from 8am to 7pm Monday to Saturday so he doesn't need one either. I have a visitors permit on my car. I feel 10pm is very unfair. Also I have been told that the price of permit parking is going up. People will be parking in the unadopted road in Dell Road. People need their vehicles outside their houses for safety and insurance reasons. I have seen cars scratched overnight parked in Highcliffe. This is because a pensioner down the road who has brought a petition round to peoples houses who also owns three cars, two of which she doesn't move and are very badly parked. She chose to get cross with a motorist for parking outside her house and one Sunday when she had gone out she confronted the driver and said they were parked in her place which it is not. I have never had a problem parking outside my house she is also stood outside the stadium most Sundays turning people away and they are only dropping off and then they go to park & ride and because of her everybody else has to find the money for extra permits. Its bad enough that the lights are not on which makes it even more necessary to park where your car doesn't get damaged. Why can't you just permit down her end of the street? She is the one who is complaining. Nobody is going to pay for my car if it is damaged. She just has nothing else to do all day. Just look out of her sitting room and when she's not doing that she is the local gossip.	
St Catherines Road	Objection	I would like to point out that parking in Zone X, St Catherine's Rd has been working tolerably well since its inception. This is partly owing to the presence of the school, which reduces the number of potential car owners by having a long stretch of road without houses. One of the problems with Victorian houses like these is that they are only the width of a car length, which means, inevitably, that there are more cars than spaces for them, given that the large majority of owners have more than one car. This is evidenced by the fact that, every evening, there is a single car behind each of the parking bays at the junction of St Catherine's Rd with Canute Rd. They are gone by 8 in the morning, when any lorries might be using the road, and because there are only 4 at the junction in total, they do not block the actual corners. The same applies for the top of Canute Rd and also the corners of Highcliffe and Cathedral View. Up until now, this also applies to Sundays, when, arguably, more people are actually at home and there are more cars than spaces. Were the Council to act on its threat to make all the single yellow lines double, it would cause a great deal of bad feeling. Given that you intend to extend the parking restrictions to Petersfield Rd and eastern Highcliffe, you have effectively removed from us any possibility of parking in the entire neighbourhood. Furthermore, given that Sunday is a day when people encourage distance visitors, because the parking restrictions are relaxed, occasional family get-togethers, say at Christmas, would no longer be possible because there would not be the permits or the space to accommodate them. As I understand it, there have been problems with parking on Milland Road on Sundays, owing to the presence of cars for those attending the sports ground. Yet I note that you have created a number of residents only spaces in the past few months at the flats, which must have eased the problem somewhat. What provision have you made, then, for the cars coming to the sports ground? Surely the answer is to make spaces for more cars in the ground itself, and limit those to users? I can understand the frustration of residents in Milland Rd, and if they want to make their area Monday to Sunday that would seem reasonable. But I can't understand why anyone would want to extend it beyond, say, Portal Road to St Catherine's Rd, Canute Rd or Highcliffe Rd. For us the benefits of anytime parking on Sundays outweigh the problem of a few people taking advantage to use the sports ground. Finally, I note that you intend to create two new zones for parking in Petersfield Road and eastern Highcliffe. Again, I understand that residents in Petersfield Rd do not want Winchester commuters parking their cars there throughout the day to avoid the Park and Ride fee. Yet, if you create a new, and differently numbered area, where are the overspill parked cars from Zone X to go, should all the spaces in Zone X be full, eg on a Saturday morning? This is a genuine question. There has always been the possibility of parking further afield when every space is filled, or when there are going to be extra cars for a particular function on an evening or a Sunday. Double yellow lines and blanket permit parking will leave us with no option and we do not have drives either. I hope that you will consider my remarks and come up with a better solution than the proposed one currently.	
Address not supplied	Support	I am delighted to see the proposals currently advertised with formal comments being able to be made. The proposals in the Red area Zone X Mon-Sun. 8am to 10pm where I live	

		<p>are very warmly welcomed, and necessary.</p> <p>Our parking area has for so long been abused by users of the University Stadium after 6pm and all day Sunday, added by users of KGV parking on Sundays here there and everywhere on Tournament Weekends, instead of using P&R car parks.</p> <p>This has resulted in leaving residents unable to park.</p> <p>Like wise residents in the Yellow area New Zone X2 are desperate to have permit parking, their streets are inundated with commuters parking all day, vans and cars without permits on Saturdays so restrictions from 8am. - 6p.m. being new restrictions for them will be welcome and beneficial to those residents.</p> <p>New Zone X3 will stop commuters using the area completely, some who at times leave their cars parked for 24 hours.</p> <p>To see the proposals posted in the Highcliffe Area is a very welcomed sight.</p>	
Dell Road	Comment	<p>It is not clear to me from the letter I received today regarding the new parking restrictions in Dell Road, if I can now apply for a permit. Can you please confirm that this is the case?</p> <p>Currently my property is on the border of the permit zone, meaning that I am the only resident in Dell Road who does not have any rights to parking currently.</p> <p>I trust that my property will now be covered by the permit zone otherwise I won't be able park anywhere near my house.</p>	
Vale Road	Objection	<p>I live on Vale Road and have no problem getting a parking place.</p> <p>The only time the issue occurred was when the gates at the running track were closed a few times.</p> <p>I am not so against changing it till 8pm if people want that, but Sunday is total over kill and I really don't want that to be the case.</p>	
Highcliffe Road	Objection	<p>I am writing, on behalf of the four residents of Chilcomb Place.</p> <p>Although we are all local council tax paying residents, we (and some other residents in new build properties) do not have a right to purchase resident parking permits. We therefore have very limited options as to where we, and our visitors, can park our cars. The proposals outlined limits those options further and, though we appreciate that the proposed changes are primarily driven by a desire to limit commuter parking outside of the city's car parks, we (who are all residents) are unreasonably impacted by this.</p> <p>Further, the nearest car park in which we will be able to park our, and our visitors', cars is now Chesil Street Multi-storey. This is at least a 5 minute walk from our homes and, with a young family or other caring responsibilities, it will be difficult to manage on a day to day basis.</p> <p>We would like to know what consideration Winchester City Council (WCC) gave to residents (not commuters) like ourselves.</p> <p>In this regard, therefore, under The Freedom of Information Act 2000, please can you disclose the following information:</p> <ol style="list-style-type: none"> 1. How many responses WCC received to the informal consultation referred to in Mr Crisp's letter; 2. How many of those responses unconditionally supported WCC's proposals and how many of those responses did not unconditionally support those proposals; 3. What reasons the respondents gave for either supporting or not supporting WCC's proposals; 4. What reservations or concerns, if any, were expressed by respondents in their responses or at the Highcliffe Community Forum in January; and 5. What consideration did Winchester City Council give to the parking for those residents, like us, who have no right to purchase resident parking permits. <p>Please can you send this information by email to me and my fellow residents of Chilcomb Place who are copied on this email or by post</p>	
Canute Road	Objection	<p>I live on Canute Road and have a parking permit for zone X. By the time I get home from work there is usually not a single space available so I often have to resort to parking on a single yellow line in order to be able to park anywhere near my house. Under your new proposals as I understand it you are proposing changing the single yellow lines to doubles? I'm sorry but I cannot understand the purpose of this? I very strongly object this and I can't believe that anybody could have thought it would be a good idea, unless I am missing something?</p>	
Gordon Avenue	Support	<ol style="list-style-type: none"> 1. I have lived in Gordon Avenue for 48 years. I've seen some changes. 2. I never go out in my car after 5pm because I won't be able to find a 	

		<p>parking space nearer than the Five Fields Road end of Nelson Road, on my return later in the day.</p> <ol style="list-style-type: none"> I voted for 8am to 10pm parking permits because the new sports centre customers, looking for free parking, will be pushed into the yellow zone because the red zone is 8am to 10pm. There has been a significant demographic profile shift in my near vicinity. Families with young children who can afford two cars. one of which is a people carrier, spill out of St Leonards Road into our part of Gordon Avenue. It is the converting of narrow Edwardian houses with loft and rear extensions, which makes the houses attractive to young professional couples. However big they make their houses in real terms, the space outside each house remains only wide enough for an average sized family car. My new neighbours now regularly have parties and attract a lot of visitor cars, which exacerbates the problem. I would like to see car permits being cheap for the first permit then a substantial increase in cost for subsequent cars. I'm not actually convinced that our new neighbours would find this a financial hardship but something has to be done to protect people who live here with one car. Also right now, before the permits are implemented, cars park on the corner double yellow lines making it difficult to see what is coming when I turn into Gordon Avenue from Nelson Road. These are repeat offenders. I guess they go out to work and - like I avoid - come back between 6 and 7pm and can't find anywhere to park, so they park outside their own homes on the double yellow lines. I believe that exorbitant house prices have pushed young professional families into houses they would never have previously chosen to live in. If we had four buses an hour, I would get rid of my car. As it is I have to keep it as we are just too far away from the centre of town to benefit from regular bus services to places far and wide. I am part of the problem because we have an inadequate bus service. 	
Canute Road	Objection	I write to share my strong objection to the particular point in the proposed plans to change single yellow to double yellow lines in the existing zone x. I live on Canute road and leave for work before 8am often returning after 7pm to find no parking near my house, and often resort, as with many other vehicles, to park on the yellow line overnight. In a residential location, away from the school, could I ask why is this change necessary?	
Address not supplied	Support	I am just sending an email to say I am in full support with the new parking restrictions in Highcliffe. I think it will help very much in the area as some day vale road and Milland road become like a car park at times and it's an accident waiting to happen Thank you very much for your time Regards Rachel peace	
Milland Road	Objection	<p>I write to you with regard to the proposals for the revision and extension of the parking permit scheme in Highcliffe, Winchester. In particular where I live in Zone X. I just can't see why there needs to be a permit scheme other than to raise revenue for the council. To be honest I can't see a reason that you need to run a permit scheme of any description at all other than to stop people parking on the roads in Highcliffe during the day and walking into work and the only reason that you want to do that is to force people into using your car parks which they will have to pay for.</p> <p>However I understand that once you have a money making parking permit scheme in place there will be no way you would give that up and go back to being able to park on the road outside your house for free. So I guess we're stuck with having a parking permit zone on the road where I live which is currently permit holders only from Monday to Saturday 8am to 6pm. If as you say the permit scheme is supposed to be cost neutral then this surely should be more than enough. I see no reason why it should include Saturday let alone Sunday.</p> <p>Therefore changing the scheme so that its hours are from 8am to 10pm seven days a week says to me that the only reason you are planning to do this is to raise even more revenue for yourselves. I can see no valid reason to extend the hours until 10pm or to include the Saturday or Sunday in the scheme other than to fleece the residents of Highcliffe further.</p> <p>I have spoken to some of the other residents of my road and others who also live in Zone X and who currently don't have a permit as they don't need it because during the restricted hours they are at work but should you change the hours they will all need to buy permits and because you are including the evenings and weekends too they will now need to buy visitors permits as well. I only have one permit and for the last decade that I have been living here that has been more than enough. But now because of the plan to change the scheme to longer hours and include Sunday I will find myself in the position of needing to buy more permits for cars that are only parked during the evening. Tell me how this is not a money making scheme?</p>	

		<p>You also say that the costs will almost certainly increase next year to £50 each. Why does there need to be a 56% increase when you're trying to get more of the estate paying into the pot? Again how is this not about making money for the council? Presumably you will also increase the cost of the other permits by 56% in line with the price for the first permit. This would mean that each permit after the first one will cost £109.20 which when you consider the condition of the roads around Highcliffe and Winchester in general is ridiculous.</p> <p>I have spoken to my neighbours and as yet I am unable to find anyone in favour of the parking scheme let alone the extension of it. I am therefore writing to express my objection to the scheme going ahead. I really cannot see how this is anything more than a money making exercise for Winchester City Council. There must be at least 1000 properties in Highcliffe which will all now have to buy one permit at the very least but most likely more. How can you not make a profit? How is this not just another way of taxing residents? I await your letter to prove how the scheme will be cost neutral but most importantly why it is required in the first place.</p>	
		Zone X2 Area	
St Leonards Road	Comment	<p>1. I (and several residents I have spoken to) would prefer the new yellow, X2 Zone, to have restrictions until 10pm, and preferably also to include Sundays. Reasons for this are :-</p> <ul style="list-style-type: none"> • Our neighbourhood seems to have a relatively high occurrence of commercial vehicles, vans etc., parked which take up significant amounts of parking space, and at times also make the road very narrow. Residential streets seem inappropriate for commercial vehicles to be parked overnight. • We anticipate that once Zone X moves to 10pm including Sundays, overspill parking from the Leisure Centre, KGV, and the Uni Sports Stadium will flood into the surrounding streets. <p>2. From your diagram it looks as though Zones X, X2 and X3 will be separate. Would these permits not be inter-changeable, such that a person with a permit for say Gordon Avenue could park in Vale Road? There are many local families in Highcliffe, with members in different streets, and a need to be able to visit, drop off shopping and/or elderly relatives etc. Would it not just be simpler if the whole of X, X2 and X3 were one zone, with the same hours, and permits?</p> <p>3. I also feel that significant monitoring of existing restrictions need to be carried out <u>right away</u>. Buses, and other larger vehicles, seem frequently to have problems on various corners around Highcliffe, particularly at the East end of Gordon Avenue, where double yellow lines are often ignored, particularly in an evening. We hear rumours of Stagecoach withdrawing the No.4. service due to such problems, which would be disastrous for the significant numbers of local elderly and disabled people.</p>	
St Leonards Road	Objection	<p>I'd like to register an objection to the parking permits planned for St Leonards Road. I am not opposed to them in principal, as the creeping nature of previous parking zones in Winchester certainly now make them necessary. However I feel strongly that the proposed new arrangements for the X1 and X2 areas need to be aligned, to ensure that X2 does not become a parking dumping ground for X1 residents, commercial vehicles and visitors, for whom they do not wish to provide temporary permits.</p> <p>There is limited parking on St Leonards Rd and Dell Road, and in an evening and weekends commercial vehicles take a significant amount of that space, often parked right up to the sign post on Dell Rd in the newly proposed X2 area, at which point the parking issue ceases. Whilst the X1 area enjoys relatively congestion free parking X2 would continue to suffer. This is not just an inconvenience for residential parking, there are lots of young children who walk to school from these roads in the neighbourhood there is a school at the top of Dell road this provides a road safety hazard to some of the most vulnerable road users. The present proposal does not take this into account. As such I would suggest that X2 should be permit parking that is in line with the proposed changes to X1 which I believe is 8am till 10pm Monday to Sunday.</p>	
St Leonards Road	Support	<p>We are writing in full support of the decision to extend on-street parking restrictions in the Highcliffe area. The current situation is untenable. However, we hope you will consider two caveats which link directly to the proposal and seem opportune to consider whilst the parking restrictions are being planned.</p>	

		<p>1) Road Safety</p> <p>Particularly over the last year it feels that cars and motorbikes are driving increasingly fast around Dell Road, St Leonard's Road and Gordon Avenue. There are a significant number of young families with children and toddlers living in the area as well as the close proximity of St Mary's Church of England Primary School with the attendant large numbers of children walking to school in the area.</p> <p>As public health doctors, the evidence on creating safe road environments to encourage people to walk rather than drive is overwhelming. Although the area is already part of the 'Twenty's Plenty' scheme it currently feels like this is inadequate. Speeding in the area could contribute to people feeling unsafe walking their children to school thus potentially increasing local traffic congestion, air pollution and reducing physical activity in this cohort (paradoxical given the local investment in a new leisure centre which promotes health).</p> <p>The instigation of traffic calming measures are, I appreciate, very expensive and I suspect wouldn't be actioned without evidence of harm. However, if anyone, let alone a young child were to be injured this would obviously be a tragedy. Clearly waiting for harm to occur to justify action is not acceptable. As a first step I was wondering whether you would consider surveying vehicle speeds in the area so there is evidence on which to base further discussion about the installation of traffic calming measures such as speed bumps in the Highcliffe area?</p> <p>2) Electric Charging Infrastructure</p> <p>We like many families (if current projections on electric vehicle uptake in the next decade our accurate) are considering purchasing an electric vehicle (EV). As you are aware the vast majority of parking for residents in the Highcliffe area is in the form of on-street parking. This poses a challenge for overnight charging of EVs but a challenge we feel warrants combined support from upper and lower tier authorities to encourage rapid uptake of EVs to help reduce local air pollution and meet national emissions targets.</p> <p>We defer to your expertise on how EV charging may be facilitated but wished to ask whether the timely intervention on parking restrictions created an opportunity to develop EV charging infrastructure? Any changes made in the Highcliffe area could provide the council with a pilot site to inform necessary infrastructure development throughout the city in the coming years.</p> <p>We are aware there is national funding for On-street Residential Charge Points but should national and local budgetary restrictions limit the number of such charging points available both in Highcliffe and the rest of Winchester are the council able to suggest any alternative options to facilitate residents wishing to make environmentally sustainable decisions that benefit the wider community? For example, is it feasible to have single marked parking bays broadly aligned with houses, as is the case in some of the new build developments around Winchester, so as residents could use their domestic electricity supply for charging? In such circumstances cable protectors and use of pavement drainage channels are being used by people to mitigate any trip/falls risk from charging cables. It is clear that with the need for a rapid shift from combustion to electric vehicles and with the limitations of existing parking, support, leadership and innovation from city and county councils will be essential if residents are to be empowered to pursue this important endeavour.</p> <p>We would also appreciate you sharing any strategy or scoping documents you have published on this topic or signposting us to work already published online.</p> <p>We very much look forward to hearing from you on both issues and again reiterate support for the proposed parking restrictions should due concern be paid to the two caveats raised.</p>	
Nelson Road	Objection	<p>I am writing about the proposed introduction of parking permits in Nelson road area. I am against this scheme for various reasons. I understand, do correct me if this is incorrect, that you could potentially issue /sell more parking permits than spaces along our road. It is a competition where to park along Nelson road already – which I don't mind. It is however, illogical from my perspective, to have to pay for the privilege of competing for a parking space in the future. Also I live on a very limited income and having to fork out to buy a permit plus a visitor permit is not welcomed news to me at all.</p> <p>I strongly advise that this proposal is reviewed and a sensible system introduced. Otherwise it just looks like it is a fund raising idea for council funds . I am convinced that the current proposals won't help the residents.</p>	
St Leonards Road	Objection	<p>Thank you for your letter dated 10 April 2019 and for the opportunity to comment on the proposed permit zones X, X2 and X3. I have lived in St Leonard's Rd since Dec 2013.</p> <p>I'd like to make the following comments:</p>	

		<p>1) One of the key issues for X2 is the time parking charges will end at the Bar End Leisure Centre. By definition fit/ reasonably fit people will be the main visitors to the site so walking or jogging a few minutes to get to the Centre won't be an issue for them. Area X has max protection with Mon-Sun 0800-2200 restrictions, but X2, especially those roads adjacent to area X, like St Leonard's Rd, are vulnerable to extra cars during the evenings after 1800 and on Sundays. I would recommend that charges at the Leisure Centre cease at 1700 and on Sundays as they currently are applied at River Park. Hopefully this will prevent cars parking in X2 during the evenings and Sundays.</p> <p>2) I note that all of Dell Rd is due to be absorbed into area X which will mean the loss of several spaces at the end of Dell Rd adjacent to St Leonard's Rd. I would ask the Council to reconsider the decision to move these spaces into X. I often return to the area after 7.30pm with a car that needs unloading. At that time and later in the evening the top end of Dell Rd, adjacent to Vale Rd, always has several spaces but the bottom end has fewer; and St Leonard's Rd, just round the corner, has none including the unadopted section. Furthermore, virtually all these spaces are not immediately outside any of the residential properties in Dell Rd; rather they follow the garden wall and hedge-line of two St Leonard's Rd properties. I therefore request that the existing division of parking restrictions in Dell Rd is mirrored in the new plans - X at the top end adjacent to Vale Rd, and X2 at the end adjacent to St Leonard's Rd.</p> <p>3) My own view, as a resident here for over five years, is that the parking congestion in X2 is caused primarily by new residents having more and bigger cars, also parking vehicles they use commercially in the road. As X3 is used primarily by commuters and people visiting the S. Downs Way, will it be possible to park in X3 with an X2 permit or buy an add-on for X3?</p> <p>I do hope you will give my views consideration in the final plan for the area, especially point 2.</p> <p>Further to the above, I've given the X, X2, X3 proposal further consideration. I've also kept an eye on the use of parking spaces at the top end of Vale Rd and all of Dell Road. When I return home around 7pm there are several spaces available in both Vale Rd north/top end and west/top end Dell Rd - both restricted 0800-1800 at the moment. By contrast the unrestricted east/ bottom end Dell Road generally has only one space or no spaces available; and St Leonard's Rd nine times out of ten has no spaces at all at that time for most of the day.</p> <p>My view is that the proposed X/X2 division with the loss of seven spaces in Dell Rd simply won't work. The parking problems will simply be pushed out of X into X2 and St Leonard's Rd, where I live, in particular.</p> <p>My recommendation is to have just one zone X to cover X and X2, both having 0800-2200 restrictions. Furthermore, I would urge the Council to send round officers, equipped with cameras, at different times of day so the final decision is based on accurate data regarding current demand.</p>	
Gordon Avenue	Objection	<ol style="list-style-type: none"> 1. I have lived at 16 Gordon Avenue for 48 years. I've seen some changes. 2. I never go out in my car after 5pm because I won't be able to find a parking space nearer than the Five Fields Road end of Nelson Road, on my return later in the day. 3. I voted for 8am to 10pm parking permits because the new sports centre customers, looking for free parking, will be pushed into the yellow zone because the red zone is 8am to 10pm. 4. There has been a significant demographic profile shift in my near vicinity. Families with young children who can afford two cars. one of which is a people carrier, spill out of St Leonards Road into our part of Gordon Avenue. 5. It is the converting of narrow Edwardian houses with loft and rear extensions, which makes the houses attractive to young professional couples. However big they make their houses in real terms, the space outside each house remains only wide enough for an average sized family car. 6. My new neighbours now regularly have parties and attract a lot of visitor cars, which exacerbates the problem. 7. I would like to see car permits being cheap for the first permit then a substantial increase in cost for subsequent cars. I'm not actually convinced that our new neighbours would find this a financial hardship but something has to be done to protect people who live here with one car. 8. Also right now, before the permits are implemented, cars park on the corner double yellow lines making it difficult to see what is coming when I turn into Gordon Avenue from Nelson Road. These are repeat offenders. I guess they go out to work and - like I avoid - come back between 6 and 7pm and can't find anywhere to park, so they park outside their own homes on the double yellow lines. 9. I believe that exorbitant house prices have pushed young 	

		<p>professional families into houses they would never have previously chosen to live in.</p> <p>10. If we had four buses an hour, I would get rid of my car. As it is I have to keep it as we are just too far away from the centre of town to benefit from regular bus services to places far and wide. I am part of the problem because we have an inadequate bus service.</p>	
Fivefields Road	Objection	<p>After receiving the letter regarding parking permits dated 10 of April 2019 and seeing the proposal notices on the lamppost for the new parking zone x2 and x3 I began to think about how this would impact myself and the other residents in the area , although I have a drive to park on it's my belief that I will probably not be able to park on the road across my drive without a permit , which after paying excess of £2000 for is a bit of a blow also it seems a waste of parking space as no one else will be able to park there. This started me thinking of the residents that don't have a drive and the impact it will have on them.</p> <p>If I understand it correctly a total of 4 permits per household will be available 2 residents and 2 visitors I feel this is a fair if People that need them can afford them .</p> <p>I don't believe permits will solve the parking problem for many of the residents that are having parking troubles although talking to some residents it seems there is a need to find a way of stopping people parking an unlimited amount of vehicles in the area and parking for the new sports centre should be free and made adequate to hold the expected number of visitors cars. Fleming park leisure centre in Eastleigh seems a good example of this .</p> <p>My view was Highcliffe is not ready for parking permits x2 and x3 at this moment and went to see how many residents shared the same view , being slightly unorganised and busy with work and getting over the flu like illness that seems to be around I didn't get the chance to visit all the roads and houses effected by the proposal but the majority of the residents I visited and that were home when I called felt quite strongly about not having this forced upon them , it's my view less than 20% of residents are in favour of the scheme and the rest strongly apposed to the permits or feel it needs some fundamental changes made to it , having the first permit free was a popular suggestion among some of the residents I have attached the names and house numbers of residents apposed to the parking permit scheme in a petition for your attention</p>	
Nelson Road	Comment	<p>As a resident of Nelson Road, in Highcliffe, can I firstly start by stating that I am broadly in support of permit parking in the Highcliffe area. From speaking to many other residents in the area and attending the parking consultation meeting a month or so ago at All Saints church the majority of residents are supportive as well.</p> <p>As a resident of Nelson road the new Zone X2 will directly affect me and my family. My main concern is that what was discussed at the residents meeting in regards to this new zone, is not the same as the proposed changes that the council are now intending to implement as discovered in the letter I received dated 10 April 2019.</p> <p>At the meeting it was discussed that Zone 2X would be permit parking Monday to Friday 10am to 4pm with 2 hours limited waiting for those without a permit. This drew broad support from residents as it would deter commuters but would not penalise residents who wished for guests to continue to visit without incurring a charge.</p> <p>However the proposal of the council is Monday to Saturday 8am to 6pm with no time limited waiting for any non residents. What this means is that affectively we are being taxed twice. Firstly to park outside our own houses, a tax most residents welcome as it will deter commuters and provide hopefully a positive impact on parking. But secondly a tax on all of our visitors, something that has never been an issue in Highcliffe, especially at weekends.</p> <p>Is there any scope for changes to the plans that were sent to residents in the letter dated 10 April 2019 or Is this now a closed matter?</p> <p>I, like most other residents would welcome our new Zone X2 to mirror the same restrictions and criteria of neighbouring Zone X3 which would ensure that all residents who will now have to pay for parking are treated equally.</p>	
Fivefields Road	Objection	<p>I am very unhappy to see that the proposed New Zone X2 is being considered, being a resident in Fivefields Road for the last 2 years there has never been an issue with finding a free parking space on the road and I do not think permit parking is the solution. Increasing the double yellow lines (especially at junctions) I think is needed, but the added expense of further permit parking in Winchester is certainly not needed.</p> <p>Perhaps bays could be painted on the road so residents could park their cars sensibly without leaving unnecessary gaps between cars, this would certainly increase the amount of parking available without further cost to residents.</p> <p>I am very against the idea of having to pay to park on the road where I live.</p>	
St Leonards	Objection	I'd like to register an objection to the suggested timing on the parking permits	

Road		<p>planned for St Leonards Road.</p> <p>I feel strongly that the proposed new arrangements for the X1 and X2 areas need to be aligned, to ensure that X2 does not become a parking dumping ground for X1 residents, commercial vehicles and visitors, for whom they do not wish to provide temporary permits.</p> <p>There is limited parking on St Leonards Rd and Dell Road, and in an evening and weekends commercial vehicles take a significant amount of that space, often parked right up to the sign post on Dell Rd in the newly proposed X2 area, at which point the parking issue ceases. Whilst the X1 area enjoys relatively congestion free parking X2 would continue to suffer. The present proposal does not take this into account.</p> <p>As such I would suggest that X2 should be permit parking that is in line with the proposed changes to X1.</p> <p>I would also like to take this opportunity to voice my concerns with the speed that cars travel around dell road and st Leonard's rd. although a 20mph speed limit is in place it is very rarely kept to. With the school at top of dell road and numerous family's with young children I would suggest it would be prudent to put some speed humps in around school, and surrounding area ie. St Leonard's and Dell Road etc.</p>	
Gordon Avenue	Support	<p>Overall, I strongly welcome the introduction of parking restrictions in Highcliffe, not only as a deterrent to commuters using the area during the day, but also as a means of forcing residents to focus on the realities of living in an area with very limited off-street parking and room for no more than one vehicle outside each house.</p> <p>For Zone X2 (Fivefields Road, Gordon Avenue, etc) I feel that the restrictions should be in place until 10pm, and throughout the week, as they are for Zone X. This is because the key issue in Gordon Avenue and Nelson Road is not so much commuter parking during the day (although it would inevitably become a problem once restrictions came into force elsewhere in Highcliffe) but during the evenings and at weekends, as many residents use their cars to travel to work. Currently it is relatively easy to find a space during the working day, but it is impossible after 6pm. We see that the existing regulations are consistently flouted, with cars regularly parked overnight on the double-yellow lines on the corner of Nelson Road/ Gordon Avenue, making it hard for the bus and potentially for emergency vehicles to get round. Consequently, I would welcome restrictions that ended later in the evening, in order to make multiple car ownership less viable.</p> <p>In addition, I understand from the January meeting of the Highcliffe Community Forum, where you spoke, that the new development of six flats on the corner of Gordon Avenue/ Nelson Road, which is a redevelopment of Gerrard's Shop, would only be eligible for permits on the basis of the same number of households that the property comprised in 2005. Since 7-9 Gordon Avenue was a single dwelling in 2005, we trust that this will be enforced. Moreover, since these flats, which are being let as four x one bedroom, and two x two bedroom flats, were actively marketed as having access to free on-street parking, they have contributed hugely to a worsening of the parking situation here.</p> <p>We also call for regular enforcement of existing and new restrictions - there is little point in bringing them in if the enforcers never or rarely visit. (But I am sure that we do not need to tell you that!)</p> <p>I have a query relating to how many permits each household may have: the document says, "Each household can apply for two permits for their own cars, as well as two visitors' permits". However, later on it says, "Permits currently cost £22 a year for the first permit and subsequent permits are £70 to a maximum of four permits per household". Is the limit two, or four permits? Or are the second two permits visitors' permits? If they are the latter, what measures are in place to stop residents from abusing their visitors' permits and using them on their own vehicles? I would be grateful for clarification here.</p> <p>Finally, I would also welcome the cost of second and subsequent permits being much higher. As it stands, it is not high enough to be a realistic deterrent to owning a second car.</p>	
		Zone X3 Area	
Petersfield Road	Support	<p>As residents of Petersfield Road, we welcome the proposed revisions, but would like to further request that when road markings are implemented, driveway openings on the left hand side after the exit to Fivefields Road be clearly demarcated, in particular for our house. In recent months we have noticed an increase in parking on the left hand side of the road where neither restrictions nor bays are marked, and with the competition for spaces this has often led to cars being parked right up against the opening of our driveway. The driveway is steep and narrow, and this can make it difficult to get out of</p>	

		our drive on to the road, not to mention causing a visibility hazard. A white demarcation of the space which needs to be left clear would very much help.	
Address not supplied	Objection	<p>I would like to lodge a STRONG OBJECTION to the PROPOSED TRAFFIC REGULATION ORDER on Petersfield Road, Chalk Ridge for the reasons stated below:</p> <ul style="list-style-type: none"> - I believe there is no parking pressure on this road for local residents as the only houses on this road have the luxury of having large private driveways. - Visibility is cited as reason for the proposed permitting. However, this is a long straight road with passing areas. If visibility were to be an issue then permitting would not solve the issue as cars would still be parked here. <p>I believe this action is merely a financial decision by the council. This is one of the only areas in Winchester that is not permitted and I believe the reasons above highlight that it should be maintained as such.</p>	
Address not supplied	Objection	<p>It is obvious from reading these orders that commuter parking is considered to be a major issue, yet I presume that you want people to work in Winchester. While I understand that your park and ride scheme is good value compared to schemes in other towns/cities, commuters will have to pay the charge every day of every week, amounting to a significant expense, certainly a lot more than your average commuter could ever hope to recoup from a pay rise.</p> <p>You are no doubt trying to please many different parties, and if commuter concerns are important could you do something like cheaper parking for commuters who park in the park and ride but then walk/cycle rather than take the bus (you did something similar at one of the park and rides before). This obviously wouldn't help all commuters, but it would show some consideration for commuters.</p>	
Chalk Ridge	Support	<p>I understand it is intended to impose parking restrictions on Chalk Ridge Drive to address issues of visibility and obstruction. As a resident of Chalk Ridge I would like to say that I have no objection at all to this but as a person with 3 children under 3 years of age I feel the bigger issue on Chalk Ridge is the inability to be able to use the pavement due to cars being parked on it making it impassable most days. Chalk Ridge, as you know, has a sharp curve on it and pushing a buggy and walking with children along the street is a dangerous task when approaching that curve. Prior to writing this email I stepped outside my house, and looking in both directions was able to count 10 vehicles parked on the pavement within the immediate vicinity. The pavement parking and the inability to use the turning circle at the end of the road due to residents choosing to park there rather than their open driveways is a bit frustrating for me and the larger vehicles coming up to this area.</p> <p>I appreciate your time and look forward to seeing if anything can be done to fix the visibility and obstruction issues on Chalk Ridge</p>	
Address not supplied	Objection	<p>I wish to object to the proposal for permit holders parking in Petersfield Road, Winchester.</p> <p>This is a wide and straight road with virtually no demand for locals to park on it. The handful of houses along the road are huge and all have big driveways. There are no access problems as double yellow lines are clearly marked opposite any driveways. There is no obstruction given the width of the road and the frequent gaps in parked cars due to the above mentioned yellow lines. There are no visibility issues as the road is dead straight.</p> <p>I can only imagine that the proposal is designed to further cut all parking options in the city apart from the park and ride. I already pay a heavy tax on fuel as well as an annual car tax. I don't see why I should be taxed a further £60 per month to work in Winchester where I contribute enough already to the local economy through lunchtime shopping.</p> <p>Please provide a justification that makes sense for this proposal. If this is implemented then Petersfield Road will be empty all day every day as there is no need for residents parking in this road - particularly during office hours.</p>	
Address not supplied	Objection	<p>Please justify precisely why you deem it necessary to impose a parking zone onto Chalk Ridge and Petersfield Road.</p> <p>It cannot be to protect grass verges or prevent fly tipping. The only obvious reason is that residents of this area, despite significant off-street parking provision are determined to prevent commuters from parking at no cost. If residents are frustrated about people parking on the corner of the drives that enter Petersfield Road past the zone ends sign, double line the entire left hand side.</p> <p>In answer to any argument about increased traffic flow there are only about 50 spaces available in total, and there are traffic calming measures already in place. As such any increase in traffic volume is tiny and restricted to limited times of day. (I'd be more worried about preventing access to Alresford road via Quarry road, it's only a matter of time before someone is hurt, looking at the speed people go up it).</p> <p>There is no real reason to impose a parking restriction here. It will only displace already hard-pressed commuters to alternative locations. Not to mention the continuing cost of further enforcement to the city.</p> <p>I'm extremely disappointed in this decision and see it as yet another attack by the council on people having to commute into the city for work.</p>	

Chalk Ridge	Support	<p>Thank you for the consultation and recent communication regarding the proposed revision of parking restrictions. This is, in general, a positive move to address the weekday parking and consequential safety issues on Petersfield Road and at the junction with Chalk Ridge.</p> <p>My only comment is the congested parking is not an issue at weekends. Walkers and cyclists benefit from parking on Petersfield Road, especially at the weekend, for access to the South Downs Way. In view of this I object to the 2hr restriction being in place on Saturdays but support a restriction from Monday- Friday.</p>	
Maytree Road Chandlers Ford	Objection	<p>I wish to object to TRO Variation Order 65 as I would regard the reasons cited as being invalid.</p> <p>The order cites "visibility" and "obstruction" as reasons for this TRO. I would consider that visibility is not an issue on Petersfield Road (where the parking is highlighted) as this is a perfectly straight road with no dips or brows of hills. Therefore even with parked cars visibility is good.</p> <p>I would consider that obstruction is also not an issue as it is a very quiet road leading to a dead-end and at worst the short runs of parked cars may simply cause road users to slow down and wait for an on coming car to pass before proceeding. If anything this assists with speed limit compliance. The parking is on the opposite side to driveways therefore does not affect access.</p> <p>Residents along Petersfield Road all appear to have ample parking and their houses are generally elevated above road level and behind vegetation therefore I am sure that this parking would not adversely affect residents. I often park at this location to walk to the top of St Giles Hill or to walk across the pedestrian bridge over the M3 and towards Chilcomb and into the countryside.</p> <p>I would be very unhappy if parking restrictions were applied at this location for the reasons cited which I believe to be invalid.</p>	
Petersfield Road	Objection	<p>As a general rule I disagree with the costs of permits and would doubt the cost as described is really valid. The cost of the first permit is £22 per annum. Subsequent permits cost £70. I feel that is an excessive charge for domestic usage. Perhaps the cost would be understandable where business usage is concerned.</p> <p>However, the main thrust of this email is about the proposed restrictions in Petersfield Road. For the most part the houses along this road have large parking areas within the curtilage of the properties so they are unlikely to be affected by the use of Petersfield Road or any restrictions placed thereon.</p> <p>That suggests that the only reason to place further restrictions on that road is to prevent people parking there for free and going to work or shopping. I can also agree that any restrictions placed on Petersfield Road will have an impact on the surrounding roads so restrictions will have to be imposed on those surrounding roads.</p> <p>My main contention is that the two hour restriction would be too short for people who wish to go shopping in the town centre. Like many other city centres Winchester is having difficulty maintaining a wide range of high street stores. My wife and I are reluctant to pay for parking in the centre and therefore we travel away from the city to shop elsewhere because of the parking costs and I guess that many others will be doing the same. Reducing the available parking time to just 2 hours will exacerbate this and drive more shoppers away. Since the reason for the new restrictions is clearly to stop people parking in Petersfield Road and walking into the centre to work then a 4 hour zone would provide that whilst still giving shoppers enough time to fully appreciate the City's shopping.</p>	
Chalk Ridge	Support	<p>As a resident in the area I have been concerned at the continuing increase in inconsiderate and dangerous parking by commuters on Petersfield Rd. Introduction of the proposed restrictions should greatly improve matters. I know that many of the residents on Chalk Ridge are of the same opinion.</p>	
Address not supplied	Objection	<p>With regard to the introduction of Permit Parking Zone X3, it doesn't affect me directly, but I feel that there aren't many non-permit streets in Winchester anymore and Winchester residents who for whatever reason are not entitled to parking permits end up having to pay extravagant amounts of money for parking.</p> <p>Also, the majority of the properties on the affected by the new Permit Parking Zone roads have big driveways, which constitutes another good reason why these roads should be kept permit-free.</p> <p>Finally, I don't see how the visibility obstruction issue would be solved by vehicles being parked there anyway, with the only difference being that these vehicles will have permits?</p>	
Address not supplied	Objection	<p>Please precisely justify why you deem to impose a parking zone onto Chalk Ridge, Petersfield Road and the rest of Highcliffe. Despite the provision of SIGNIFICANT off-street parking. Especially within Petersfield Road and Chalk Ridge. This is further to the zoning on Chilcomb Lane which again has significant off-street parking provision.</p> <p>Notifications stipulate this is for access reasons, what are these? as installing zone parking will not necessarily stop residents with permits from parking on</p>	

		<p>the corner of drives. Might I suggest an alternative be to double yellow line the side of the road by the houses on Petersfield Road.</p> <p>I'm extremely disappointed in this decision and I would also call into question the increase to enforcements costs being a good use of the Councils time and money I believe the only possible reason is that residents are against hard-pressed commuters from parking at no-cost, and the council wanting to force people to use pay and display car parks.</p> <p>Winchester is an attractive city to work in, and I feel that we contribute to reducing the emissions and congestion within the city by parking further out and walking into the city.</p>	

**Highcliffe TRO - Summary of petition received during formal consultation
99 signatures representing 80 properties**

We the undersigned petition the Council to reconsider the area to be covered by the new Residential Parking Permits on Fivefields Road and Gordon Avenue, Winchester.

We believe these to be unnecessary and that implementation will negatively impact the residents of these area because

- The majority of hard working families in the area will be unable to afford this extra cost when already struggling with the rise in cost of living.
- A number of resident in the area need their cars to commute to their jobs some of which are minimum wage – increasing the cost of keeping a car will mean some are no longer able to do this and could potentially find themselves out of work.
- Families with young drivers face extra unnecessary costs with some homes needing to have 3 cars the costs of the permits will have negative impacts on the quality of life.

9 Fivefields Road	Flat 3 Gordon Avenue
17 Fivefields Road	2 Gordon Avenue
20 Fivefields Road	6 Gordon Avenue
23 Fivefields Road	8 Gordon Avenue
24 Fivefields Road	13 Gordon Avenue
31 Fivefields Road	14 Gordon Avenue
33 Fivefields Road	21 Gordon Avenue
35 Fivefields Road	22 Gordon Avenue
41 Fivefields Road	28 Gordon Avenue
43 Fivefields Road	29 Gordon Avenue
47 Fivefields Road	30 Gordon Avenue
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	142 Gordon Avenue

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Meeting to discuss Highcliffe TRO options following formal consultation

09:00 – Monday 03 June 2018

St Giles Room. WCC City Offices

Present

Cllr Dominic Hiscock – HCC Eastgate Division

Cllr Kim Gottlieb – WCC St Michaels Ward

Cllr Fiona Mather – WCC St Michaels Ward

Cllr Lynda Murphy – WCC St Michaels Ward

Simon Finch – WCC Corporate Director Regulatory

Richard Hein – WCC Head of Parking Services and CCTV

Neville Crisp – WCC Traffic Engineer

Discussion

NC provided copies of plans showing the results of the informal consultation, the overall proposal and detailed proposals for Zone X, X2 and X3 as advertised. Also table giving details of formal representations received and a summary of the petition received from residents of Gordon Avenue and Fivefields Road, also provided as a plan.

NC gave a brief history of why the changes to the restrictions in Highcliffe were being taken forward and why the proposals for each area had been decided.

KG said that he had been asked by residents for more on street parking to be introduced, but understood that it was not possible to create more highway.

KG asked about making disabled bays enforceable. This will require a new TRO, but can be done if necessary.

LM asked about crossing points for the school. This would be down to HCC School Travel Plan team, but without any existing problems they are unlikely to be able to justify any changes.

RH mentioned that Sunday restrictions would need to be mainly self-enforcing, but the Council does have CEOs working on Sundays when the Farmers Market is on, so there will be staff available. Additional resources can be investigated.

RH also mentioned that there might be significant changes if the HCC/WCC Agency Agreement is not renewed. HCC's policy for full cost recovery was explained and the cost implications of the first permit being at least £50.

KG clarified the existing Zone X restrictions together with the current permit costs. The clause for permit entitlement to developments after May 2002 was explained. This was

particularly relevant to a specific property in Highcliffe Road which was a new build on waste land and therefore the residents of the 4 new properties are not entitled to any permits. They therefore rely on parking on the local unrestricted roads or on the single yellow lines outside the current restrictions times.

Discussion on the responses and options for the three zones

Zone X

There is overwhelming support for Sunday permit holder restrictions, however the proposal to change the existing single yellow lines to double yellow has raised objections as some residents use the single yellow lines to park on in the evenings and Sundays as there is limited parking on street in the Highcliffe Road/Canute Road area.

Conclusion

In recognition of this it is not proposed to change the single yellow lines in this area, but double yellow lines are to be included on Milland Road.

Zone X2

The results of the informal consultation for this potential new permit zone showed a fairly low level of support, however it was considered appropriate to proceed with proposals for new restrictions as there would be criticism if this the probable displaced parking was not anticipated and measures proposed accordingly.

However, during the formal consultation period a 99 signature petition was received from residents of Gordon Avenue and Fivefields Road stating that they objected to any new restrictions. This means that almost 50% of residents in the new Zone X2 area are not in favour of new restrictions.

Conclusion

Due to the above and the fact that there was not significant response in support for new restrictions during the informal consultation it was agreed that the proposal for new restrictions should be dropped. If this happens the impact of any new restrictions in Zone X will be closely monitored and if necessary new restrictions could be implemented as a priority.

Post meeting comment – Subject to timescales and what is wanted this could be done under the current proposal as advertised which would save time.

Zone X3

Although there is substantial support from residents for new restrictions, this area was only included as a permit zone due to the adjacent proposals. If it was taken in isolation it would not meet the criteria for a permit scheme due to all of the properties having off road parking. As the new restrictions for Zone X2 are being withdrawn it is not believed that the new permit restrictions are appropriate for this area.

It is also acknowledged that the area is used by other residents to park (see Zone X comments) and restrictions would also have a severe impact on recreational users of the South Downs Way. As the Zone X2 proposal is being withdrawn there is unlikely to be any further parking displaced into Chalk Ridge and as such additional restrictions should not be needed beyond the junction with Petersfield Road. However to ensure clear access along the road and reasonable visibility along Petersfield Road is maintained it is proposed to introduce restrictions on the north side of the road as there are no restrictions at present and sometime vehicles are parked causing potential obstructions and obscuring on-coming traffic especially for the residents exiting steep driveways locally. As a precaution restrictions should also be introduced in Chalk Ridge at its junction with Petersfield Road and on the first section (bend) to ensure clear access and sufficient visibility for road users.

Conclusion

Due to the above it is agreed to drop the current proposed restrictions but to take forward a new proposal to introduce double yellow lines for the whole of the north side of Petersfield Road and the junction of Chalk Ridge. Subject to committee approval this new TRO is to be actioned as a priority.

This course of action is unlikely to be popular with residents, but they will be given the opportunity to comment at Committee when the proposal is taken for decision.

Next Steps

Committee report required.

The recommendations within the report can include for the impact of the any changes to be monitored and action taken to introduce additional restrictions as a priority.

All individuals that have made formal representations will be contacted notifying them of the meeting and how to view the report and that they can make personal representation at the meeting if they wish to.

Letters to be sent to all residents notifying them of the proposed decision, the meeting and how to view the report and that they can attend and make personal representations at the meeting if they wish to. (wording of letter to be approved by Cllrs prior to sending)

Likely implementation date Autumn 2019. (this would be linked to the new 'virtual' permit system being rolled out)

All of the above could be dependent on HCC/WCC Agency Agreement being renewed.

Post meeting note

The outcome of this meeting was discussed at the Highcliffe Community Forum meeting the same evening (03/06/2019) and when the petition objecting to the restrictions for Zone X2 was mentioned there was a comment that a counter petition would be organised by residents in favour of restrictions. If received this would be noted in any report and might influence the decision, however the course of action being taken by officers at present is in line with the discussions at the meeting as set out above.

N Crisp
04/06/2019

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KEY

- NO WAITING AT ANY TIME
(DOUBLE YELLOW LINES)
- PERMIT HOLDERS ONLY
8AM TO 10PM INCLUDING
SUNDAYS
(PARKING BAYS)
- 2 HOUR LIMITED WAITING
8AM TO 10PM INCLUDING
SUNDAYS - WITH PERMIT
HOLDERS EXEMPTION
(PARKING BAYS)
- NO STOPPING EXCEPT BUSES
(BUS STOP CAGE)
- NO STOPPING ON
ENTRANCE MARKINGS
(SCHOOL KEEP CLEAR
ZIG-ZAGS)
- NO WAITING 8AM - 6PM
MON-SAT
(SINGLE YELLOW LINES)
- DISABLED BADGE HOLDERS
ONLY

Rev.	Description	Date	Drawn
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Winchester
City Council

ENGINEERING & TRANSPORT
PLACE

City Offices
Colebrook Street
Winchester
SO23 9LJ

© Winchester City Council

Project:
TRAFFIC ORDERS
PERMANENT

Title:
HIGHCLIFFE AREA REVIEW
EXISTING ZONE X
REVISED PROPOSED RESTRICTIONS

Scale: NTS		Date: 20/08/2019
Drawn: NYC	CAD:	Checked:
DRG. No. 810402/396/007		Status:



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PROPOSED VARIATION TO:-

HAMPSHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE HAMPSHIRE (VARIOUS ROADS, WINCHESTER)
(PARKING PLACES AND RESTRICTION OF WAITING)
(CONTROLLED ZONE) (CONSOLIDATION) ORDER 2010

and

THE HAMPSHIRE (VARIOUS ROADS, WINCHESTER)
(PARKING PLACES AND RESTRICTION OF WAITING)
(CONTROLLED ZONE) (CONSOLIDATION) ORDER 2010
(VARIATION NO. 28) ORDER 2015

STATEMENT OF REASONS FOR REVISION:-

The proposals are to address issues of visibility and obstruction. There is significant pressure for on-street parking which is exacerbated by commuter parking, consequently the extension and introduction of the waiting restrictions should help control the existing and future parking issues and resolve existing and possible future access problems.

ORDER

HAMPSHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE HAMPSHIRE (VARIOUS ROADS, WINCHESTER) (PARKING PLACES AND RESTRICTION OF WAITING) (CONTROLLED ZONE) (CONSOLIDATION) ORDER 2010

and

THE HAMPSHIRE (VARIOUS ROADS, WINCHESTER) (PARKING PLACES AND RESTRICTION OF WAITING) (CONTROLLED ZONE) (CONSOLIDATION) ORDER 2010 (VARIATION NO. 12) ORDER 2012

EXISTING ITEMS TO BE DELETED

SCHEDULE I Pt II

Permit Holders Only 8:00am to 6:00pm Monday to Saturday

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
DELL ROAD	NORTH	BETWEEN A POINT 13.3 METRES EAST OF ITS JUNCTION WITH VALE ROAD AND A POINT 63.4 METRES EAST OF THAT JUNCTION.	O	X
DELL ROAD	SOUTH	BETWEEN A POINT 10.8 METRES EAST OF ITS JUNCTION WITH VALE ROAD AND A POINT 55.6 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	SOUTH	BETWEEN A POINT 115.9 METRES EAST OF ITS JUNCTION WITH BAR END ROAD AND A POINT 154.9 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	SOUTH	BETWEEN A POINT 56.8 METRES EAST OF ITS JUNCTION WITH BAR END ROAD AND A POINT 104.9 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	SOUTH	BETWEEN A POINT 16.3 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 81.0 METRES WEST OF THAT JUNCTION.	O	X
MILLAND ROAD	SOUTH	BETWEEN A POINT 102.9 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 134.4 METRES WEST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN A POINT 37.4 METRES EAST OF ITS JUNCTION WITH PORTAL ROAD AND A POINT 62.1 METRES EAST OF THAT JUNCTION.	O	X

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
MILLAND ROAD	NORTH	BETWEEN A POINT 10.1 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 58.1 METRES WEST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN A POINT 147.4 METRES EAST OF ITS JUNCTION WITH PORTAL ROAD AND A POINT 175.1 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN A POINT 92.2 METRES EAST OF ITS JUNCTION WITH PORTAL ROAD AND A POINT 122.5 METRES EAST OF THAT JUNCTION.	O	X
PORTAL ROAD	WEST	BETWEEN A POINT 15.1 METRES NORTH OF ITS JUNCTION WITH MILLAND ROAD AND A POINT 9.7 METRES WEST OF ITS JUNCTION WITH VALE ROAD.	O	X
PORTAL ROAD	EAST	BETWEEN A POINT 15.2 METRES NORTH OF ITS JUNCTION WITH MILLAND ROAD AND A POINT 53.8 METRES NORTH OF THAT JUNCTION.	O	X
PORTAL ROAD	EAST	BETWEEN A POINT 78.5 METRES NORTH OF ITS JUNCTION WITH MILLAND ROAD AND A POINT 9.5 METRES WEST OF ITS JUNCTION WITH VALE ROAD.	O	X
VALE ROAD	NORTH-WEST	BETWEEN A POINT 13.5 METRES NORTH-WEST OF ITS JUNCTION WITH MILLAND ROAD AND A POINT 9.8 METRES SOUTH-WEST OF ITS JUNCTION WITH PORTAL ROAD.	O	X
VALE ROAD	NORTH-EAST	BETWEEN A POINT 20.7 METRES NORTH-WEST OF ITS JUNCTION WITH MILLAND ROAD AND A POINT 11.0 METRES SOUTH-EAST OF ITS JUNCTION WITH DELL ROAD.	O	X
VALE ROAD	NORTH-WEST	BETWEEN A POINT 9.4 METRES NORTH-WEST OF ITS JUNCTION WITH PORTAL ROAD AND A POINT 9.5 METRES SOUTH-EAST OF ITS JUNCTION WITH ST CATHERINES ROAD.	O	X

SCHEDULE 1 Pt III

2 Hours Limited Waiting with Permit holders Exemption 8:00am to 6:00pm Monday to Saturday

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
ST CATHERINES ROAD	NORTH	BETWEEN A POINT 9.6 METRES EAST OF ITS JUNCTION WITH CANUTE ROAD AND A POINT 41.8 METRES EAST OF THAT JUNCTION.	O	X
ST CATHERINES ROAD	NORTH	BETWEEN A POINT 9.3 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 62.9 METRES WEST OF THAT JUNCTION.	O	X
VALE ROAD	NORTH-	BETWEEN A POINT 9.4 METRES NORTH-	O	X

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
	WEST	WEST OF ITS JUNCTION WITH ST CATHERINES ROAD AND A POINT 28.1 METRES NORTH-WEST OF THAT JUNCTION.		

SCHEDULE I Pt X

Permit Holders Only 8:00am to 10:00pm Monday to Saturday

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
ST CATHERINES ROAD	NORTH	BETWEEN A POINT 8.9 METRES WEST OF ITS JUNCTION WITH CANUTE ROAD AND A POINT 9.0 METRES EAST OF ITS JUNCTION WITH CATHEDRAL VIEW.	O	X
ST CATHERINES ROAD	SOUTH	BETWEEN A POINT 9.1 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 79.6 METRES WEST OF THAT JUNCTION.	O	X
ST CATHERINES ROAD	SOUTH	BETWEEN ITS JUNCTION WITH CATHEDRAL VIEW AND A POINT 91.8 METRES WEST OF ITS JUNCTION WITH VALE ROAD.	O	X
CATHEDRAL VIEW	EAST	BETWEEN A POINT 9.1 METRES NORTH OF ITS JUNCTION WITH ST CATHERINES ROAD AND A POINT 40.0 METRES SOUTH OF ITS JUNCTION WITH HIGHCLIFFE ROAD.	O	X
CATHEDRAL VIEW	WEST	BETWEEN ITS JUNCTION WITH ST CATHERINES ROAD AND ITS JUNCTION WITH HIGHCLIFFE ROAD – FOR A DISTANCE OF 60.0 METRES.	O	X
CANUTE ROAD	EAST	BETWEEN A POINT 9.0 METRES NORTH OF ITS JUNCTION WITH ST CHATERINES VIEW AND A POINT 12.2 METRES SOUTH OF ITS JUNCTION WITH PETERSFIELD ROAD.	O	X
CANUTE ROAD	WEST	BETWEEN A POINT 9.1 METRES NORTH OF ITS JUNCTION WITH ST CATHERINES ROAD AND A POINT 30.0 METRES NORTH OF THAT JUNCTION.	O	X
CANUTE ROAD	WEST	BETWEEN A POINT 9.3 METRES NORTH-WEST OF ITS JUNCTION WITH HIGHCLIFFE ROAD AND A POINT 40.0 METRES SOUTH OF THAT JUNCTION.	O	X
ST CATHERINES ROAD	NORTH	BETWEEN A POINT 9.3 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 62.9 METRES WEST OF THAT JUNCTION.	O	X
ST CATHERINES ROAD	NORTH	BETWEEN A POINT 9.6 METRES WEST OF ITS JUNCTION WITH CANUTE ROAD AND A POINT 41.8 METRES EAST OF THAT JUNCTION.	O	X

SCHEDULE V

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>
DELL ROAD	SOUTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 10.8 METRES EAST OF THAT JUNCTION.	O	X
DELL ROAD	NORTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 13.3 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	SOUTH	BETWEEN A POINT 104.9 METRES EAST OF ITS JUNCTION WITH BAR END ROAD AND A POINT 115.9 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	SOUTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 16.3 METRES WEST OF THAT JUNCTION.	O	X
MILLAND ROAD	SOUTH	BETWEEN A POINT 154.9 METRES EAST OF ITS JUNCTION WITH BAR END ROAD AND A POINT 181.9 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	SOUTH	BETWEEN A POINT 37.4 METRES EAST OF ITS JUNCTION WITH BAR END ROAD AND A POINT 56.8 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN A POINT 58.1 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 78.7 METRES WEST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN A POINT 122.5 METRES EAST OF ITS JUNCTION WITH PORTAL ROAD AND A POINT 147.4 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN A POINT 62.1 METRES EAST OF ITS JUNCTION WITH PORTAL ROAD AND A POINT 92.2 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN A POINT 14.9 METRES EAST OF ITS JUNCTION WITH BAR END ROAD AND A POINT 37.4 METRES EAST OF ITS JUNCTION WITH PORTAL ROAD.	O	X
MILLAND ROAD	SOUTH	BETWEEN A POINT 81.0 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 102.9 METRES WEST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 10.0 METRES WEST OF THAT JUNCTION.	O	X
PORTAL ROAD	EAST	BETWEEN ITS JUNCTION WITH MILLAND ROAD AND A POINT 15.2 METRES NORTH OF THAT JUNCTION.	O	X
PORTAL ROAD	WEST	BETWEEN ITS JUNCTION WITH MILLAND	O	X

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
		ROAD AND A POINT 15.1 METRES NORTH OF THAT JUNCTION.		
PORTAL ROAD	EAST	BETWEEN A POINT 53.8 METRES NORTH OF ITS JUNCTION WITH MILLAND ROAD AND A POINT 78.5 METRES NORTH AND EAST OF THAT JUNCTION.	O	X
PORTAL ROAD	SOUTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 9.5 METRES WEST OF THAT JUNCTION.	O	X
PORTAL ROAD	NORTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 9.7 METRES WEST OF THAT JUNCTION.	O	X
ST CATHERINES ROAD	SOUTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 9.1 METRES WEST OF THAT JUNCTION.	O	X
ST CATHERINES ROAD	NORTH	BETWEEN A POINT 62.9 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 41.8 METRES EAST OF ITS JUNCTION WITH CANUTE ROAD.	O	X
ST CATHERINES ROAD	NORTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 9.3 METRES WEST OF THAT JUNCTION.	O	X
VALE ROAD	NORTH-WEST	BETWEEN ITS JUNCTION WITH MILLAND ROAD AND A POINT 13.5 METRES NORTH-WEST OF THAT JUNCTION.	O	X
VALE ROAD	NORTH-EAST	BETWEEN ITS JUNCTION WITH DELL ROAD AND A POINT 11.0 METRES SOUTH-EAST OF THAT JUNCTION.	O	X
VALE ROAD	NORTH-WEST	BETWEEN A POINT 28.1 METRES NORTH-WEST OF ITS JUNCTION WITH ST CATHERINES ROAD AND ITS JUNCTION WITH DELL ROAD.	O	X
VALE ROAD	NORTH-WEST	BETWEEN A POINT 9.0 METRES NORTH-WEST OF ITS JUNCTION WITH ST CATHERINES ROAD AND A POINT 9.5 METRES SOUTH-EAST OF THAT JUNCTION.	O	X
VALE ROAD	NORTH-WEST	BETWEEN A POINT 9.4 METRES NORTH-WEST OF ITS JUNCTION WITH PORTAL ROAD AND A POINT 9.8 METRES SOUTH-EAST OF THAT JUNCTION.	O	X
VALE ROAD	NORTH-EAST	BETWEEN ITS JUNCTION WITH MILLAND ROAD AND A POINT 11.0 METRES NORTH-WEST OF THAT JUNCTION.	O	X

NEW ITEMS

SCHEDULE I Pt V

Disabled Permit Holders Only All days

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
ST CATHERINES ROAD	SOUTH	BETWEEN A POINT 24.0 METRES EAST OF ITS JUNCTION WITH CATHEDRAL VIEW AND A POINT 29.5 METRES EAST OF THAT JUNCTION.	O	X

SCHEDULE 1 Part XVIIIA No Stopping At Any Time On School Entrance

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
ST CATHERINES ROAD	NORTH	BETWEEN A POINT 41.8 METRES EAST OF ITS JUNCTION WITH CANUTE ROAD AND A POINT 62.9 METRES WEST OF ITS JUNCTION WITH VALE ROAD.	O	X

SCHEDULE II

No Waiting At Any Time

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
DELL ROAD	SOUTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 10.8 METRES EAST OF THAT JUNCTION.	O	X
DELL ROAD	NORTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 13.3 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	SOUTH	BETWEEN A POINT 104.9 METRES EAST OF ITS JUNCTION WITH BAR END ROAD AND A POINT 115.9 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	SOUTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 16.3 METRES WEST OF THAT JUNCTION.	O	X
MILLAND ROAD	SOUTH	BETWEEN A POINT 154.9 METRES EAST OF ITS JUNCTION WITH BAR END ROAD AND A POINT 181.9 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	SOUTH	BETWEEN A POINT 37.4 METRES EAST OF ITS JUNCTION WITH BAR END ROAD AND A POINT 56.8 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN A POINT 58.1 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 78.7 METRES WEST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN A POINT 122.5 METRES EAST OF ITS JUNCTION WITH PORTAL ROAD AND A POINT 147.4 METRES EAST OF	O	X

<u>Road Name</u>	<u>Side</u>	<u>Description</u> THAT JUNCTION.	<u>Area</u>	<u>Zone</u>
MILLAND ROAD	NORTH	BETWEEN A POINT 62.1 METRES EAST OF ITS JUNCTION WITH PORTAL ROAD AND A POINT 92.2 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN A POINT 14.9 METRES EAST OF ITS JUNCTION WITH BAR END ROAD AND A POINT 37.4 METRES EAST OF ITS JUNCTION WITH PORTAL ROAD.	O	X
MILLAND ROAD	SOUTH	BETWEEN A POINT 81.0 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 102.9 METRES WEST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 10.0 METRES WEST OF THAT JUNCTION.	O	X
PORTAL ROAD	EAST	BETWEEN ITS JUNCTION WITH MILLAND ROAD AND A POINT 15.2 METRES NORTH OF THAT JUNCTION.	O	X
PORTAL ROAD	WEST	BETWEEN ITS JUNCTION WITH MILLAND ROAD AND A POINT 15.1 METRES NORTH OF THAT JUNCTION.	O	X
PORTAL ROAD	EAST	BETWEEN A POINT 53.8 METRES NORTH OF ITS JUNCTION WITH MILLAND ROAD AND A POINT 78.5 METRES NORTH AND EAST OF THAT JUNCTION.	O	X
PORTAL ROAD	SOUTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 9.5 METRES WEST OF THAT JUNCTION.	O	X
PORTAL ROAD	NORTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 9.7 METRES WEST OF THAT JUNCTION.	O	X
ST CATHERINES ROAD	SOUTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 9.1 METRES WEST OF THAT JUNCTION.	O	X
ST CATHERINES ROAD	NORTH	BETWEEN ITS JUNCTION WITH VALE ROAD AND A POINT 9.3 METRES WEST OF THAT JUNCTION.	O	X
VALE ROAD	NORTH-WEST	BETWEEN ITS JUNCTION WITH MILLAND ROAD AND A POINT 13.5 METRES NORTH-WEST OF THAT JUNCTION.	O	X
VALE ROAD	NORTH-EAST	BETWEEN ITS JUNCTION WITH DELL ROAD AND A POINT 11.0 METRES SOUTH-EAST OF THAT JUNCTION.	O	X
VALE ROAD	NORTH-WEST	BETWEEN A POINT 28.1 METRES NORTH-WEST OF ITS JUNCTION WITH ST CATHERINES ROAD AND ITS JUNCTION WITH DELL ROAD.	O	X
VALE ROAD	NORTH-WEST	BETWEEN A POINT 9.0 METRES NORTH-WEST OF ITS JUNCTION WITH ST CATHERINES ROAD AND A POINT 9.5 METRES SOUTH-EAST OF THAT JUNCTION.	O	X

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
VALE ROAD	NORTH-WEST	BETWEEN A POINT 9.4 METRES NORTH-WEST OF ITS JUNCTION WITH PORTAL ROAD AND A POINT 9.8 METRES SOUTH-EAST OF THAT JUNCTION.	O	X
VALE ROAD	NORTH-EAST	BETWEEN ITS JUNCTION WITH MILLAND ROAD AND A POINT 11.0 METRES NORTH-WEST OF THAT JUNCTION.	O	X

SCHEDULE I Pt NEW

Permit Holders Only 8:00am to 10:00pm
(Monday to Sunday)

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
ST CATHERINES ROAD	NORTH	BETWEEN A POINT 8.9 METRES WEST OF ITS JUNCTION WITH CANUTE ROAD AND A POINT 9.0 METRES EAST OF ITS JUNCTION WITH CATHEDRAL VIEW.	O	X
ST CATHERINES ROAD	SOUTH	BETWEEN A POINT 9.1 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 79.6 METRES WEST OF THAT JUNCTION.	O	X
ST CATHERINES ROAD	SOUTH	BETWEEN ITS JUNCTION WITH CATHEDRAL VIEW AND A POINT 24.0 METRES EAST OF THAT JUNCTION.	O	X
ST CATHERINES ROAD	SOUTH	BETWEEN A POINT 29.5 METRES EAST OF ITS JUNCTION WITH CATHEDRAL VIEW AND A POINT 91.8 METRES WEST OF ITS JUNCTION WITH VALE ROAD.	O	X
CATHEDRAL VIEW	EAST	BETWEEN A POINT 9.1 METRES NORTH OF ITS JUNCTION WITH ST CATHERINES ROAD AND A POINT 40.0 METRES SOUTH OF ITS JUNCTION WITH HIGHCLIFFE ROAD.	O	X
CATHEDRAL VIEW	WEST	BETWEEN ITS JUNCTION WITH ST CATHERINES ROAD AND ITS JUNCTION WITH HIGHCLIFFE ROAD – FOR A DISTANCE OF 60.0 METRES.	O	X
CANUTE ROAD	EAST	BETWEEN A POINT 9.0 METRES NORTH OF ITS JUNCTION WITH ST CATHERINES ROAD AND A POINT 12.2 METRES SOUTH OF ITS JUNCTION WITH PETERSFIELD ROAD.	O	X
CANUTE ROAD	WEST	BETWEEN A POINT 9.1 METRES NORTH OF ITS JUNCTION WITH ST CATHERINES ROAD AND A POINT 30.0 METRES NORTH OF THAT JUNCTION.	O	X
CANUTE ROAD	WEST	BETWEEN A POINT 9.3 METRES NORTH-WEST OF ITS JUNCTION WITH HIGHCLIFFE ROAD AND A POINT 40.0 METRES SOUTH OF THAT JUNCTION.	O	X
ST CATHERINES ROAD	NORTH	BETWEEN A POINT 9.3 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 62.9 METRES WEST OF THAT JUNCTION.	O	X

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
ST CATHERINES ROAD	NORTH	BETWEEN A POINT 9.6 METRES WEST OF ITS JUNCTION WITH CANUTE ROAD AND A POINT 41.8 METRES EAST OF THAT JUNCTION.	O	X
DELL ROAD	NORTH	BETWEEN A POINT 13.3 METRES EAST OF ITS JUNCTION WITH VALE ROAD AND A POINT 24.5 METRES WEST OF ITS JUNCTION WITH ST LEONARDS ROAD.	O	X
DELL ROAD	SOUTH	BETWEEN A POINT 10.8 METRES EAST OF ITS JUNCTION WITH VALE ROAD AND A POINT 24.5 METRES WEST OF ITS JUNCTION WITH ST LEONARDS ROAD.	O	X
MILLAND ROAD	SOUTH	BETWEEN A POINT 115.9 METRES EAST OF ITS JUNCTION WITH BAR END ROAD AND A POINT 154.9 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	SOUTH	BETWEEN A POINT 56.8 METRES EAST OF ITS JUNCTION WITH BAR END ROAD AND A POINT 104.9 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	SOUTH	BETWEEN A POINT 16.3 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 81.0 METRES WEST OF THAT JUNCTION.	O	X
MILLAND ROAD	SOUTH	BETWEEN A POINT 102.9 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 134.4 METRES WEST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN A POINT 37.4 METRES EAST OF ITS JUNCTION WITH PORTAL ROAD AND A POINT 62.1 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN A POINT 10.1 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 58.1 METRES WEST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN A POINT 147.4 METRES EAST OF ITS JUNCTION WITH PORTAL ROAD AND A POINT 175.1 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD	NORTH	BETWEEN A POINT 92.2 METRES EAST OF ITS JUNCTION WITH PORTAL ROAD AND A POINT 122.5 METRES EAST OF THAT JUNCTION.	O	X
MILLAND ROAD SPORTS STADIUM ACCESS AREA	SOUTH- EAST	BETWEEN A POINT 181.9 METRES EAST OF ITS JUNCTION WITH BAR END ROAD AND ITS JUNCTION WITH VALE ROAD.	O	X
PORTAL ROAD	WEST	BETWEEN A POINT 15.1 METRES NORTH OF ITS JUNCTION WITH MILLAND ROAD AND A POINT 9.7 METRES WEST OF ITS JUNCTION WITH VALE ROAD.	O	X
PORTAL ROAD	EAST	BETWEEN A POINT 15.2 METRES NORTH OF ITS JUNCTION WITH MILLAND ROAD AND A POINT 53.8 METRES NORTH OF	O	X

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
		THAT JUNCTION.		
PORTAL ROAD	EAST	BETWEEN A POINT 78.5 METRES NORTH OF ITS JUNCTION WITH MILLAND ROAD AND A POINT 9.5 METRES WEST OF ITS JUNCTION WITH VALE ROAD.	O	X
VALE ROAD	NORTH-WEST	BETWEEN A POINT 13.5 METRES NORTH-WEST OF ITS JUNCTION WITH MILLAND ROAD AND A POINT 9.8 METRES SOUTH-WEST OF ITS JUNCTION WITH PORTAL ROAD.	O	X
VALE ROAD	NORTH-EAST	BETWEEN A POINT 20.7 METRES NORTH-WEST OF ITS JUNCTION WITH MILLAND ROAD AND A POINT 11.0 METRES SOUTH-EAST OF ITS JUNCTION WITH DELL ROAD.	O	X
VALE ROAD	NORTH-WEST	BETWEEN A POINT 9.4 METRES NORTH-WEST OF ITS JUNCTION WITH PORTAL ROAD AND A POINT 9.5 METRES SOUTH-EAST OF ITS JUNCTION WITH ST CATHERINES ROAD.	O	X
VALE ROAD	NORTH-WEST	BETWEEN A POINT 9.4 METRES NORTH-WEST OF ITS JUNCTION WITH ST CATHERINES ROAD AND A POINT 28.1 METRES NORTH-WEST OF THAT JUNCTION.	O	X
VALE ROAD SPORTS STADIUM ACCESS AREA	NORTH-EAST	BETWEEN ITS JUNCTION WITH MILLAND ROAD AND A POINT 11.0 METRES NORTH OF THAT JUNCTION.	O	X

SCHEDULE 1 Pt NEW

2 Hours Limited Waiting with Permit holders Exemption 8:00am to 10:00pm (Monday to Sunday)

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
ST CATHERINES ROAD	NORTH	BETWEEN A POINT 9.6 METRES EAST OF ITS JUNCTION WITH CANUTE ROAD AND A POINT 41.8 METRES EAST OF THAT JUNCTION.	O	X
ST CATHERINES ROAD	NORTH	BETWEEN A POINT 9.3 METRES WEST OF ITS JUNCTION WITH VALE ROAD AND A POINT 62.9 METRES WEST OF THAT JUNCTION.	O	X

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DD1

DECISION TAKER: CLLR TOD (CABINET MEMBER FOR SERVICE QUALITY & TRANSFORMATION), ON BEHALF OF CLLR MURPHY (CABINET MEMBER FOR ENVIRONMENT)

REPORT TITLE: THE GARRISON GROUND - DEDICATION OF LAND TO FIELDS IN TRUST

13 JANUARY 2020

Contact Officer: Coral Rogers Tel No: 01962 848543

Email crogers@winchester.gov.uk

WARD(S): ST MICHAEL

PURPOSE

To enter into a deed of dedication with Fields in Trust in respect of the land shown edged red on the plan attached as Appendix 1 to secure the use of the land as playing fields and recreation on such terms as she shall determine.

RECOMMENDATIONS:

1. It is recommended that the Council enter into a deed of dedication with Fields in Trust.
2. The Service Lead-Legal be authorised to negotiate, prepare and to enter into a deed of dedication with Fields in Trust in respect of the land shown edged red on the plan attached as Appendix 1 to secure the use of the land as playing fields and recreation on such terms as she shall determine.

IMPLICATIONS:

1 COUNCIL STRATEGY OUTCOME

- 1.1 The emerging Council Plan (considered by Cabinet in October 2019 and currently subject to consultation) includes the priority of "Living Well" which seeks to actively promote greater participation in physical activities. The Plan also makes a very clear commitment to tackling the Climate Emergency and making carbon neutrality central to everything it does.
- 1.2 The deed of dedication will protect the land for sports pitches and recreation for the future.

2 FINANCIAL IMPLICATIONS

- 2.1 A small administration fee (under £100) is payable to Fields in Trust.

3 LEGAL AND PROCUREMENT IMPLICATIONS

- 3.1 The extent of the land to be dedicated has been carefully considered and agreed by all parties. The dedication is in perpetuity and the purpose is to protect the land as playing fields.
- 3.2 Legal officer time will be required to deal with the deed of dedication but this can be managed within the existing resources of the Legal team. As part of the legal framework the Council will be liable for the maintenance upkeep of the land which will pertain to outdoor playing fields uses, thus enabling a wide range of sport, leisure and recreation on the land.
- 3.3 The Council could decide not to dedicate the land. Such a course of action would allow the Council to deal with the land in the future without any restrictions (other than the normal planning constraints and any enforceable restrictions on the title).

4 CONSULTATION AND COMMUNICATION

- 4.1 Local residents requested that the land be protected as playing fields and for leisure purposes and this has been supported by SALT (Winchester Sport Art and Leisure Trust) and local and cabinet members.

5 ENVIRONMENTAL CONSIDERATIONS

- 5.1 Species rich grassland will be sown as part of the Leisure Centre mitigation providing a habitat for reptiles. The deed of dedication will ensure that there will be no future impact on the environment.

6 RISK MANAGEMENT

- 6.1 There are no risks but the deed will allow for minor changes such as an outdoor gym or pathways.

7 OTHER KEY ISSUES

7.1 None

8 SUPPORTING INFORMATION:

- 8.1 King George V playing fields are on the site next door to the Garrison Ground and this land is designated Fields in Trust land which is under the ownership and management of Winchester City Council apart from the artificial sports pitch which is let to the University of Winchester. Fields in Trust works in partnership with landowners to protect land through a Deed of Dedication, which is a binding legal commitment to protect the land in perpetuity.
- 8.2 The Garrison Ground is the location for the new Sport and Leisure Park which is currently under construction. A condition of the planning permission for the new Sport and Leisure Park stipulated that two football pitches be provided on the Garrison Ground site to mitigate the loss of one adult football pitch as part of the development. As part of this project, a new footpath has been installed linking the playing fields on the Garrison Ground directly to the site at King George V Playing Fields.
- 8.3 All the sports pitches across both sites are managed and maintained by the Natural Environment and Recreation Team (with the exception of the pitch let to the University of Winchester.) Part of this site is already protected by Fields in Trust and this report seeks to protect the Garrison Ground in the same way. The area to be dedicated is shown on the map in Appendix One and outlined in red.
- 8.4 As part of the Garrison Ground which was formerly playing fields used as sports pitches and leisure land has been affected by the construction of the Sport and Leisure Centre, local residents have expressed concern about the loss of open space and requested that the land shown on the map in Appendix One be dedicated Fields in Trust.

9 OTHER OPTIONS CONSIDERED AND REJECTED

- 9.1 The Council could choose not to dedicate the land as Fields in Trust. This option has been rejected as this report seeks to retain the land as playing fields and recreation land in perpetuity.

BACKGROUND DOCUMENTS:-

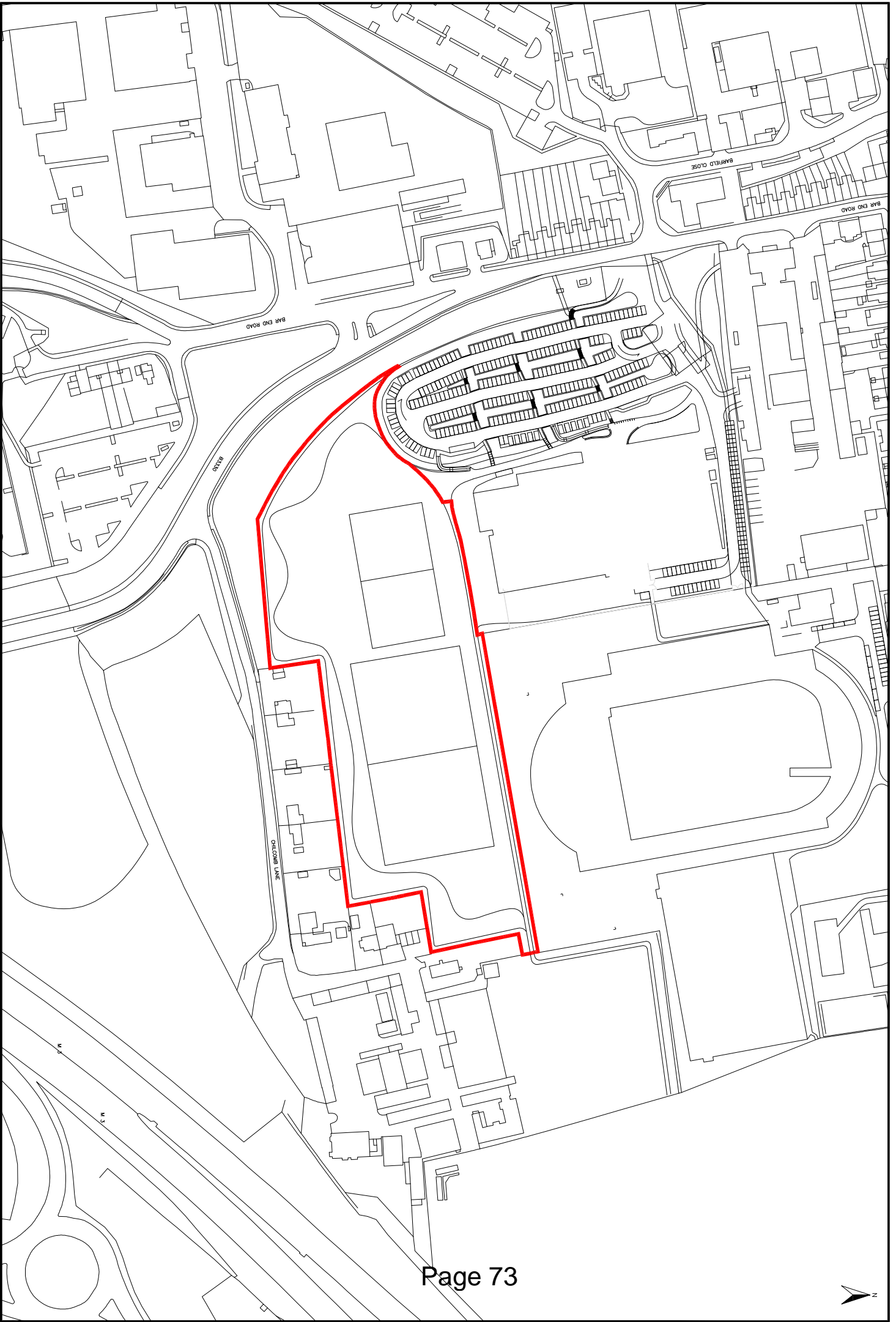
Previous Cabinet/Committee Reports or Cabinet Member Decisions:-

PHD760 – King George V Playing Fields, Bar End – Dedication of Land

Other Background Documents:- None

APPENDICES: Appendix 1 – map of proposed area for dedication.

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