



**DRAFT PORTFOLIO HOLDER DECISION NOTICE**

**PROPOSED INDIVIDUAL DECISION BY THE PORTFOLIO HOLDER FOR BUILT ENVIRONMENT**

**TOPIC – TRAFFIC REGULATION ORDER – ABBOTTS BARTON, WINCHESTER**

**PROCEDURAL INFORMATION**

The Access to Information Procedure Rules – Part 4, Section 22 of the Council's Constitution provides for a decision to be made by an individual member of Cabinet.

In accordance with the Procedure Rules, the Chief Operating Officer, the Chief Executive and the Chief Finance Officer are consulted together with Chairman and Vice Chairman of The Overview and Scrutiny Committee and any other relevant overview and scrutiny committee. In addition, all Members are notified.

If five or more Members from those informed so request, the Leader may require the matter to be referred to Cabinet for determination.

**If you wish to make representation on this proposed Decision please contact the relevant Portfolio Holder and the following Democratic Services Officer by 5.00pm on Wednesday 19 June 2013.**

**Contact Officers:**

**Case Officer:** Neville Crisp. Traffic Engineer. Tel: 01962 848484. Email: ncrisp@winchester.gov.uk

**Democratic Services Officer:** Nancy Graham. Senior Democratic Services Officer. Tel: 01962 848235. Email: ngraham@winchester.gov.uk

**SUMMARY**

- Cabinet (Traffic and Parking) Committee considered Report CAB2448(TP) at its meeting on 18 March 2013 which gives full details of the background to this PHD Notice. In addition, the minutes of the meeting are attached as Appendix 4 to this Notice.
- The recommendations approved at the Cabinet (Traffic & Parking) Committee meeting were carried out with the following results:-
  - Additional areas of permit holder parking were investigated and can be included in Chandler Road and Francis Gardens. Revised plan 810402/225/002 E attached. (Appendix 1)

- All respondents to the formal consultation were notified of the decision of the meeting to pursue '1 hour limited waiting with permit holders exemption 11:00am to 2:00pm Monday to Friday' restrictions. Five replies were received (Appendix 3).
- The five replies received did not raise any new issues; all of the issues raised have been discussed and considered.
- As less than 10 representations were received contrary to the officer recommendation, the decision can be taken forward as a PHD notice.

### **PROPOSED DECISION**

1. That the revised restrictions as detailed in the schedule attached as Appendix 2 be introduced.
2. That the Head of Legal Services be authorised to make the necessary order.

### **REASON FOR THE PROPOSED DECISION AND OTHER ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

See Summary.

### **RESOURCE IMPLICATIONS:**

- The cost of advertising and implementing the traffic regulation order is covered by the Traffic Management agreement with Hampshire County Council.
- Enforcement costs will be covered by existing budgets and through additional income from permits.

### **CONSULTATION UNDERTAKEN ON THE PROPOSED DECISION**

- All standard consultation procedures were carried out during the TRO process. See CAB2448(TP).
- In accordance with the recommendations agreed for CAB2448(TP), letters were sent to all correspondents confirming the decision made at the Traffic & Parking Committee meeting and asking for any additional comments. Five responses were received to these letters (Appendix 3).

### **FURTHER ALTERNATIVE OPTIONS CONSIDERED AND REJECTED FOLLOWING PUBLICATION OF THE DRAFT PORTFOLIO HOLDER DECISION NOTICE**

N/A

**DECLARATION OF INTERESTS BY THE DECISION MAKER OR A MEMBER OR OFFICER CONSULTED**

None.

**DISPENSATION GRANTED BY THE STANDARDS COMMITTEE**

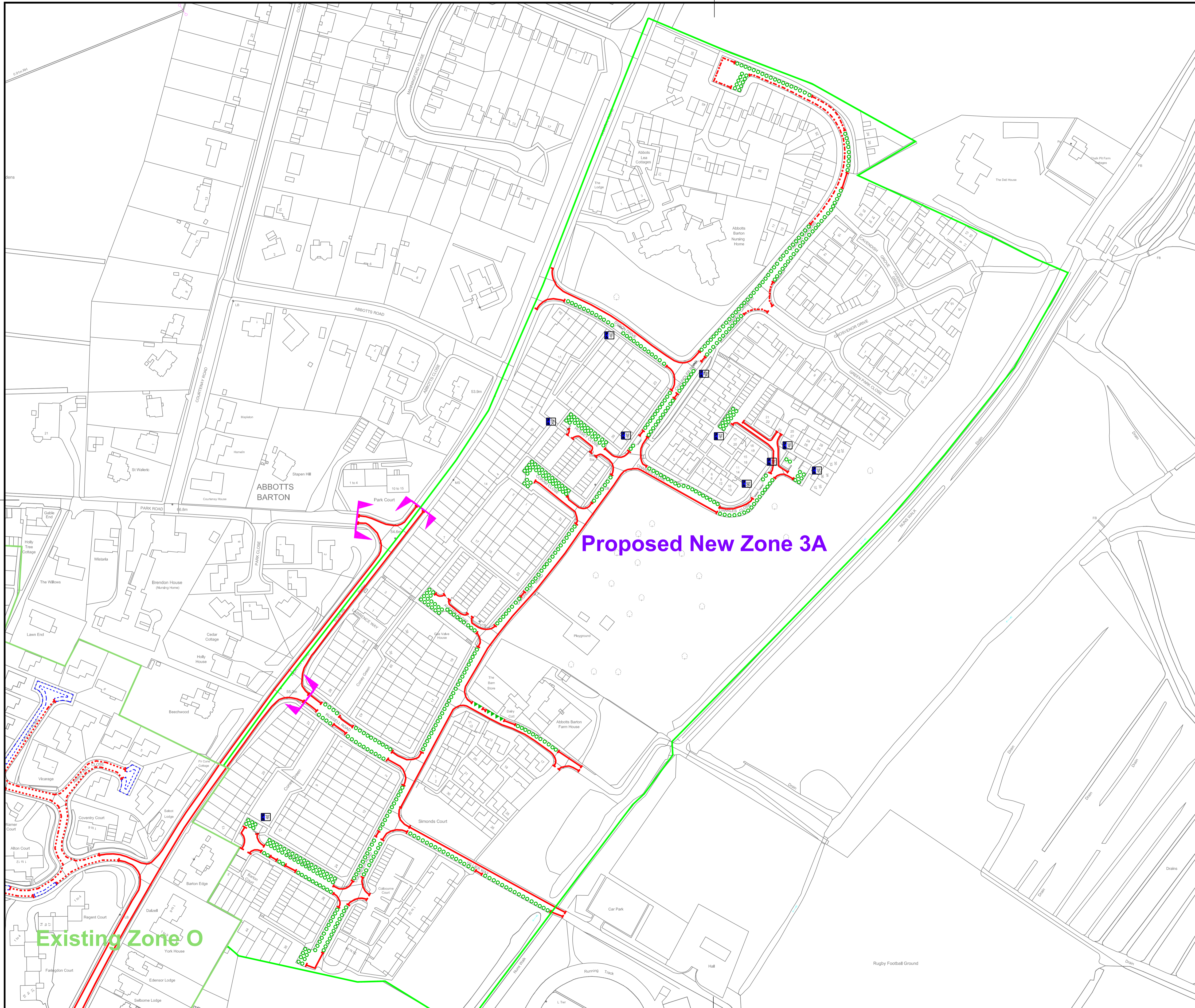
None.







**Approved by: (signature)**

**Date of Decision**

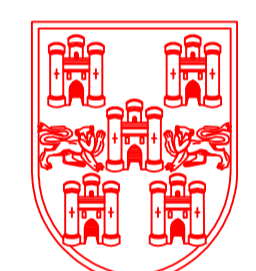
**Councillor Weston – Portfolio Holder for Built Environment**





-  NO WAITING AT ANY TIME  
(DOUBLE YELLOW LINES)
-  NO WAITING 10:00am TO 4:00pm  
MONDAY TO FRIDAY  
(SINGLE YELLOW LINES)
-  1 HOUR LIMITED WAITING PARKING  
WITH PERMIT HOLDERS EXEMPTION  
11:00am TO 2:00pm MONDAY TO FRIDAY
-  2 HOUR LIMITED WAITING PARKING  
WITH NO PERMIT HOLDERS EXEMPTION  
11:00am TO 2:00pm MONDAY TO FRIDAY
-   DISABLED BADGE HOLDERS ONLY
-  START OF EXISTING RESTRICTIONS/  
CONTROLLED PARKING ZONE

Rev	Description	Date	Drawn
E	Additional parking bays added as per CAB2448(TP) agreed recommendations. Disabled bay o/s 19 Chandler Road deleted.	03-04-13	NVC
D	Proposed restrictions revised in accordance with CAB2448(TP) recommendations.	28-02-13	NVC
C	Proposed parking bay restrictions changed from Monday to Saturday to Monday to Friday. Zone title changed to 3A.	11-12-12	NVC
B	2 hour bays added Chandler Road spur. Bays moved Austen Close. New bay Grosvenor Drive. DYL to end of Knights Close.	15-10-12	NVC
A	Disabled bay removed o/s 25 Chandler Road. Bays removed Chandler Road spur.	09-10-12	NVC



**Winchester**  
City Council

OPERATIONS GROUP  
 ACCESS & INFRASTRUCTURE  
 City Offices  
 Colebrook Street  
 Winchester,  
 SO23 9LJ.



Project: PERMANENT TRAFFIC REGULATION ORDERS

Title: PROPOSED WAITING RESTRICTIONS ABBOTTS BARTON WINCHESTER

Scale: NTS	Date: SEPT 2012
Drawn: NVC	Checked:
DRG. No. 810402/225/002 E	Status:

PHD494 APPENDIX 1

Existing Zone O

Proposed New Zone 3A



**PROPOSED VARIATION TO:-**

WINCHESTER CITY COUNCIL  
ROAD TRAFFIC REGULATION ACT 1984  
THE HAMPSHIRE (VARIOUS ROADS,WINCHESTER)  
(PARKING PLACES AND RESTRICTION OF WAITING)  
(NO.2) ORDER 2001 (VARIATION NO.14) ORDER 2007

HAMPSHIRE COUNTY COUNCIL  
ROAD TRAFFIC REGULATION ACT 1984  
THE HAMPSHIRE (VARIOUS ROADS WINCHESTER)  
(PARKING PLACES AND RESTRICTION OF WAITING)  
(NO.2) ORDER 2001 (VARIATION NO. 19) ORDER 2008

**STATEMENT OF REASONS FOR REVISION:-**

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

### **Existing Items To Be Deleted**

WINCHESTER CITY COUNCIL  
ROAD TRAFFIC REGULATION ACT 1984  
THE HAMPSHIRE (VARIOUS ROADS,WINCHESTER)  
(PARKING PLACES AND RESTRICTION OF WAITING)  
(NO.2) ORDER 2001 (VARIATION NO.14) ORDER 2007

SCHEDULE I

Disabled Permit Holders Only

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Zone</u>
CHARLES CLOSE (PARKING AREA)	SOUTH- EAST	TO A POINT A 128.8 METRES EAST FROM ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 4.6 METRES SOUTH -WEST OF THAT POINT.	*
CHARLES CLOSE (PARKING AREA)	NORTH- WEST	TO A POINT A 116.8 METRES EAST FROM ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 4.7 METRES SOUTH -EAST OF THAT POINT.	*

HAMPSHIRE COUNTY COUNCIL  
ROAD TRAFFIC REGULATION ACT 1984  
THE HAMPSHIRE (VARIOUS ROADS WINCHESTER)  
(PARKING PLACES AND RESTRICTION OF WAITING)  
(NO.2) ORDER 2001 (VARIATION NO. 19) ORDER 2008

SCHEDULE II

No Waiting At Any Time

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Zone</u>
RUSSELL ROAD	BOTH SIDES	BETWEEN ITS JUNCTION WITH WORTHY ROAD AND A POINT 24.0 METRES SOUTH- EAST OF THAT JUNCTION	*
RUSSELL ROAD	BOTH SIDES	BETWEEN ITS JUNCTION WITH OGLANDER ROAD AND A POINT 16.0 METRES NORTH- WEST OF THAT JUNCTION.	*
HILLIER WAY	BOTH SIDES	BETWEEN ITS JUNCTION WITH OGLANDER ROAD AND A POINT 15.0 METRES SOUTH- EAST OF THAT JUNCTION.	*
DYSON DRIVE	BOTH SIDES	BETWEEN ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 10.0 METRES NORTH-WEST OF THAT JUNCTION.	*
CHAUNDLER ROAD	WEST	BETWEEN ITS JUNCTION WITH DYSON DRIVE AND A POINT 11.7 METRES SOUTH- WEST OF THAT JUNCTION.	*

SCHEDULE

No Waiting 9am To 3pm, Monday To Saturday

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Zone</u>
CHAUNDLER ROAD	EAST	BETWEEN A POINT 11.7 METRES SOUTH- WEST OF ITS JUNCTION WITH DYSON DRIVE AND A POINT 18.0 METRES NORTH- EAST OF THAT POINT.	

***Proposed New Order Items***

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

1 Hour Limited Waiting With Permit Holders Exemption 11:00am to 2:00pm Monday to Friday

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
AUSTEN CLOSE	SOUTH-EAST	BETWEEN A POINT 8.5 METRES NORTH-WEST OF ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 32.0 METRES NORTH-WEST OF THAT JUNCTION.	O	3A
CHARLES CLOSE	NORTH-EAST	BETWEEN A POINT 9.0 METRES SOUTH-EAST OF ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 59.4 METRES SOUTH-EAST OF THAT JUNCTION.	O	3A
CHARLES CLOSE	NORTH-WEST	BETWEEN A POINT 96.6 METRES SOUTH-EAST OF ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 103.6 METRES SOUTH-EAST OF THAT JUNCTION.	O	3A
CHARLES CLOSE	SOUTH-EAST	BETWEEN A POINT 59.4 METRES SOUTH-EAST OF ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 108.6 METRES SOUTH-EAST OF THAT JUNCTION.	O	3A
CHAUNDLER ROAD	NORTH-WEST	BETWEEN A POINT 11.7 METRES SOUTH-WEST OF ITS JUNCTION WITH DYSON DRIVE AND A POINT 20.7 METRES NORTH-EAST OF ITS JUNCTION WITH HUSSEY CLOSE.	O	3A
CHAUNDLER ROAD	NORTH-WEST	BEWTEEN A POINT 12.0 METRES NORTH-EAST OF ITS JUNCTION WITH HUSSEY CLOSE AND A POINT 6.0 METRES NORTH-EAST OF THAT JUNCTION.	O	3A
CHAUNDLER ROAD	NORTH-WEST	BETWEEN A POINT 6.0 METRES SOUTH-WEST OF ITS JUNCTION WITH HUSSEY CLOSE AND A POINT 6.0 METRES NORTH-EAST OF ITS JUNCTION WITH CORAM CLOSE.	O	3A
CHAUNDLER ROAD	NORTH-WEST	BETWEEN A POINT 6.2 METRES SOUTH-WEST OF ITS JUNCTION WITH CORAM CLOSE AND A POINT 35.5 METRES NORTH-EAST OF ITS JUNCTION WITH AUSTEN CLOSE.	O	3A
CHAUNDLER ROAD	NORTH-WEST	BETWEEN A POINT 31.9 METRES NORTH-EAST OF ITS JUNCTION WITH AUSTEN CLOSE AND A POINT 7.6 METRES NORTH-EAST OF THAT JUNCTION.	O	3A
CHAUNDLER ROAD	NORTH-WEST	BETWEEN A POINT 7.0 METRES SOUTH-WEST OF ITS JUNCTION WITH AUSTEN CLOSE AND A POINT 9.0 METRES NORTH-EAST OF ITS JUNCTION WITH RUSSELL ROAD.	O	3A

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
CHAUNDLER ROAD	SOUTH-EAST	BETWEEN A POINT 47.0 METRES NORTH-EAST OF ITS JUNCTION WITH CHARLES CLOSE AND A POINT 68.0 METRES NORTH-EAST OF THAT JUNCTION.	O	3A
CHAUNDLER ROAD	SOUTH-EAST	BETWEEN A POINT 44.0 METRES NORTH-EAST OF ITS JUNCTION WITH CHARLES CLOSE AND A POINT 15.0 METRES NORTH-EAST OF THAT JUNCTION.	O	3A
CHAUNDLER ROAD SPUR	NORTH-EAST	BETWEEN A POINT 39.0 METRES SOUTH-EAST OF ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 67.0 METRES SOUTH-EAST OF THAT JUNCTION.	O	3A
DYSON DRIVE	SOUTH-WEST	BETWEEN A POINT 14.0 METRES SOUTH-EAST OF ITS JUNCTION WITH WORTHY ROAD AND A POINT 42.0 METRES NORTH-WEST OF ITS JUNCTION WITH CHAUNDLER ROAD.	O	3A
DYSON DRIVE	SOUTH-WEST	BETWEEN A POINT 36.5 METRES NORTH-WEST OF ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 10.0 METRES NORTH-WEST OF THAT JUNCTION.	O	3A
FRANCIS GARDENS	NORTH-EAST	BETWEEN A POINT 212.6 METRES NORTH-WEST OF ITS JUNCTION WITH GROSVENOR DRIVE AND A POINT 162.5 METRES NORTH-WEST OF THAT JUNCTION.	O	3A
FRANCIS GARDENS	NORTH-EAST	BETWEEN A POINT 123.9 METRES NORTH-EAST OF ITS JUNCTION WITH GROSVENOR DRIVE AND A POINT 97.3 METRES NORTH-EAST OF THAT JUNCTION.	O	3A
FRANCIS GARDENS	NORTH-WEST	BETWEEN A POINT 121.7 METRES NORTH-EAST OF THE JUNCTION OF DYSON DRIVE AND CHAUNDLER ROAD AND A POINT 15.0 METRES NORTH-EAST OF THAT JUNCTION.	O	3A
FRANCIS GARDENS	SOUTH-EAST	BETWEEN A POINT 87.0 METRES NORTH-EAST OF ITS JUNCTION WITH GROSVENOR DRIVE AND A POINT 10.0 METRES NORTH-EAST OF THAT JUNCTION.	O	3A
FRANCIS GARDENS	SOUTH-EAST	BETWEEN A POINT 10.3 METRES SOUTH-WEST OF ITS JUNCTION WITH GROSVENOR DRIVE AND A POINT 43.2 METRES SOUTH-WEST OF THAT JUNCTION.	O	3A
GROSVENOR DRIVE	NORTH-WEST	BETWEEN A POINT 82.0 METRES NORTH-EAST OF ITS JUNCTION WITH FRANCIS GARDENS AND A POINT 92.0 METRES NORTH-EAST OF THAT JUNCTION.	O	3A
HILLIER WAY	SOUTH-WEST	BETWEEN A POINT 15.0 METRES SOUTH-EAST OF ITS JUNCTION WITH OGLANDER ROAD AND A POINT 59.0 METRES SOUTH-EAST OF THAT JUNCTION.	O	3A
HILLIER WAY	SOUTH-WEST	BETWEEN A POINT 64.7 METRES SOUTH-EAST OF ITS JUNCTION WITH OGLANDER ROAD AND A POINT 115.8 METRES SOUTH-EAST OF THAT JUNCTION.	O	3A
KNIGHTS CLOSE	SOUTH-	BETWEEN A POINT 4.2 METRES NORTH-WEST	O	3A



<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
	WEST	OF ITS JUNCTION WITH OGLANDER ROAD AND A POINT 33.2 METRES NORTH-WEST OF THAT JUNCTION.		
KNIGHTS CLOSE	SOUTH-WEST	BETWEEN A POINT 40.9 METRES NORTH-WEST OF ITS JUNCTION WITH OGLANDER ROAD AND A POINT 46.4 METRES NORTH-WEST OF THAT JUNCTION.	O	3A
KNIGHTS CLOSE	SOUTH-WEST	BETWEEN A POINT 51.5 METRES NORTH-WEST OF ITS JUNCTION WITH OGLANDER ROAD AND A POINT 59.7 METRES NORTH-WEST OF THAT JUNCTION.	O	3A
OGLANDER ROAD	NORTH-WEST	BETWEEN A POINT 9.6 METRES SOUTH-WEST OF ITS JUNCTION WITH RUSSELL ROAD AND A POINT 42.4 METRES SOUTH-WEST OF THAT JUNCTION.	O	3A
OGLANDER ROAD	NORTH-WEST	BETWEEN A POINT 46.2 METRES SOUTH-WEST OF ITS JUNCTION WITH RUSSELL ROAD AND A POINT 5.0 METRES NORTH-EAST OF ITS JUNCTION WITH KNIGHTS CLOSE.	O	3A
OGLANDER ROAD	NORTH-WEST	BETWEEN A POINT 5.5 METRES SOUTH-WEST OF ITS JUNCTION WITH KNIGHTS CLOSE AND A POINT 37.1 METRES SOUTH-WEST OF THAT JUNCTION.	O	3A
OGLANDER ROAD	SOUTH-EAST	BETWEEN A POINT 11.8 METRES SOUTH-WEST OF ITS JUNCTION WITH HILLIER WAY AND A POINT 36.7 METRES SOUTH-WEST OF THAT JUNCTION.	O	3A
OGLANDER ROAD	SOUTH-EAST	BETWEEN A POINT 58.0 METRES SOUTH-WEST OF ITS JUNCTION WITH HILLIER WAY AND A POINT 92.4 METRES SOUTH-WEST OF THAT JUNCTION.	O	3A
RUSSELL ROAD	NORTH-EAST	BETWEEN A POINT 22.3 METRES SOUTH-EAST OF ITS JUNCTION WITH WORTHY ROAD AND A POINT 38.0 METRES SOUTH-EAST OF THAT JUNCTION.	O	3A
RUSSELL ROAD	NORTH-EAST	BETWEEN A POINT 46.3 METRES SOUTH-EAST OF ITS JUNCTION WITH WORTHY ROAD AND A POINT 16.7 METRES NORTH-WEST OF ITS JUNCTION WITH OGLANDER ROAD.	O	3A
RUSSELL ROAD	SOUTH-WEST	BETWEEN A POINT 23.9 METRES SOUTH-EAST OF ITS JUNCTION WITH WORTHY ROAD AND A POINT 39.3 METRES SOUTH-EAST OF THAT JUNCTION.	O	3A
RUSSELL ROAD	SOUTH-WEST	BETWEEN A POINT 48.3 METRES SOUTH-EAST OF ITS JUNCTION WITH WORTHY ROAD AND A POINT 15.7 METRES NORTH-WEST OF ITS JUNCTION WITH OGLANDER ROAD.	O	3A

Disabled Permit Holders Only

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
CHARLES CLOSE	NORTH-	BETWEEN A POINT 85.4 METRES SOUTH-EAST	O	3A

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
	WEST	OF ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 96.6 METRES SOUTH-EAST OF THAT JUNCTION.		
CHAUNDLER ROAD	NORTH-WEST	BETWEEN A POINT 12.0 METRES NORTH-EAST OF ITS JUNCTION WITH HUSSEY CLOSE AND A POINT 17.5 METRES NORTH-EAST OF THAT JUNCTION.	O	3A
CHAUNDLER ROAD	SOUTH-EAST	BETWEEN A POINT 68.0 METRES NORTH-EAST OF ITS JUNCTION WITH CHARLES CLOSE AND A POINT 73.5 METRES NORTH-EAST OF THAT JUNCTION.	O	3A
DYSON DRIVE	SOUTH-WEST	BETWEEN A POINT 36.5 NORTH-WEST OF ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 42.0 METRES NORTH-WEST OF THAT JUNCTION.	O	3A

2 Hours Limited Waiting With No Permit Holders Exemption 11:00am to 2:00pm Monday to Friday

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
CHAUNDLER ROAD (SPUR)	NORTH-EAST	BETWEEN A POINT 10.0 METRES SOUTH-EAST OF ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 16.0 METRES SOUTH-EAST OF THAT JUNCTION.	O	3A
CHAUNDLER ROAD (SPUR)	NORTH-EAST	BETWEEN A POINT 21.0 METRES SOUTH-EAST OF ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 33.0 METRES SOUTH-EAST OF THAT JUNCTION.	O	3A

Echelon Parking 2 Hour Limited Waiting With Permit Holders Exemption Monday to Friday 11:00am to 2:00pm

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
AUSTEN CLOSE	SOUTH-WEST AND NORTH-WEST	BETWEEN A POINT 32.0 METRES NORTH-WEST OF ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 41.8 METRES NORTH-WEST OF THAT JUNCTION.	O	3A
CHARLES CLOSE (EASTERN PARKING AREA)	NORTH-WEST	BETWEEN A POINT 8.0 METRES FROM ITS JUNCTION WITH CHARLES CLOSE AND A POINT 12.3 METRES FROM THAT JUNCTION.	O	3A
CHARLES CLOSE (EASTERN PARKING AREA)	SOUTH-EAST	BETWEEN A POINT 11.4 METRES FROM ITS JUNCTION WITH CHARLES CLOSE AND A POINT 23.8 METRES FROM THAT JUNCTION.	O	3A
CHARLES CLOSE (WESTERN PARKING AREA)	NORTH-WEST	BETWEEN A POINT 153.7 METRES FROM ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 159.7 FROM THAT JUNCTION.	O	3A
CORAM CLOSE	NORTH-EAST AND NORTH-WEST	BETWEEN A POINT 13.5 METRES NORTH-WEST OF ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 46.6 METRES NORTH-WEST OF THAT JUNCTION.	O	3A

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
CORAM CLOSE	SOUTH-WEST	BETWEEN A POINT 36.0 METRES NORTH-WEST OF ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 41.7 METRES NORTH-WEST OF THAT JUNCTION.	O	3A
FRANCIS GARDENS	SOUTH-WEST	BETWEEN A POINT 253.5 METRES FROM THE JUNCTION OF DYSON DRIVE AND CHAUNDLER ROAD AND A POINT 265.5 METRES FROM THAT JUNCTION.	O	3A
HUSSEY CLOSE	NORTH-EAST AND NORTH-WEST	BETWEEN A POINT 12.4 METRES NORTH-WEST OF ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 44.7 METRES NORTH-WEST OF THAT JUNCTION.	O	3A
KNIGHTS CLOSE	NORTH-EAST	BETWEEN A POINT 8.0 METRES NORTH-WEST OF ITS JUNCTION WITH OGLANDER ROAD AND A POINT 59.0 METRES NORTH WEST OF THAT JUNCTION.	O	3A
KNIGHTS CLOSE	NORTH-EAST	BETWEEN A POINT 69.7 METRES NORTH-WEST OF TITS JUNCTION WITH OGLANDER ROAD AND A POINT 77.4 METRES NORTH-WEST OF THAT JUNCTION.	O	3A
OGLANDER ROAD	NORTH-WEST	BETWEEN A POINT 37.1 METRES SOUTH-WEST OF ITS JUNCTION WITH KNIGHTS CLOSE AND A POINT 48.9 METRES SOUTH-WEST OF THAT JUNCTION.	O	3A

Echelon Parking Disabled Permit Holders Only

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
CHARLES CLOSE (EASTERN PARKING AREA)	NORTH-WEST	BETWEEN A POINT 5.5 METRES FROM ITS JUNCTION WITH CHARLES CLOSE AND A POINT 8.0 METRES FROM THAT JUNCTION.	O	3A
CHARLES CLOSE (EASTERN PARKING AREA)	NORTH-WEST	BETWEEN A POINT 12.3 METRES FROM ITS JUNCTION WITH CHARLES CLOSE AND A POINT 14.8 METRES FROM THAT JUNCTION.	O	3A
CHARLES CLOSE (EASTERN PARKING AREA)	SOUTH-EAST	BETWEEN A POINT 25.8 METRES FROM ITS JUNCTION WITH CHARLES CLOSE AND A POINT 30.3 METRES FROM THAT JUNCTION.	O	3A
CHARLES CLOSE (WESTERN PARKING AREA)	SOUTH-WEST	BETWEEN A POINT 151.5 METRES FROM ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 153.7 METRES FROM THAT JUNCTION.	O	3A
HUSSEY CLOSE	NORTH-WEST	BETWEEN A POINT 39.0 METRES NORTH-WEST OF ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 44.7 METRES NORTH-WEST OF THAT JUNCTION.	O	3A
KNIGHTS CLOSE	NORTH-EAST	BETWEEN A POINT 66.1 METRES NORTH-WEST OF ITS JUNCTION WITH OGLANDER ROAD AND A POINT 69.7 METRES NORTH-WEST OF THAT JUNCTION.	O	3A

No Waiting At Any Time



<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
AUSTEN CLOSE	NORTH-EAST	BETWEEN ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 41.8 METRES NORTH-WEST OF THAT JUNCTION.	O	3A
AUSTEN CLOSE	SOUTH-WEST	BETWEEN ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 8.5 METRES NORTH-WEST OF THAT JUNCTION.	O	3A
CHARLES CLOSE	NORTH	BETWEEN ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 9.0 METRES SOUTH-EAST OF THAT JUNCTION.	O	3A
CHARLES CLOSE	NORTH	BETWEEN A POINT 59.4 METRES SOUTH-EAST OF ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 85.4 METRES SOUTH-EAST OF THAT JUNCTION.	O	3A
CHARLES CLOSE	NORTH	BETWEEN A POINT 103.6 METRES FROM ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 151.5 METRES FROM THAT JUNCTION.	O	3A
CHARLES CLOSE	SOUTH	BETWEEN ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 59.4 METRES SOUTH-EAST OF THAT JUNCTION.	O	3A
CHARLES CLOSE	SOUTH	BETWEEN A POINT 108.6 METRES FROM ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 155.2 METRES FROM THE JUNCTION.	O	3A
CHAUNDLER ROAD	NORTH-WEST	BETWEEN A POINT 15.0 METRES NORTH-EAST OF ITS JUNCTION WITH DYSON DRIVE AND A POINT 11.7 METRES SOUTH-WEST OF THAT JUNCTION.	O	3A
CHAUNDLER ROAD	NORTH-WEST	BETWEEN A POINT 20.7 METRES NORTH-EAST OF ITS JUNCTION WITH HUSSEY CLOSE AND A POINT 17.5 METRES NORTH-EAST OF THAT JUNCTION.	O	3A
CHAUNDLER ROAD	NORTH-WEST	BETWEEN A POINT 6.0 METRES NORTH-EAST OF ITS JUNCTION WITH HUSSEY CLOSE AND A POINT 6.0 METRES SOUTH-WEST OF THAT JUNCTION.	O	3A
CHAUNDLER ROAD	NORTH-WEST	BETWEEN A POINT 6.0 METRES NORTH-EAST OF ITS JUNCTION WITH CORAM CLOSE AND A POINT 6.2 METRES SOUTH-WEST OF THAT JUNCTION.	O	3A
CHAUNDLER ROAD	NORTH-WEST	BETWEEN A POINT 35.5 METRES NORTH-EAST OF ITS JUNCTION WITH AUSTEN CLOSE AND A POINT 31.9 METRES NORTH-EAST OF THAT JUNCTION	O	3A
CHAUNDLER ROAD	NORTH-WEST	BETWEEN A POINT 7.6 METRES NORTH-EAST OF ITS JUNCTION WITH AUSTEN CLOSE AND A POINT 7.0 METRES SOUTH-WEST OF THAT JUNCTION.	O	3A
CHAUNDLER ROAD	NORTH-WEST	BETWEEN ITS JUNCTION WITH RUSSELL ROAD AND A POINT 9.0 METRES NORTH-EAST OF THAT JUNCTION.	O	3A
CHAUNDLER ROAD	SOUTH-EAST	BETWEEN A POINT 73.5 METRES NORTH-EAST OF ITS JUNCTION WITH CHARLES CLOSE AND A POINT 80.5 METRES NORTH-EAST OF THAT	O	3A

<u>Road Name</u>	<u>Side</u>	<u>Description</u> JUNCTION.	<u>Area</u>	<u>Zone</u>
CHAUNDLER ROAD	SOUTH-EAST	BETWEEN A POINT 44.0 METRES NORTH-EAST OF ITS JUNCTION WITH CHARLES CLOSE AND A POINT 47.0 METRES NORTH-EAST OF THAT JUNCTION.	O	3A
CHAUNDLER ROAD	SOUTH-EAST	BETWEEN A POINT 15.0 METRES NORTH-EAST OF ITS JUNCTION WITH CHARLES CLOSE AND ITS JUNCTION WITH OGLANDER ROAD.	O	3A
CHAUNDLER ROAD (SPUR)	NORTH-EAST	BETWEEN ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 10.0 METRES SOUTH-EAST OF THAT JUNCTION.	O	3A
CHAUNDLER ROAD (SPUR)	NORTH-EAST	BETWEEN A POINT 16.0 METRES SOUTH-EAST OF ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 21.0 METRES SOUTH-EAST OF THAT JUNCTION.	O	3A
CHAUNDLER ROAD (SPUR)	NORTH-EAST	BETWEEN A POINT 33.0 METRES SOUTH-EAST OF ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 39.0 METRES SOUTH-EAST OF THAT JUNCTION.	O	3A
CHAUNDLER ROAD (SPUR)	NORTH-EAST	BETWEEN A POINT 67.0 METRES SOUTH-EAST OF ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 90.0 METRES SOUTH-EAST OF THAT JUNCTION.	O	3A
CHAUNDLER ROAD (SPUR)	SOUTH-WEST	BETWEEN ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 90.0 METRES SOUTH-EAST OF THAT JUNCTION.	O	3A
CORAM CLOSE	NORTH-EAST	BETWEEN ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 13.5 METRES NORTH-WEST OF THAT JUNCTION.	O	3A
CORAM CLOSE	SOUTH-WEST	BETWEEN ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 36.0 METRES NORTH-WEST OF THAT JUNCTION.	O	3A
DYSON DRIVE	NORTH-EAST	BETWEEN ITS JUNCTION WITH WORTHY ROAD AND ITS JUNCTION WITH CHAUNDLER ROAD.	O	3A
DYSON DRIVE	SOUTH-WEST	BETWEEN ITS JUNCTION WITH WORTHY ROAD AND A POINT 14.0 METRES SOUTH-EAST OF THAT JUNCTION.	O	3A
DYSON DRIVE	SOUTH-WEST	BETWEEN ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 10.0 METRES NORTH-WEST OF THAT JUNCTION.	O	3A
FRANCIS GARDENS	SOUTH-EAST	BETWEEN A POINT 97.3 METRES NORTH-EAST OF ITS JUNCTION WITH GROSVENOR DRIVE AND A POINT 82.0 METRES NORTH-EAST OF THAT JUNCTION.	O	3A
HILLIER WAY	NORTH-EAST	BETWEEN ITS JUNCTION WITH OGLANDER ROAD AND A POINT 123.5 METRES SOUTH-EAST OF THAT JUNCTION.	O	3A
HILLIER WAY	SOUTH-WEST	BETWEEN ITS JUNCTION WITH OGLANDER ROAD AND A POINT 15.0 METRES SOUTH-EAST OF THAT JUNCTION.	O	3A

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
HILLIER WAY	SOUTH-WEST	BETWEEN A POINT 59.0 METRES SOUTH-EAST OF ITS JUNCTION WITH OGLANDER ROAD AND POINT 64.7 METRES SOUTH-EAST OF THAT JUNCTION.	O	3A
HILLIER WAY	SOUTH-WEST	BETWEEN A POINT 115.8 METRES SOUTH-EAST OF ITS JUNCTION WITH OGLANDER ROAD AND POINT 123.5 METRES SOUTH-EAST OF THAT JUNCTION.	O	3A
HUSSEY CLOSE	NORTH-EAST	BETWEEN ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 12.4 METRES NORTH-WEST OF THAT JUNCTION.	O	3A
HUSSEY CLOSE	SOUTH-WEST	BETWEEN ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 39.0 METRES NORTH-WEST OF THAT JUNCTION.	O	3A
KNIGHTS CLOSE	NORTH-EAST	BETWEEN ITS JUNCTION WITH OGLANDER ROAD AND POINT 8.0 METRES NORTH WEST OF THAT JUNCTION.	O	3A
KNIGHTS CLOSE	NORTH-EAST	BETWEEN A POINT 59.0 METRES NORTH-WEST OF ITS JUNCTION WITH OGLANDER ROAD AND POINT 66.1 METRES NORTH WEST OF THAT JUNCTION.	O	3A
KNIGHTS CLOSE	SOUTH-WEST	BETWEEN ITS JUNCTION WITH OGLANDER ROAD AND POINT 4.2 METRES NORTH WEST OF THAT JUNCTION.	O	3A
KNIGHTS CLOSE	SOUTH-WEST	BETWEEN A POINT 33.2 METRES NORTH-WEST OF ITS JUNCTION WITH OGLANDER ROAD AND POINT 40.9 METRES NORTH WEST OF THAT JUNCTION.	O	3A
KNIGHTS CLOSE	SOUTH-WEST	BETWEEN A POINT 46.4 METRES NORTH-WEST OF ITS JUNCTION WITH OGLANDER ROAD AND POINT 51.5 METRES NORTH WEST OF THAT JUNCTION.	O	3A
KNIGHTS CLOSE	SOUTH-WEST	BETWEEN A POINT 59.7 METRES NORTH-WEST OF ITS JUNCTION WITH OGLANDER ROAD AND POINT 77.4 METRES NORTH WEST OF THAT JUNCTION INCLUDING THE TURNING AREA.	O	3A
OGLANDER ROAD	NORTH-WEST	BETWEEN ITS JUNCTION WITH RUSSELL ROAD AND A POINT 9.6 METRES SOUTH-WEST OF THAT JUNCTION.	O	3A
OGLANDER ROAD	NORTH-WEST	BETWEEN A POINT 42.4 METRES SOUTH-WEST OF ITS JUNCTION WITH RUSSELL ROAD AND A POINT 46.2 METRES SOUTH-WEST OF THAT JUNCTION.	O	3A
OGLANDER ROAD	NORTH-WEST	BETWEEN A POINT 5.0 METRES NORTH-EAST OF ITS JUNCTION WITH KNIGHTS CLOSE AND A POINT 5.5 METRES SOUTH-WEST OF THAT JUNCTION.	O	3A
OGLANDER ROAD	SOUTH-EAST	BETWEEN ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 11.8 METRES SOUTH-WEST OF ITS JUNCTION WITH HILLIER WAY.	O	3A
OGLANDER ROAD	SOUTH-EAST	BETWEEN A POINT 36.7 METRES SOUTH-WEST OF ITS JUNCTION WITH HILLIER WAY AND A	O	3A



<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
		POINT 58.0 METRES SOUTH-WEST OF THAT JUNCTION.		
OGLANDER ROAD	SOUTH-EAST	BETWEEN A POINT 92.4 METRES SOUTH-WEST OF ITS JUNCTION WITH HILLIER WAY AND A POINT 104.7 METRES SOUTH-WEST OF THAT JUNCTION.	O	3A
OGLANDER ROAD	SOUTH-WEST	BETWEEN A POINT 48.9 METRES SOUTH-WEST OF ITS JUNCTION WITH KNIGHTS CLOSE AND A POINT 104.7 METRES SOUTH-WEST OF ITS JUNCTION WITH HILLIER WAY.	O	3A
RUSSELL ROAD	NORTH-EAST	BETWEEN ITS JUNCTION WITH WORTHY ROAD AND A POINT 22.3 METRES SOUTH-EAST OF THAT JUNCTION.	O	3A
RUSSELL ROAD	NORTH-EAST	BETWEEN A POINT 38.0 METRES SOUTH-EAST OF ITS JUNCTION WITH WORTHY ROAD AND A POINT 46.3 METRES SOUTH-EAST OF THAT JUNCTION.	O	3A
RUSSELL ROAD	NORTH-EAST	BETWEEN ITS JUNCTION WITH CHAUNDLER ROAD AND A POINT 16.7 METRES NORTH-WEST OF THAT JUNCTION.	O	3A
RUSSELL ROAD	SOUTH-WEST	BETWEEN ITS JUNCTION WITH WORTHY ROAD AND A POINT 23.9 METRES SOUTH-EAST OF THAT JUNCTION.	O	3A
RUSSELL ROAD	SOUTH-WEST	BETWEEN A POINT 39.3 METRES SOUTH-EAST OF ITS JUNCTION WITH WORTHY ROAD AND A POINT 48.3 METRES SOUTH-EAST OF THAT JUNCTION.	O	3A
RUSSELL ROAD	SOUTH-WEST	BETWEEN ITS JUNCTION WITH OGLANDER ROAD AND A POINT 15.7 METRES NORTH-WEST OF THAT JUNCTION.	O	3A

No Waiting 10:00am to 4:00pm Monday to Friday

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
FRANCIS GARDENS	NORTH-WEST	BETWEEN A POINT 121.7 METRES NORTH-EAST OF THE JUNCTION OF DYSON DRIVE AND CHAUNDLER ROAD AND A POINT 253.5 METRES NORTH OF THAT JUNCTION.	O	3A
FRANCIS GARDENS	NORTH-WEST	BETWEEN A POINT 265.5 METRES NORTH OF THE JUNCTION OF DYSON DRIVE AND CHAUNDLER ROAD AND A POINT 286.5 METRES NORTH OF THAT JUNCTION.	O	3A
FRANCIS GARDENS	NORTH-EAST	BETWEEN A POINT 222.0 METRES NORTH OF ITS JUNCTION WITH GROSVENOR DRIVE AND A POINT 212.6 METRES NORTH OF THAT JUNCTION.	O	3A
FRANCIS GARDENS	NORTH-EAST	BETWEEN A POINT 162.5 METRES NORTH OF ITS JUNCTION WITH GROSVENOR DRIVE AND A POINT 123.9 METRES NORTH OF THAT JUNCTION.	O	3A
FRANCIS GARDENS	SOUTH-	BETWEEN A POINT 10.0 METRES NORTH-EAST	O	3A

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
	EAST	OF ITS JUNCTION WITH GROSVENOR DRIVE AND A POINT 10.3 METRES SOUTH-WEST OF THAT JUNCTION.		
FRANCIS GARDENS	WEST	BETWEEN A POINT 286.5 METRES NORTH OF THE JUNCTION OF DYSON DRIVE AND CHAUNDLER ROAD AND A POINT 222.0 METRES NORTH OF ITS JUNCTION WITH GROSVENOR DRIVE.	O	3A
GROSVENOR DRIVE	BOTH	BETWEEN ITS JUNCTION WITH FRANCIS GARDENS AND A POINT 9.0 METRES SOUTH-EAST OF THAT JUNCTION.	O	3A

## PROPOSED TRAFFIC REGUALTION ORDER - ABBOTTS BARTON AREA, WINCHESTER

## SUMMARY OF RESPONSES TO NOTIFICATION LETTER - 28 MARCH 2013

C Allen	Objection	Listed below are my objections to 1 hour waiting period recommended along Francis Gardens are 1) It would be difficult for visitors to park if visiting during the day. The ouses in Francis gardens have only one parking space in their drive. 2) There are a number of owners cars parked on the road where they have more than one car. 3) We do not want increased traffic along our road.
J Garvie	Objection	I would like to register my continued opposition to the proposed parking restriction for Abbots Barton.
M McCullagh	Objection	<p>While I appreciate the Council agreed to amend their proposed timing of parking restrictions, I do still object to the proposal to have waiting restrictions. There is no problem with parking just here and therefore no need for what would be freedom-limiting and costly restrictions/a permit system. Moreover, if these restrictions were to go ahead many residents would likely concrete over their front gardens to provide more off-road parking, which would have a detrimental effect on the environment and lead to increased risk of flooding. I am grateful for the information provided, but it was not until receiving your letter of 28th March that I fully realised that the reduced 11am - 2pm restrictions only applies to marked bays and that a single yellow line (which is planned for much of Francis Gardens) would have a much greater restriction of 10am - 4pm, making problems for residents' visitors and leading to increasing isolation particularly among people at home during the day such as the elderly or young mothers.</p> <p>The Council do not appear to have taken account in their decision of the fact that opinions are split in this estate, indeed in the Annex to the paper for the last Council meeting there was a clear majority of objecting letters. You seem to have been under pressure from Ward Councillors: but they are there to represent the views of the community as a whole, noy to have their opinions counted as an additional vote for one community view only. Commuters have to park somewhere, and if this proposal goes ahead it will simply move the problem elsewhere to be faced by other Winchester residents.</p>
J Raggett	Objection	I wish to register my objectipon to the levy of parking permits on the residents of Francis Gardens. This imposition is both inappropriate and highly inconvenient to the residents and their visitors.
M Tombs	Objection	I object once again to the proposed restrictions in relation to Francis Gardens. Esidents have never had a problem parking here (43 years). Your decision to exempt Cavendish Grove, Green park Close and Grosvenor Drive is discrimination, favouring one set of adjacent residents over another (Francis Gardens). This is unacceptable. The income you expect to generate from the proposals will probably cost more to implement than any revenue received. I shall not be purchasing any permits and if I experience any problems will find an easy solution by parking vehicles in the exemption area. (contractors etc.)



**EXTRACT FROM CABINET (TRAFFIC AND PARKING) COMMITTEE - 18  
March 2013**

1. **TRAFFIC REGULATION ORDER: ABBOTTS BARTON AREA,  
WINCHESTER**

(Report CAB2448(TP) refers)

Councillor Godfrey declared a disclosable pecuniary interest due to his role as a County Council employee. However, as there was no material conflict of interest, he remained in the room, spoke and voted under the dispensation granted on behalf of the Standards Committee.

The Head of Access and Infrastructure acknowledged that the support for residents' parking permits was largely from the southern part of the Abbots Barton area, rather than in the northern areas. However, experience in other parts of Winchester had highlighted that if restrictions were only applied to the southern area, current non-resident vehicle parking was likely to be displaced to the less affected areas. He explained that the issues in Abbots Barton related mainly to commuter parking. It was anticipated that the introduction of residents' parking permits, together with single and double yellow lines as appropriate, would address this problem and also improve traffic safety.

The Head of Access and Infrastructure stated that a petition had been submitted requesting that the restricted hours be between 11am and 2pm only (as contained as Appendix G to the Report). However, to improve Officers' ability to monitor and consequentially the enforceability of the Order in practice, he was proposing this be altered to between 10am and 2pm only. It was considered that this was a reasonable compromise, as a resident was likely to be required to purchase a permit to continue to park in the area during the day under either scenario.

At the invitation of the Chairman, Councillor Hiscock (a Ward Member for the area) highlighted that the requirement to address commuter parking in the southern parts of the area had first been raised about five years ago. He emphasised that the petition requesting the restricted hours of 11am to 2pm only had been signed by approximately 75% of Abbots Barton residents and believed that the hours suggested should be sufficient to deter regular commuter parking. He agreed that restrictions should be introduced for the whole area, otherwise there was a risk that existing non-resident parking would be displaced to non-restricted areas. Finally, Councillor Hiscock welcomed the introduction of parking restrictions at crossing points to improve sight lines and road safety.

During the public participation period, four members of the public addressed the meeting and their comments are summarised below.

Mr B Taylor (a resident of Francis Gardens) advised that he was in principle opposed to the introduction of residents' parking in Abbots Barton and believed that the consultation had been inadequate as it had not made clear the cost to residents of purchasing a permit. However, if the scheme was introduced, he requested that the proposal to introduce single yellow lines outside numbers 10 to 18 Francis Gardens be replaced by residents' parking bays, to enable residents to continue to park outside their properties. He considered that the road was of a sufficient width to allow this. Finally, he queried whether the commuters parking in the area had been consulted.

In response, the Head of Access and Infrastructure confirmed that the consultation had referred to the cost of permits at an initial stage, and this information was also highlighted via links to the Council's website. Notices on site would have made commuters aware of the proposals and discussions had also been held with Winchester BID and some of the larger employers situated nearby.

The Head of Access and Infrastructure advised that he could re-examine the possibility of introducing more parking bays along Francis Gardens, as suggested by Mr Taylor.

Ms McCullagh (a resident of Francis Gardens) also spoke in opposition to the proposal to introduce residents' parking permits across the whole Abbots Barton area, stating that only about 50% of residents were in favour of this. However, if the scheme were to be introduced, she would prefer the proposed 11am to 2pm only restriction. She also believed that the cost of permits had not been adequately emphasised in the consultation and a decision should be deferred until proposals for new housing in Abbots Barton had been agreed.

The Head of Access and Infrastructure confirmed that the results of the original consultation with residents had resulted in an approximately 50:50 split between those against and those in favour, generally along a north/south divide of the Abbots Barton area. However, if a decision was deferred, a scheme might not be able to be reconsidered for another three or four years, with additional cost implications. Further, he advised that within Francis Gardens there were around 30 properties, of which 8 had registered objections.

Dr G Barrett (a resident of Knight Close) spoke in support of the proposals and emphasised the difficulties to residents caused by the large number of commuters using the area to park during the week. He considered that this resulted in an increased risk of accidents due to loss of sight lines etc.

Mr T Saville agreed that the problems related to commuter parking and believed that other local authorities had introduced one hour restricted parking slots to address this. If this was not possible, he requested that the residents' preference for restrictions only between 11am and

2pm be supported. He believed that this shorter period would allow some residents to avoid having to pay for permits. In addition, he requested that the proposals for the area outside 57 to 67 Chaundler Road be altered to allow residents' parking bays.

During discussion, the Head of Access and Infrastructure clarified that it was possible in principle to introduce a one-hour only restriction. However, he considered that the resources necessary to enforce this could reduce flexibility and provision of a parking enforcement service in others areas of Winchester.

The Head of Legal Services advised that if alterations to the schedules and plans as advertised (attached as Appendices H and J to the Report) were considered substantial, then the Council would be required to carry out further consultation with those residents it considered to be affected by the modifications. In his view, the alterations proposed should be regarded as substantial.

During discussion, Members agreed that they could not support the Report's proposals as set out and that these should be altered to reflect the concerns of Ward Councillors and residents, as set out above and contained as Appendices to the Report.

The Chairman thanked local residents, Ward Councillors and Officers for their input into the consultations carried out to date.

Following discussion, the Committee agreed to the following for the reasons set out above and outlined in the Report.

**RESOLVED:**

1. That the principle of introducing waiting restrictions, as detailed on the revised schedules and plans attached as Appendices H and J to the Report, be agreed, subject to the following changes:-

(i) The hours of operation for parking bay restrictions be one hour waiting 11am to 2pm Monday to Friday (and not 10am to 2pm as suggested in the report);

(ii) Permit parking in bays on both sides of Francis Gardens between numbers 10 and 18 (replacing a proposal single yellow line restriction), subject to the Head of Access and Infrastructure being satisfied that the road width is adequate;

(iii) Permit parking in bays on both sides of Francis Gardens between numbers 2 and 8 Francis Gardens, subject to the Head of Access and Infrastructure being satisfied that such bays can be accommodated on the road;

(iv) Permit parking in bays outside 57-67 Chaundler Road. subject to the Head of Access and Infrastructure being satisfied that such bays can be accommodated on the road.

2. That the Head of Access and Infrastructure be authorised to consult on the modifications to the original advertised proposals, in accordance with the statutory requirements.

3. That following such further consultation, the final decision on the making of the Order be taken by the Portfolio Holder for Planning and Transport in accordance with the Portfolio Holder Decision Notice scheme, or by the Cabinet (Traffic and Parking) Committee as appropriate.