



PORTFOLIO HOLDER DECISION NOTICE

INDIVIDUAL DECISION BY THE PORTFOLIO HOLDER FOR ENVIRONMENT

TOPIC – TRAFFIC REGULATION ORDER – TEG DOWN AREA, 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 Legal Services Manager, the Chief Executive and the Strategic Director: Resources 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.

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

- Waiting and parking restrictions are being proposed because of access and obstruction issues for residents and buses caused by inconsiderate commuter parking in some roads in the Teg Down area of Winchester.
- Informal consultation carried out with all residents established that many were not supportive of having restrictions introduced, despite the potential for restrictions to be introduced in other roads and the possibility of this leading to displaced parking in the future.
- The options were discussed with the three local Ward Members and a draft scheme produced covering the roads where the majority of residents were in favour of restrictions, which reflected the areas where there were the most significant problems.
- The proposed changes were subsequently formally advertised on 18 October 2017. 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 Offices reception. In addition to this all residents in the area were sent letters notifying them that the proposals were being advertised together with information on how to view the full details.

- 28 responses were received to the formal consultation – 7 comments/enquiries seeking clarification, 10 in support of the proposals, 2 objections which have been resolved and 9 unresolved objections. A summary of the responses is attached (Appendix 1).
- Two changes to the extent of the proposed restrictions are being recommended to address concerns regarding access to properties and to provide some additional parking areas. Both changes are within the scope of the proposal as advertised and have no detrimental impact or more onerous effect. These changes are covered in the revised proposal plan and schedule attached (Appendix 4 and 5).
- The proposal is in keeping with the Corporate Priorities in its attempt to improve traffic management, road safety and the environment.
- The cost of implementing the proposal is funded through the Traffic Management Agency Agreement with Hampshire County Council. There may be very minimal additional enforcement resource implications, which should be covered by the additional permit fee income.
- Copy of the plan showing the location and extent of the proposal as advertised is attached (Appendix 2).
- Copy of the schedule and statement of reasons as advertised is attached (Appendix 3).
- Copy of the plan showing the location and extent of the revised proposal being recommended is attached (Appendix 4).
- Copy the revised schedule and statement of reasons as being recommended is attached (Appendix 5).

DECISION

1. That restrictions be introduced as detailed in the revised schedule attached (Appendix 5).
2. That the Legal Services Manager be authorised to make the necessary order.

REASON FOR THE 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 Agency Agreement with Hampshire County Council.
- There is unlikely to be any discernible increase in enforcement resources or costs, however any minor increases should be covered by the additional income from permit fees.

CONSULTATION UNDERTAKEN ON THE DECISION

- Informal consultation was carried with all residents of the Teg Down area to establish whether restrictions were supported and if so what kind and their extent. The results of this exercise were discussed with the local Councillors and a draft proposal formulated accordingly and circulated for approval.
- Following support for the draft proposal requests for consent to proceed to formal advertisement were sent to all local Ward Members, County Councillor, Police and Parking Office Manager and duly confirmed.
- Proposal 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. In addition to this, all residents in the Teg Down area were written to directly to notify them of the proposal.

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

N/A

DISPENSATION GRANTED BY THE STANDARDS COMMITTEE

N/A

Approved by: (signature)

Date of Decision: 23.01.18

Councillor Jan Warwick – Portfolio Holder for Environment

APPENDICES:

Appendix 1 – Summary of responses received

Appendix 2 – Copy of plan showing the location and extent of the proposed restrictions as advertised.

Appendix 3 – Copy of schedule and statement of reasons for the proposed restrictions as advertised.

Appendix 4 - Copy of plan showing the revised location and extent of the proposed restrictions being recommended.

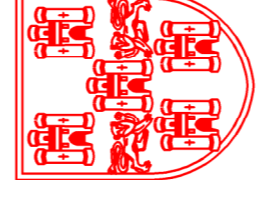
Appendix5 – Copy of revised schedule and statement of reasons for the proposed restrictions being recommended.

Address	Representation	Detail	Officer response
Teg Down Meads	Support	Supports the proposal but wants clarification on price of permits.	Permit availability and cost confirmed.
Teg Down Meads	Support	Supports the proposal on the assumption that residents will be able to obtain permits.	Permit availability and cost confirmed.
Webster Road	Comment/Question	Comments that parking will be displaced. Why hasn't a parking plan been considered for the whole area.	Restrictions were considered for the whole area but following informal consultation this option was not supported by sufficient numbers of residents. Proposals drafted in agreement with local Members accordingly for extent of restrictions as advertised.
not provided	Objection	Object to the proposal as the reason people park in Teg Down is down to the extortionate parking charges that have been imposed in Winchester together with the loss of Friarsgate multi-storey car park. There are no Park & Ride facilities on this side of Winchester.	It is acknowledged that a long term plan to provide more parking facilities needed, but this would not resolve the parking and obstruction issues being currently experienced.
not provided	Support	Supports restrictions as proposed but suggests they do not go far enough up Teg Down Meads to cover the whole of the bend.	Restrictions were considered for the whole area but following informal consultation this option was not supported by sufficient numbers of residents. Proposals drafted in agreement with local Members accordingly for extent of restrictions as advertised.
Lupin Gardens	Comment/Question	Concerned that restrictions will impact on other roads not covered, but suggests that more consideration should be given to future developments and their own parking needs so that other communities do not suffer in the same way.	Restrictions were considered for the whole area but following informal consultation this option was not supported by sufficient numbers of residents. Proposals drafted in agreement with local Members accordingly for extent of restrictions as advertised.
Teg Down Meads	Support	Fully supports the introduction of the restrictions as proposed.	Support noted.
Teg Down Meads	Comment/Question	Concern regarding extent of parking bay and that it will cause problems accessing driveway due to steep gradient.	This has been reviewed and it is proposed to shorten the parking bay as recommended in the revised schedule and plans in the PHD.
not provided	Objection	The proposal does not solve the problems being experienced at the bottom end of Teg Down Meads but will simply push it further out. The Council needs to consider the needs of the local businesses and their employees such as Waitrose, Aldi, Peter Symonds College and Friarsgate Medical Centre. Car parking provision needed on this side of Winchester.	Restrictions were considered for the whole area but following informal consultation this option was not supported by sufficient numbers of residents. Proposals drafted in agreement with local Members accordingly for extent of restrictions as advertised.
Goring Field	Comment/Question	Clarification on what restrictions are proposed for Goring Field.	Only restriction in Goring Field are for short section of double yellow line at junction with Teg Down Meads. This was included in the notices which caused the confusion.
Lainston Close	Support	Fully supports the introduction of the restrictions as proposed.	Support noted.
Hazel Court	Objection	Restrictions are not needed on Teg Down meads. Only problems occur when builders vehicles are parked on the road, which the restrictions will not resolve. Clarification wanted as to extent of restrictions in respect to private area of Hazel Court.	Confirmed that restrictions would not apply to the private area of Hazel Gardens and the private section of the cul-de-sac entrance to Hazel Gardens.
Goring Field	Comment/Question	Clarification on what restrictions are proposed for Goring Field.	Only restriction in Goring Field are for short section of double yellow line at junction with Teg Down Meads. This was included in the notices which caused the confusion.
Teg Down Meads	Objection (resolved)	Is generally in favour of the restrictions but objects to the parking bay ending outside 89 Teg Down Meads and wants it extended towards Coppice Close.	This has been reviewed and it is proposed to lengthen the parking bay as recommended in the revised schedule and plans in the PHD.

Coppice Close	Objection	There is not problem with parking in Coppice Close. Due to the road layout and gradients the only practical option for residents of Coppice Close is to park on-street, so residents would be forced to buy permits. Other concerns raised including that restrictions in Teg Down Meads will only displace parking to other areas.	Restrictions were considered for the whole area but following informal consultation this option was not supported by sufficient numbers of residents. Proposals drafted in agreement with local Members accordingly for extent of restrictions as advertised.
not provided	Objection	The proposal does not solve the problems being experienced at the bottom end of Teg Down Meads but will simply push it further out. The Council needs to consider the needs of the local businesses and their employees such as Waitrose, Aldi, Peter Symonds College and Friarsgate Medical Centre.	Restrictions were considered for the whole area but following informal consultation this option was not supported by sufficient numbers of residents. Proposals drafted in agreement with local Members accordingly for extent of restrictions as advertised.
Hazel Court	Comment/Question	Clarification wanted as to extent of restrictions in respect to private area of Hazel Court.	Confirmed that restrictions would not apply to the private area of Hazel Gardens and the private section of the cul-de-sac entrance to Hazel Gardens.
Teg Down Meads	Comment/Question	Questions location of parking bays and that some cover driveways. Motorists will also need to turn round to use staggered bays.	Having parking bays across driveways is common practice throughout Winchester. Motorists will need to turn round sooner or later, so it makes no practical difference to driving behaviour.
not provided	Support	Welcome proposals but do not believe they go far enough and will only transfer the problem to other roads in Teg Down including the bus route.	Restrictions were considered for the whole area but following informal consultation this option was not supported by sufficient numbers of residents. Proposals drafted in agreement with local Members accordingly for extent of restrictions as advertised.
Hillside Road	Support	In favour but question that the restrictions should go further, especially to cover the whole bus route through Teg Down.	Restrictions were considered for the whole area but following informal consultation this option was not supported by sufficient numbers of residents. Proposals drafted in agreement with local Members accordingly for extent of restrictions as advertised.
Teg Down Meads	Support	In favour but question that the restrictions should go further, especially to cover the whole bus route through Teg Down.	Restrictions were considered for the whole area but following informal consultation this option was not supported by sufficient numbers of residents. Proposals drafted in agreement with local Members accordingly for extent of restrictions as advertised.
not provided	Objection	The houses along Teg Down Meads have off-street parking, but despite this residents park on-street. There is only light traffic on this road and parked cars do not obstruct access to properties. The very few commuters parking on this road do not have easy access to any Park & Ride facility unless they travel into the city centre. The new restrictions will force commuters to drive into Winchester to park and therefore cause more congestion and pollution. The proposal should be postponed until more parking is available on this side of Winchester.	It is acknowledged that a long term plan to provide more parking facilities needed, but this would not resolve the parking and obstruction issues being currently experienced.
not provided	Objection	The proposal for restrictions in Lainston Close is not necessary. The cars parking in the entrance do not cause any obstruction. There is no access to any Park & Ride facility unless they travel into the city centre. The new restrictions will force commuters to drive into Winchester to park and therefore cause more congestion and pollution. It is probably better to have commuters park on roads outside the city centre than have them drive into town centre car parks.	It is acknowledged that a long term plan to provide more parking facilities needed, but this would not resolve the parking and obstruction issues being currently experienced.

Teg Down Meads	Objection (resolved)	The bus stops on the east side of Teg Down Meads have been omitted from the plan. There is no need to have so many parking bays on street. This will only lead to residents parking on-street and renting out their driveways.	The bus stops on the eastern (in bound) side of Teg Down meads do not need to have bus stop cages marked on the road as they are for passengers alighting the bus only and therefore the bus does not need to stop for very long. The scenario of residents potentially renting out their driveways is identical to many other locations in Winchester and to date this has not been raised as a problem with officers.
Teg Down Meads	Support	Fully supports the introduction of the restrictions as proposed.	Support noted.
Teg Down Meads	Objection	There is no parking problem in Teg Down Meads in the vicinity of our property. All the restrictions will do is condense the parking and potentially lead to more parking directly outside our property. The commuter parking problem could be solved with a general 4 hours limited waiting restriction.	The extent of the proposed parking bays is the result of considering the existing parking patterns together with providing a degree of natural traffic calming whilst ensuring clear access. The number of parking spaces being suggested is unlikely to cause any undue pressure on the ability of residents to park in the vicinity of their own property or impact on neighbours and associated accesses. Introducing blanket 4 hour limited waiting restrictions would have a significant impact on all residents whilst also creating a potential enforcement precedent.
Teg Down Meads	Objection	Questions the transparency of the initial consultation and that it was not clear what impact potential restrictions would have on the whole of Teg Down Meads. Objection to the probable conversion of front gardens to more hardstanding and the consequent loss of amenity and biodiversity. Restrictions will also impact on disabled visitors. Wants proposal postponed so that a more detailed consultation with residents of Teg Down Meads can take place.	The initial informal consultation was carried out with all residents and was done as openly as possible. The results were shared with the local Members and the findings were reported to all residents. The restrictions being proposed were advertised in full compliance with the statutory procedures and residents were again notified directly by letter. The whole process has been as transparent and democratic as it can possibly be. There may be residents who chose to convert more of their front gardens to parking, but the vast majority of properties already have ample off-street parking provision and it is unlikely there will be a significant change to the character of Teg Down as result of the proposed restrictions being introduced.
Teg Down Meads	Support	Fully supports the introduction of the restrictions as proposed.	Support noted.

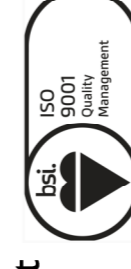
Rev.	Description	Date	Drawn



Winchester
City Council

OPERATIONS GROUP
ENVIRONMENT

City Offices
Colebrook Street
Winchester,
SO23 9LJ.

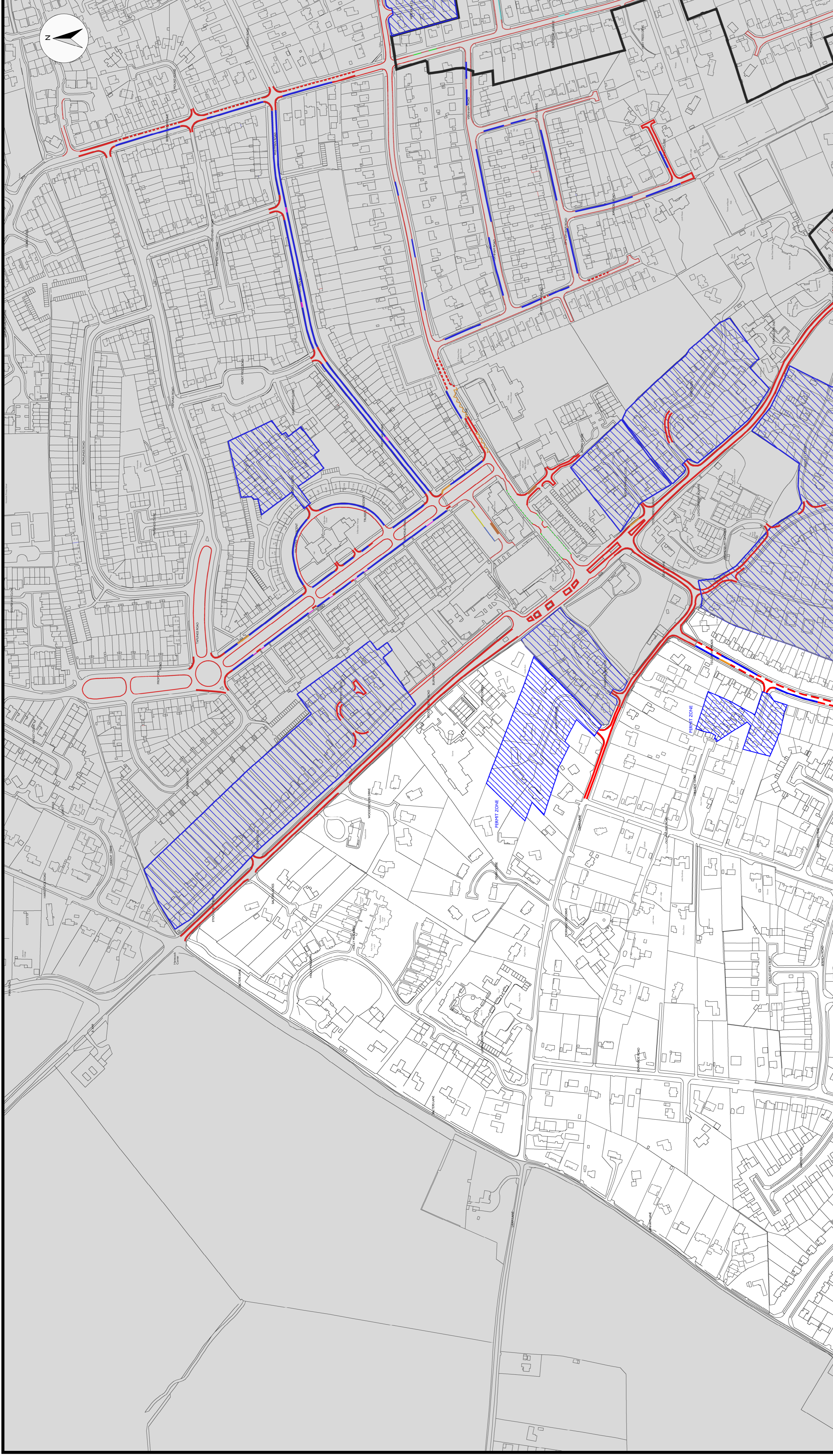


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Project:
TRAFFIC ORDERS
PERMANENT

Title:
TEG DOWN AREA
WINCHESTER
PROPOSED RESTRICTIONS

Scale: NTS	Date: 06/07/2017
Drawn: NYC	CAD:
Checked:	Status:
DRG. No. 810402/239/005	



	PROPOSED 2 HOUR LIMITED WAITING PARKING WITH RESIDENT PERMIT HOLDERS EXEMPTION 10:00am TO 4:00pm MONDAY TO FRIDAY
	PROPOSED 2 HOUR LIMITED WAITING PARKING WITH RESIDENT PERMIT HOLDERS EXEMPTION ZONE 10:00am TO 4:00pm MONDAY TO FRIDAY
	PROPOSED NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)
	NO WAITING 10:00am TO 4:00pm MONDAY TO FRIDAY (SINGLE YELLOW LINES)
	DISABLED BADGE HOLDERS ONLY
	NO STOPPING EXCEPT BUSES
	SCHOOL KEEP CLEAR
	EXISTING 1 HOUR LIMITED WAITING PARKING
	EXISTING PARKING - NO TIME LIMIT
	EXISTING 1 HOUR LIMITED WAITING PARKING WITH RESIDENT PERMIT HOLDER EXEMPTION 10:00am TO 4:00pm MONDAY TO FRIDAY
	LOADING ONLY BAYS



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. 36) ORDER 2016

STATEMENT OF REASONS FOR REVISION:-

The proposals are to address issues of visibility, obstruction and/or to increase on-street parking provision. There is a significant problem with commuter and long-term non-residents that park in the area. Consequently the extension/introduction of residents permit parking and limited waiting restrictions should help diffuse the existing parking problems.

PROPOSED ITEMS TO BE INCLUDED IN CPZ VARIATION ORDER

THE HAMPSHIRE (VARIOUS ROADS, WINCHESTER)
(PARKING PLACES AND RESTRICTION OF WAITING)
(CONTROLLED ZONE) (CONSOLIDATION) ORDER 2010
(VARIATION NO. xx) ORDER 2017

SCHEDULE II
No Waiting At Any Time

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
COPPICE CLOSE	BOTH	BETWEEN ITS JUNCTION WITH TEG DOWN MEADS AND A POINT 9.3 METRES SOUTH-EAST OF THAT JUNCTION.	O	Z5
DEAN LANE	BOTH	BETWEEN A POINT 10.5 METRES NORTH-WEST OF ITS JUNCTION WITH PARKSIDE GARDENS AND ITS JUNCTION WITH OLD HILLSIDE ROAD.	O	Z4
GORING FIELD	BOTH	BEWTEN ITS JUNCTION WITH TEG DOWN MEADS AND A POINT 9.3 METRES NORTH-WEST OF THAT JUNCTION.	O	Z5
LAINSTON CLOSE	BOTH	BETWEEN ITS JUNCTION WITH DEAN LANE AND A POINT 15.0 METRES NORTH-EAST OF THAT JUNCTION.	O	Z4
TEG DOWN MEADS (SPINE)	NORTH -WEST	BETWEEN A POINT 29.0 METRES NORTH-EAST OF ITS JUNCTION WITH GORING FIELD AND A POINT 9.0 METRES SOUTH-WEST OF THAT JUNCTION.	O	Z5
TEG DOWN MEADS (SPINE)	NORTH -WEST	BETWEEN A POINT 112.0 METRES SOUTH-WEST OF ITS JUNCTION WITH DEAN LANE A POINT 138.0 METRES SOUTH-WEST OF THAT JUNCTION.	O	Z5
TEG DOWN MEADS (SPINE)	SOUTH-EAST	BETWEEN A POINT 7.5 METRES NORTH-EAST OF ITS JUNCTION WITH COPPICE CLOSE AND A POINT 32.3 METRES SOUTH-WEST OF THAT JUNCTION.	O	Z5
TEG DOWN MEADS (SPUR)	BOTH	BETWEEN ITS JUNCTION WITH TEG DOWN MEADS (SPINE) AND A POINT 12.0 METRES NORTH-WEST OF THAT JUNCTION.	O	Z5

SCHEDULE I Part XXXVIV
2 Hours Limited Waiting With No Return Within 4 Hours 10.00am to 4.00pm Monday to Friday
With Permit Holders Exemption

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
COPPICE CLOSE	BOTH	BETWEEN A POINT 9.3 METRES SOUTH-EAST OF ITS JUNCTION WITH TEG DOWN MEADS AND A POINT 64.0 METRES SOUTH-EAST OF THAT JUNCTION (INCLUDING THE TURNING HEADS).	O	Z5
LAINSTON CLOSE	BOTH	BETWEEN A POINT 15.0 METRES NORTH-EAST OF ITS JUNCTION WITH DEAN LANE AND A POINT 154.0 METRES NORTH-WEST OF THAT JUNCTION (INCLUDING THE TURNING HEADS).	O	Z4
TEG DOWN MEADS (SPINE)	NORTH -WEST	BETWEEN A POINT 28.4 METRES SOUTH-WEST OF ITS JUNCTION WITH DEAN LANE AND A	O	Z5

		POINT 63.3 METRES SOUTH-WEST OF THAT JUNCTION.		
TEG DOWN MEADS (SPINE)	NORTH -WEST	BETWEEN A POINT 138.0 METRES SOUTH-WEST OF ITS JUNCTION WITH DEAN LANE AND A POINT 193.7 METRES SOUTH-WEST OF THAT JUNCTION.	O	Z5
TEG DOWN MEADS (SPINE)	NORTH -WEST	BETWEEN A POINT 288.4 METRES SOUTH-WEST OF ITS JUNCTION WITH DEAN LANE AND A POINT 350.0 METRES SOUTH-WEST OF THAT JUNCTION.	O	Z5
TEG DOWN MEADS (SPINE)	SOUTH-EAST	BETWEEN A POINT 64.5 METRES SOUTH-WEST OF ITS JUNCTION WITH DEAN LANE AND A POINT 112.0 METRES SOUTH-WEST OF THAT JUNCTION.	O	Z5
TEG DOWN MEADS (SPINE)	SOUTH-EAST	BETWEEN A POINT 216.7 METRES SOUTH-WEST OF ITS JUNCTION WITH DEAN LANE AND A POINT 261.4 METRES SOUTH-WEST OF THAT JUNCTION.	O	Z5
TEG DOWN MEADS (SPINE)	SOUTH-EAST	BETWEEN A POINT 375.5 METRES SOUTH-WEST OF ITS JUNCTION WITH DEAN LANE AND A POINT 435.0 METRES SOUTH-WEST OF THAT JUNCTION.	O	Z5
TEG DOWN MEADS (SPUR)	BOTH	BETWEEN A POINT 12.0 METRES NORTH-WEST OF ITS JUNCTION WITH TEG DOWN MEADS (SPINE) AND A POINT 60.0 METRES NORTH-WEST OF THAT JUNCTION (INCLUDING THE TURNING HEAD).	O	Z5

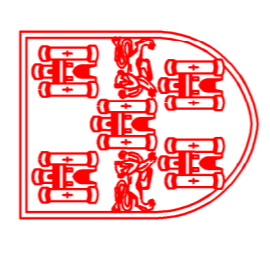
SCHEDULE XXXX
No Waiting 10.00am to 4.00pm
Monday to Friday

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
TEG DOWN MEADS (SPINE)	NORTH -WEST	BETWEEN A POINT 81.0 METRES SOUTH-WEST OF ITS JUNCTION WITH DEAN LANE AND A POINT 112.0 METRES SOUTH-WEST OF THAT JUNCTION.	O	Z5
TEG DOWN MEADS (SPINE)	NORTH -WEST	BETWEEN A POINT 193.7 METRES SOUTH-WEST OF ITS JUNCTION WITH DEAN LANE AND A POINT 288.4 METRES SOUTH-WEST OF THAT JUNCTION.	O	Z5
TEG DOWN MEADS (SPINE)	NORTH -WEST	BETWEEN A POINT 361.0 METRES SOUTH-WEST OF ITS JUNCTION WITH DEAN LANE AND A POINT 29.0 METRES NORTH-EAST OF ITS JUNCTION WITH COPPICE CLOSE.	O	Z5
TEG DOWN MEADS (SPINE)	SOUTH-EAST	BETWEEN A POINT 28.4 METRES SOUTH-WEST OF ITS JUNCTION WITH DEAN LANE AND A POINT 64.5 METRES SOUTH-WEST OF THAT JUNCTION.	O	Z5
TEG DOWN MEADS (SPINE)	SOUTH-EAST	BETWEEN A POINT 112.0 METRES SOUTH-WEST OF ITS JUNCTION WITH DEAN LANE AND A POINT 216.7 METRES SOUTH-WEST OF THAT JUNCTION.	O	Z5
TEG DOWN MEADS (SPINE)	SOUTH-EAST	BETWEEN A POINT 261.4 METRES SOUTH-WEST OF ITS JUNCTION WITH DEAN LANE AND A POINT 375.5 METRES SOUTH-WEST OF THAT JUNCTION.	O	Z5

TEG DOWN MEADS (SPINE)	SOUTH-EAST	BETWEEN A POINT 435.0 METRES SOUTH-WEST OF ITS JUNCTION WITH DEAN LANE AND A POINT 7.5 METRES NORTH-EAST OF ITS JUNCTION WITH COPPICE CLOSE.	O	Z5
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Rev.	Description	Date	Drawn	NVC
A	Bays amended outside 41 and 91-101	23/11/17		



Winchester
City Council

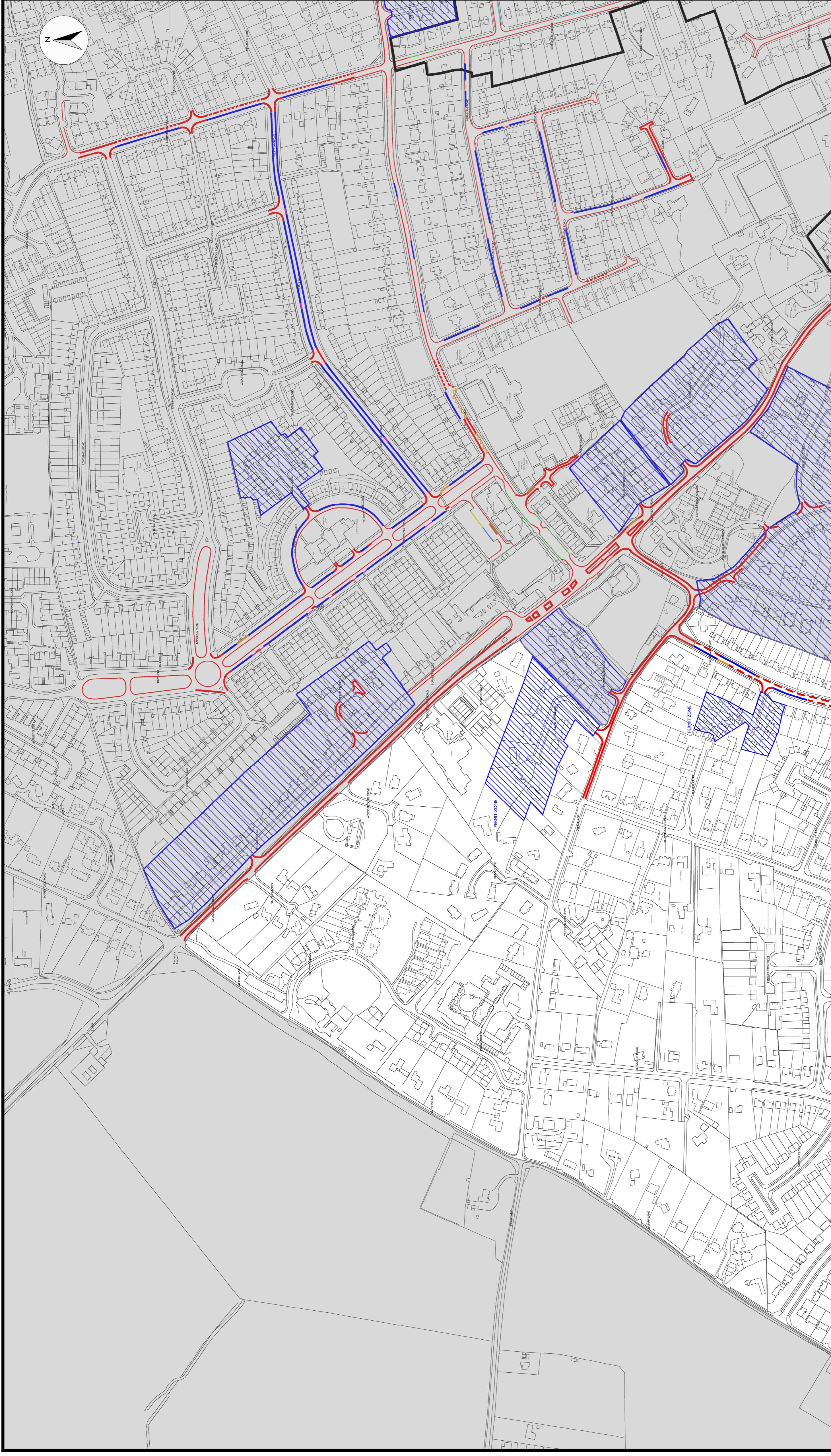
OPERATIONS GROUP
ENVIRONMENT

City Offices
Colebrook Street
Winchester,
SO23 9LJ.



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Project:	TRAFFIC ORDERS PERMANENT
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(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. 36) ORDER 2016

STATEMENT OF REASONS FOR REVISION:-

The proposals are to address issues of visibility, obstruction and/or to increase on-street parking provision. There is a significant problem with commuter and long-term non-residents that park in the area. Consequently the extension/introduction of residents permit parking and limited waiting restrictions should help diffuse the existing parking problems.

PROPOSED ITEMS TO BE INCLUDED IN CPZ VARIATION ORDER

THE HAMPSHIRE (VARIOUS ROADS, WINCHESTER)
(PARKING PLACES AND RESTRICTION OF WAITING)
(CONTROLLED ZONE) (CONSOLIDATION) ORDER 2010
(VARIATION NO. xx) ORDER 2017

SCHEDULE II
No Waiting At Any Time

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
COPPICE CLOSE	BOTH	BETWEEN ITS JUNCTION WITH TEG DOWN MEADS AND A POINT 9.3 METRES SOUTH-EAST OF THAT JUNCTION.	O	Z5
DEAN LANE	BOTH	BETWEEN A POINT 10.5 METRES NORTH-WEST OF ITS JUNCTION WITH PARKSIDE GARDENS AND ITS JUNCTION WITH OLD HILLSIDE ROAD.	O	Z4
GORING FIELD	BOTH	BETWEEN ITS JUNCTION WITH TEG DOWN MEADS AND A POINT 9.3 METRES NORTH-WEST OF THAT JUNCTION.	O	Z5
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TEG DOWN MEADS (SPUR)	BOTH	BETWEEN ITS JUNCTION WITH TEG DOWN MEADS (SPINE) AND A POINT 12.0 METRES NORTH-WEST OF THAT JUNCTION.	O	Z5

SCHEDULE I Part XXXVIV
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With Permit Holders Exemption

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
COPPICE CLOSE	BOTH	BETWEEN A POINT 9.3 METRES SOUTH-EAST OF ITS JUNCTION WITH TEG DOWN MEADS AND A POINT 64.0 METRES SOUTH-EAST OF THAT JUNCTION (INCLUDING THE TURNING HEADS).	O	Z5
LAINSTON CLOSE	BOTH	BETWEEN A POINT 15.0 METRES NORTH-EAST OF ITS JUNCTION WITH DEAN LANE AND A POINT 154.0 METRES NORTH-WEST OF THAT JUNCTION (INCLUDING THE TURNING HEADS).	O	Z4
TEG DOWN MEADS (SPINE)	NORTH -WEST	BETWEEN A POINT 28.4 METRES SOUTH-WEST OF ITS JUNCTION WITH DEAN LANE AND A	O	Z5

		POINT 63.3 METRES SOUTH-WEST OF THAT JUNCTION.		
TEG DOWN MEADS (SPINE)	NORTH -WEST	BETWEEN A POINT 138.0 METRES SOUTH-WEST OF ITS JUNCTION WITH DEAN LANE AND A POINT 193.7 METRES SOUTH-WEST OF THAT JUNCTION.	0	Z5
TEG DOWN MEADS (SPINE)	NORTH -WEST	BETWEEN A POINT 288.4 METRES SOUTH-WEST OF ITS JUNCTION WITH DEAN LANE AND A POINT 350.0 METRES SOUTH-WEST OF THAT JUNCTION.	0	Z5
TEG DOWN MEADS (SPINE)	SOUTH-EAST	BETWEEN A POINT 64.5 METRES SOUTH-WEST OF ITS JUNCTION WITH DEAN LANE AND A POINT 112.0 METRES SOUTH-WEST OF THAT JUNCTION.	0	Z5
TEG DOWN MEADS (SPINE)	SOUTH-EAST	BETWEEN A POINT 216.7 METRES SOUTH-WEST OF ITS JUNCTION WITH DEAN LANE AND A POINT 261.4 METRES SOUTH-WEST OF THAT JUNCTION.	0	Z5
TEG DOWN MEADS (SPINE)	SOUTH-EAST	BETWEEN A POINT 375.5 METRES SOUTH-WEST OF ITS JUNCTION WITH DEAN LANE AND A POINT 435.0 METRES SOUTH-WEST OF THAT JUNCTION.	0	Z5
TEG DOWN MEADS (SPUR)	BOTH	BETWEEN A POINT 12.0 METRES NORTH-WEST OF ITS JUNCTION WITH TEG DOWN MEADS (SPINE) AND A POINT 60.0 METRES NORTH-WEST OF THAT JUNCTION (INCLUDING THE TURNING HEAD).	0	Z5

SCHEDULE XXXX
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>
TEG DOWN MEADS (SPINE)	NORTH -WEST	BETWEEN A POINT 81.0 METRES SOUTH-WEST OF ITS JUNCTION WITH DEAN LANE AND A POINT 112.0 METRES SOUTH-WEST OF THAT JUNCTION.	0	Z5
TEG DOWN MEADS (SPINE)	NORTH -WEST	BETWEEN A POINT 193.7 METRES SOUTH-WEST OF ITS JUNCTION WITH DEAN LANE AND A POINT 288.4 METRES SOUTH-WEST OF THAT JUNCTION.	0	Z5
TEG DOWN MEADS (SPINE)	NORTH -WEST	BETWEEN A POINT 361.0 METRES SOUTH-WEST OF ITS JUNCTION WITH DEAN LANE AND A POINT 29.0 METRES NORTH-EAST OF ITS JUNCTION WITH COPPICE CLOSE.	0	Z5
TEG DOWN MEADS (SPINE)	SOUTH-EAST	BETWEEN A POINT 28.4 METRES SOUTH-WEST OF ITS JUNCTION WITH DEAN LANE AND A POINT 64.5 METRES SOUTH-WEST OF THAT JUNCTION.	0	Z5
TEG DOWN MEADS (SPINE)	SOUTH-EAST	BETWEEN A POINT 112.0 METRES SOUTH-WEST OF ITS JUNCTION WITH DEAN LANE AND A POINT 216.7 METRES SOUTH-WEST OF THAT JUNCTION.	0	Z5
TEG DOWN MEADS (SPINE)	SOUTH-EAST	BETWEEN A POINT 261.4 METRES SOUTH-WEST OF ITS JUNCTION WITH DEAN LANE AND A POINT 375.5 METRES SOUTH-WEST OF THAT JUNCTION.	0	Z5

TEG DOWN MEADS (SPINE)	SOUTH-EAST	BETWEEN A POINT 435.0 METRES SOUTH-WEST OF ITS JUNCTION WITH DEAN LANE AND A POINT 7.5 METRES NORTH-EAST OF ITS JUNCTION WITH COPPICE CLOSE.	O	Z5
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