



**DRAFT PORTFOLIO HOLDER DECISION NOTICE**

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

**TOPIC – TRAFFIC REGULATION ORDER – CHILCOMB LANE, 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.

**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 Friday 16 February 2018.**

**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**

- Due to access and obstruction issues for residents caused by inconsiderate commuter parking in entrance to Chilcomb Lane, Winchester, waiting and parking restrictions are being proposed to control parking to ensure clear access is maintained.
- Informal consultation carried out with all residents established that the majority supported having restrictions introduced and which option might be most suitable. The result of the informal consultation was discussed with local Members and it was agreed to pursue restrictions formally.

- The proposed changes were subsequently formally advertised on 22<sup>nd</sup> November 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 Office reception. In addition to this letters were sent to all residents notifying them that the proposal was being advertised together with information of how to view the full details.
- Only 1 objection to the proposal was received which commented that the restrictions were not necessary and would at best only displace parking to another area. (see Appendix 1) There are few other roads locally without restrictions already and displaced parking is therefore very unlikely. There is ample car parking very nearby in the St Catherines and Barfield park and ride sites.
- 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 could 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).

### **PROPOSED DECISION**

- That restrictions be introduced as detailed in the schedule attached (Appendix 3).
- That the Legal Services Manager 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 Agency Agreement with Hampshire County Council.

- There is unlikely to be any discernible increase in enforcement resources or costs, however any minor increases could be covered by the additional income from permit fees.

**CONSULTATION UNDERTAKEN ON THE PROPOSED DECISION**

- Informal consultation was carried with all residents of Chilcomb Lane 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 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**

**Councillor Warwick – Portfolio Holder for Environment**

**APPENDICES:**

Appendix 1 – Copy of objection.

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.

## PHD786 Appendix 1

### **OBJECTION TO PROPOSED INTRODUCTION OF WAITING RESTRICTIONS – CHILCOMB LANE, WINCHESTER**

As far as I can see there are no houses in the top portion of Chilcomb Lane and the majority of the property in the area has off-street parking. Why is it legitimate to prevent people who have to travel to the city for work from parking at no cost to themselves.

Surely instigation of a parking zone on the basis that those people that do live on Chilcomb Lane just don't want commuters to park in the locality is an unfair abuse of process . Being that the majority of houses are provided with parking.

By instituting this parking zone the council will simply displace commuters parking honestly and fairly to another area. I for one will not pay to park the car and will cease to work in Winchester if the city council continues to eliminate free parking availability.

The policy of offering no free parking alternatives within a sensible walking distance of the city is damaging to Winchesters commercial and economic prospects, especially as it is widely known that road commute is extremely difficult in most cases.

**KEY**

- NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)
- RESIDENTS PERMIT HOLDER PARKING ZONE - PERMIT HOLDERS ONLY 8AM TO 6PM MONDAY TO SATURDAY



**PROPOSED RESTRICTIONS**

**Winchester**  
City Council

**OPERATIONS GROUP  
ENVIRONMENT**

City Office  
Colbrook, Street  
Winchester,  
SO23 9JF

© Winchester City Council

**Project:** TRAFFIC ORDERS PERMANENT

**Title:** CHILCOMB LANE WINCHESTER  
PROPOSED RESTRICTIONS

Scale: NTS	Date: 08/11/2017	
Drawn: NYC	CAD:	Checked:
DRG. No. 810402/387/002	Status:	

## PHD786 Appendix 3

### 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

### STATEMENT OF REASONS FOR REVISION:-

The proposals are to address issues of visibility, obstruction and potential road safety issues due to inconsiderate commuter parking. The introduction of residents permit parking restrictions should help resolve the existing parking problems.

### NO EXISTING ITEMS TO BE DELETED

### PROPOSED ITEMS TO BE INCLUDED IN CPZ ORDER VARIATION

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

#### SCHEDULE 1 Part 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>
CHILCOMB LANE	BOTH	BETWEEN A POINT 14.5 METRES EAST OF ITS JUNCTION WITH THE B3330 BAR END ROAD AND A POINT 325.0 METRES EAST OF THAT JUNCTION.	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>
CHILCOMB LANE	BOTH	BETWEEN ITS JUNCTION WITH THE B3330 BAR END ROAD AND A POINT 14.5 METRES EAST OF THAT JUNCTION.	O	X