



PORTFOLIO HOLDER DECISION NOTICE

INDIVIDUAL DECISION BY THE PORTFOLIO HOLDER FOR ENVIRONMENT

TOPIC – TRAFFIC REGULATION ORDER – OLIVER'S BATTERY AREA

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.
ncrisp@winchester.gov.uk

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

SUMMARY

- Following comments from residents the Oliver's Battery Parish Council requested that the existing waiting restrictions in Oliver's Battery be reviewed to remove some inconsistencies in the existing restrictions and to introduce new restrictions at some junctions and bends to stop inconsiderate parking and improve traffic flow.
- Potential changes were discussed and the City Council's Traffic Engineer, Mr Crisp, suggested that changing the existing single yellow line restrictions to double yellow lines might help reduce the number of vehicles currently contravening the restrictions as double yellow lines are far more observed by motorists than single yellow lines and are therefore to a larger extent self-enforcing. Doing this would also remove the need for signs and therefore reduce street clutter locally, albeit to a relatively small extent.
- Proposals were drafted and again discussed with representatives of the Parish Council who also took them to a full meeting of the Parish Council to establish

the views of the rest of the Parish Council and any members of the public who attended the meeting where it was agreed to go ahead with the proposed changes.

- Requests for consent to proceed to formal advertisement were subsequently sent to all local Ward Members, County Councillor, Police and WCC Parking Office Manager and duly confirmed.
- The proposed changes were advertised on 31 January 2018. 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 immediate vicinity of any proposed changes were notified in writing.
- 18 responses were received in relation to the proposal. These comprised 2 in support of the proposed restrictions, 3 comments generally wanting the restrictions to go further and 13 objections - a high number against changing the existing single yellow lines to double yellow lines.
- Due to the level of responses further discussions were undertaken with the Parish Council and it was agreed to withdraw the proposal to change the existing single yellow lines to double yellow lines. By withdrawing this aspect of the proposal 6 objections have been fully resolved, leaving 7 outstanding objections of which 3 have been partially resolved by the withdrawal of the double yellow lines aspect of the proposal.
- The details of the above representations have been summarised together with the officer's response in the table attached. (Appendix 1)
- It was also agreed to withdraw the proposed restrictions at the junction of Compton Way and Austen Avenue. The proposed new restrictions for Oliver's Battery Road South and Old Kennels Lane are to be pursued but only as single yellow lines. The proposed extension to the parking bays in Oliver's Battery Road South and Downlands Road are to be pursued.
- 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 will be funded through the Traffic Management budget jointly allocated through the Agency Agreement with Hampshire County Council and directly by Winchester City Council. There will be no discernible additional enforcement costs.
- Copy of the plan showing the location and extent of the original proposal as advertised is attached (Appendix 2).
- Copy of the proposed 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 of the revised schedule and statement of reasons 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.

RESOURCE IMPLICATIONS:

- The cost of advertising and implementing the traffic regulation order is covered by the Traffic Management budget jointly allocated through the Agency Agreement with Hampshire County Council and directly by Winchester City Council.
- There will be no discernible increase in enforcement resources or costs.

CONSULTATION UNDERTAKEN ON THE DECISION

- Requests for consent to proceed to formal advertisement were sent to all local Ward Members, County Councillor, Police and WCC 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.
- All residents in the immediate vicinity of the proposed changes were notified in writing.

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: 06.04.2018

Councillor 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.

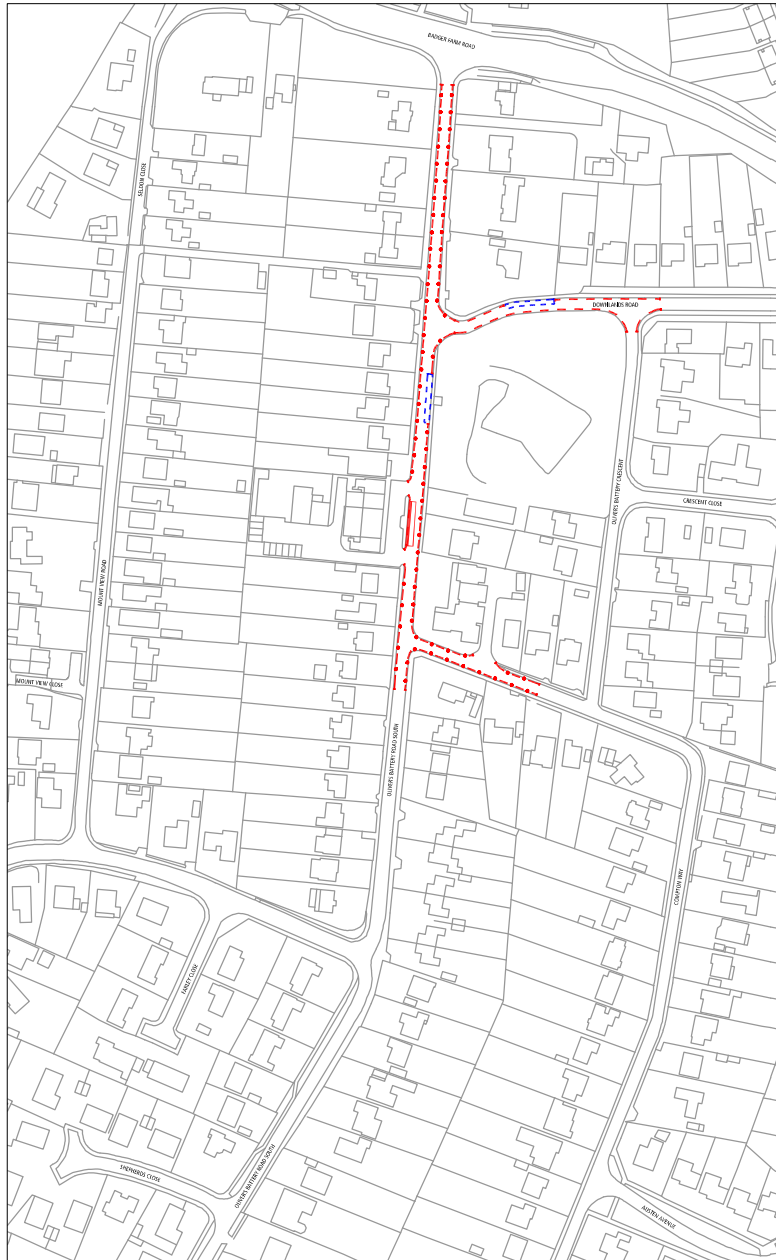
Appendix 3 – Copy of schedule and statement of reasons for the proposed restrictions as advertised.

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

Appendix 5 - Copy of revised schedule and statement of reasons for the proposed restrictions being recommended.

Olivers Battery area TRO Proposal as advertised 31st January 2017 - Summary of formal representations

Address	Representation	Detail	Officer response
Old Kennels Lane	Support	Agrees with restrictions, especially for bend on Old Kennels Lane.	Support noted.
South View Road	Support	Agrees with restrictions but wants them to go further and include the section of Olivers Battery Road South between Compton Way and Old Kennels Lane.	Introducing restrictions to this area would potentially impact on the shops as it is used for short term over spill parking. Having some parking on street will also help keep vehicle speeds down.
Compton Way	Comment	Agree with changes but would like to see restrictions introduced further along Olivers Battery Road South between its junction with Compton Way and towards Old Kennels Lane due to parked cars in this location causing visibility issues for vehicles trying to exit Compton Way.	Introducing restrictions to this area would potentially impact on the shops as it is used for short term over spill parking. Having some parking on street will also help keep vehicle speeds down.
Downlands Way	Comment	Agrees with restrictions as proposed, especially for Downlands Road although has some concerns with extending unlimited parking bay in Olivers Battery Road South.	Extending the parking bay will result in space for 2 more cars - 6 instead of the existing 4 - this may cause minor additional delays to other road users passing the bays but outside peak times this will be negligible.
Address not supplied	Comment	Suggests that extending parking bays will cause more traffic congestion issues, especially at school run times. Why not make bays limited waiting for say 2 hours, to stop commuters parking all day.	The bays are not being extended a great deal and the additional length is very unlikely to cause any serious issues. The limited waiting option was not requested by the Parish Council when the changes were being discussed and this cannot be pursued as part of the current proposal. Making the existing parking bays limited waiting would result in all-day parking in other adjacent roads.
Compton Way	Resolved Objection	New double yellow lines will adversely affect access for her mother's carers and meals on wheels provider.	Following discussions with representatives of the Parish Council the double yellow lines and restrictions at the junction of Compton Way/Austen Avenue are being withdrawn.
Olivers Battery Gardens	Resolved Objection	Changing single yellow lines to double will result in a serious loss of amenity for residents especially for using the church and those unable to walk to the shops.	Following discussions with representatives of the Parish Council the double yellow lines and restrictions at the junction of Compton Way/Austen Avenue are being withdrawn.
Olivers Battery Road South	Resolved Objection	There is no need to change single yellow lines in Olivers Battery Road South to double yellow. This will not provide any benefit to residents. There is no need for new restrictions at other locations either.	Following discussions with representatives of the Parish Council the double yellow lines and restrictions at the junction of Compton Way/Austen Avenue are being withdrawn.
Downlands Road	Resolved Objection	Introducing double yellow lines in Downlands Road will result in cars being parked in the cul-de-sac section of Downlands Road, which is not suitable and has no turning area which will cause road safety issues.	The extent of the proposed double yellow lines in Downlands Road is the same as the existing single yellow lines and will therefore not displace parking further along Downlands Road. Extending the parking bays will in fact reduce the need for motorists to park further along Downlands Road. Following discussions with representatives of the Parish Council the double yellow lines and restrictions at the junction of Compton Way/Austen Avenue are being withdrawn.
DEVON	Resolved Objection	Changing single yellow lines to double will result in a serious loss of amenity for residents especially for using the church and the shops and affect the viability of the businesses.	Following discussions with representatives of the Parish Council the double yellow lines and restrictions at the junction of Compton Way/Austen Avenue are being withdrawn.
Address not supplied	Resolved Objection	Changing single yellow lines to double will impact on community inclusion due to restricting access to the shops and church. It will also effect residents by restricting access for deliveries and visitors.	Following discussions with representatives of the Parish Council the double yellow lines and restrictions at the junction of Compton Way/Austen Avenue are being withdrawn.
Compton Way	Partially Resolved Objection	Comprehensive letter of objection supplied detailing reasons not to introduce restrictions at all of the locations proposed as they are not considered necessary on road safety grounds. Also serious concerns that double lines will severely restrict residents using shops and church in evenings and at weekends and significantly impact on community amenity.	Motorists currently ignore the single yellow line restrictions causing visibility and access issues. Double yellow lines are far more observed and are effectively self-enforcing. Changing the markings to double yellow lines will also enable the existing posts and signs to be removed which will have a benefit visually. It is noted that double yellow lines may have a detrimental impact on motorists being able to park in the evenings or on Sundays which may have an impact on church users. Following discussions with representatives of the Parish Council the double yellow lines and restrictions at the junction of Compton Way/Austen Avenue are being withdrawn.
Olivers Battery Road South	Partially Resolved Objection	Extending parking bay on Olivers Battery Road South will simply provide additional parking for locals who will leave cars there all day and not provide any better facility for people to park for a short time to use shops, etc. New double yellow lines will also push parking further along Olivers Battery Road South causing additional visibility and access issues.	The additional parking may well be used by all day parking but it will free up spaces elsewhere in Olivers Battery for short-term parking for locals to use the shops, etc. Following discussions with representatives of the Parish Council the double yellow lines and restrictions at the junction of Compton Way/Austen Avenue are being withdrawn.
Address not supplied	Partially Resolved Objection	Extending parking bays in Olivers Battery Road South will cause problems due to reduced visibility and increased congestion. Changing single yellow lines to double will not result any great benefit visually and will simply reduce residents ability to park in the evenings and especially Sundays.	Motorists currently ignore the single yellow line restrictions causing visibility and access issues. Double yellow lines are far more observed and are effectively self-enforcing. Changing the markings to double yellow lines will also enable the existing posts and signs to be removed which will have a benefit visually. It is noted that double yellow lines may have a detrimental impact on motorists being able to park in the evenings or on Sundays which may have an impact on church users. Following discussions with representatives of the Parish Council the double yellow lines and restrictions at the junction of Compton Way/Austen Avenue are being withdrawn.
Downlands Road	Objection	Frequently inconvenienced by number of cars parking in Downlands Road and occasionally parking so close to driveway that access is restricted. Want more restrictions in Downlands Road to stop parking altogether.	The extent of the proposed double yellow lines in Downlands Road is the same as the existing single yellow lines and will therefore not displace parking further along Downlands Road. Extending the parking bays will in fact reduce the need for motorists to park further along Downlands Road.
Olivers Battery Road South	Objection	Extending parking bays in Olivers Battery Road South will cause more problems for pedestrians crossing O B Rd South due to reduced visibility and increased congestion.	Extending the parking bay will result in space for 2 more cars - 6 instead of the existing 4 - this may cause minor additional delays to other road users passing the bays but outside peak times this will be negligible.
Olivers battery Road South	Objection	Extending parking bay on Olivers Battery Road South will simply provide additional parking for locals who will leave cars there all day and not provide any better facility for people to park for a short time to use shops, etc. New double yellow lines at the junction of Olivers Battery Road South and Old Kennels Lane should go further to help keep the junction clear and there should be traffic calming measures introduced to keep speeds down or have the junction changed.	The additional parking may well be used by all day parking but it will free up spaces elsewhere in Olivers Battery for short-term parking for locals to use the shops, etc. Extending the double yellow lines even further may result in more parking on the side roads which could cause even more congestion or obstructions to accesses. There is not a history of injury accidents at this junction so traffic calming measures would not be justified.
Address not supplied	Objection	Restrictions should be included for all of Compton Way from Olivers Battery Road South to bend. Extending unlimited waiting on Olivers Battery Road South will cause more congestion.	Introducing restrictions to this area would potentially impact on the shops as it is used for short term over spill parking. Having some parking on street will also help keep vehicle speeds down.



EXISTING WAITING RESTRICTIONS



PROPOSED WAITING RESTRICTIONS

- NO WAITING AT ANY TIME
- - - - - NO WAITING
8:00am TO 6:30pm
MONDAY TO SATURDAY.
- . - . - NO WAITING
8:00am TO 6:00pm
MONDAY TO SATURDAY.
- - - - - PARKING - NO TIME LIMIT

Rev.	Description	Date	Drawn
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Winchester
City Council

OPERATIONS GROUP
ENVIRONMENT
City Offices
Colebrook Street
Winchester,
SO23 9LJ.



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Project:
**TRAFFIC REGULATION ORDERS
PERMANENT**

OLIVER'S BATTERY

Title:
**REVIEW AND CONSOLIDATION
OF RESTRICTIONS**

PROPOSED REVISIONS

Scale: NTS	Date: 21/11/2017
Drawn: NVC	Checked:
DRG. No. 810402/240/001	Status:

PROPOSED VARIATION TO

WINCHESTER CITY COUNCIL

CITY OF WINCHESTER (VARIOUS ROADS)
(PROHIBITION & RESTRICTION OF WAITING)
(CONSOLIDATION) (VARIATION NO. 1) ORDER 1984

and

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 parking.

The extension of restrictions will provide significantly improved visibility by controlling parking and ensure clear access at all times, whilst also providing additional parking spaces where appropriate.

EXISTING ITEMS TO BE DELETED

CITY OF WINCHESTER (VARIOUS ROADS)
(PROHIBITION & RESTRICTION OF WAITING)
(CONSOLIDATION) (VARIATION NO. 1) ORDER 1984

SCHEDULE TWO
No Waiting 8.00am to 6.30pm Mondays to Saturdays (inclusive)

<u>Road</u>	<u>Side</u>	<u>Description</u>
Olivers Battery Road	Both	From its junction with Badger Farm Road to a point 15metres south of Compton Way.
Downlands Road	Both	From its junction with Olivers Battery Road for 15 metres east.
Compton Way	Both	From its junction with Olivers Battery Road for 50 metres east.

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

SCHEDULE I Pt XV
No Time Limit

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Zone</u>
DOWNLANDS ROAD	NORTH	BETWEEN A POINT 31.5 METRES EAST OF ITS JUNCTION WITH OLIVERS BATTERY ROAD SOUTH AND A POINT 58.5 METRES EAST OF THAT JUNCTION.	*

SCHEDULE V
No Waiting 8.00am to 6.00pm Monday to Saturday

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Zone</u>
DOWNLANDS ROAD	NORTH	BETWEEN ITS JUNCTION WITH OLIVERS BATTERY ROAD SOUTH AND A POINT 31.5 METRES EAST OF THAT JUNCTION.	*
DOWNLANDS ROAD	NORTH	BETWEEN A POINT 58.5 METRES EAST OF ITS JUNCTION WITH OLIVERS BATTERY ROAD SOUTH AND A POINT 98.6 METRES EAST OF THAT JUNCTION.	*
DOWNLANDS ROAD	SOUTH	BETWEEN ITS JUNCTION WITH OLIVERS BATTERY ROAD SOUTH AND A POINT 98.8 METRES EAST OF THAT JUNCTION.	*

PROPOSED ITEMS TO BE INCLUDED

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

SCHEDULE 1 Pt XV
No Time Limit

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Zone</u>
DOWNLANDS ROAD	NORTH	BETWEEN A POINT 31.5 METRES EAST OF ITS JUNCTION WITH OLIVERS BATTERY ROAD SOUTH AND A POINT 58.5 METRES EAST OF THAT JUNCTION.	*
OLIVERS BATTERY ROAD SOUTH	EAST	BETWEEN A POINT 14.0 METRES SOUTH OF ITS JUNCTION WITH DOWNLANDS ROAD AND A POINT 46.0 METRES SOUTH OF THAT JUNCTION.	*

SCHEDULE 2
No Waiting At Any Time

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Zone</u>
AUSTEN AVENUE	BOTH	BETWEEN ITS JUNCTION WITH COMPTON WAY AND A POINT 12.0 METRES EAST OF THAT JUNCTION.	*
COMPTON WAY	BOTH	BETWEEN ITS JUNCTION WITH OLIVERS BATTERY ROAD SOUTH AND A POINT 53.5 METRES EAST OF THAT JUNCTION.	*
COMPTON WAY	BOTH	BETWEEN A POINT 10.0 METRES WEST OF ITS JUNCTION WITH OLIVERS BATTERY CRESCENT AND A POINT 15.0 METRES EAST OF THAT JUNCTION.	*
COMPTON WAY	BOTH	BETWEEN A POINT 29.0 METRES EAST OF ITS JUNCTION WITH OLIVERS BATTERY CRESCENT AND A POINT 70.0 METRES SOUTH-EAST OF THAT JUNCTION.	*
COMPTON WAY	BOTH	BETWEEN A POINT 23.0 METRES NORTH OF ITS JUNCTION WITH AUSTEN AVENUE AND A POINT 13.5 METRES SOUTH OF THAT JUNCTION.	*
DOWNLANDS ROAD	NORTH	BETWEEN ITS JUNCTION WITH OLIVERS BATTERY ROAD SOUTH AND A POINT 22.0 METRES EAST OF THAT JUNCTION.	*
DOWNLANDS ROAD	NORTH	BETWEEN A POINT 63.0 METRES EAST OF ITS JUNCTION WITH OLIVERS BATTERY ROAD SOUTH AND A POINT 98.6 METRES EAST OF THAT JUNCTION.	*
DOWNLANDS ROAD	SOUTH	BETWEEN ITS JUNCTION WITH OLIVERS BATTERY ROAD SOUTH AND A POINT 98.8 METRES EAST OF THAT JUNCTION.	*
OLD KENNELS LANE	BOTH	BETWEEN ITS JUNCTION WITH OLIVERS BATTERY ROAD SOUTH AND A POINT 26.5 METRES WEST OF THAT JUNCTION.	*
OLD KENNELS LANE	BOTH	BETWEEN A POINT 135.5 METRES WEST OF ITS JUNCTION WITH OLIVERS BATTERY ROAD SOUTH AND A POINT 202.0 METRES WEST OF THAT JUNCTION.	*

OLIVERS BATTERY CRESCENT	BOTH	BETWEEN ITS JUNCTION WITH DOWNLANDS ROAD AND A POINT 10.0 METRES SOUTH OF THAT JUNCTION.	*
OLIVERS BATTERY CRESCENT	BOTH	BETWEEN ITS JUNCTION WITH COMPTON WAY AND A POINT 22.0 METRES NORTH OF THAT JUNCTION.	*
OLIVERS BATTERY ROAD SOUTH	EAST	BETWEEN ITS JUNCTION WITH BADGER FARM ROAD AND A POINT 14.0 METRES SOUTH OF ITS JUNCTION WITH DOWNLANDS ROAD.	*
OLIVERS BATTERY ROAD SOUTH	EAST	BETWEEN A POINT 46.0 METRES SOUTH OF ITS JUNCTION WITH DOWNLANDS ROAD AND A POINT 20.0 METRES SOUTH OF ITS JUNCTION WITH COMPTON WAY.	*
OLIVERS BATTERY ROAD SOUTH	WEST	BETWEEN ITS JUNCTION WITH BADGER FARM ROAD AND A POINT 20.0 METRES SOUTH OF ITS JUNCTION WITH COMPTON WAY.	*

PROPOSED VARIATION TO

WINCHESTER CITY COUNCIL

CITY OF WINCHESTER (VARIOUS ROADS)
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(CONSOLIDATION) (VARIATION NO. 1) ORDER 1984

and

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(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 top inconsiderate parking.

The extension of restrictions will provide significantly improved visibility by controlling parking and ensure clear access at all times, whilst also providing additional parking spaces where appropriate.

EXISTING ITEMS TO BE DELETED

CITY OF WINCHESTER (VARIOUS ROADS)
(PROHIBITION & RESTRICTION OF WAITING)
(CONSOLIDATION) (VARIATION NO. 1) ORDER 1984

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

SCHEDULE I Pt XV
No Time Limit

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Zone</u>
DOWNLANDS ROAD	NORTH	BETWEEN A POINT 31.5 METRES EAST OF ITS JUNCTION WITH OLIVERS BATTERY ROAD SOUTH AND A POINT 58.5 METRES EAST OF THAT JUNCTION.	*

SCHEDULE V
No Waiting 8.00am to 6.00pm Monday to Saturday

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Zone</u>
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PROPOSED ITEMS TO BE INCLUDED

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SCHEDULE V
No Waiting 8.00am to 6.00pm Monday to Saturday

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Zone</u>
COMPTON WAY	BOTH	BETWEEN ITS JUNCTION WITH OLIVERS BATTERY ROAD SOUTH AND A POINT 53.5 METRES EAST OF THAT JUNCTION.	*
COMPTON WAY	BOTH	BETWEEN A POINT 10.0 METRES WEST OF ITS JUNCTION WITH OLIVERS BATTERY CRESCENT AND A POINT 15.0 METRES EAST OF THAT JUNCTION.	*
COMPTON WAY	BOTH	BETWEEN A POINT 29.0 METRES EAST OF ITS JUNCTION WITH OLIVERS BATTERY CRESCENT AND A POINT 70.0 METRES SOUTH-EAST OF THAT JUNCTION.	*
DOWNLANDS ROAD	NORTH	BETWEEN ITS JUNCTION WITH OLIVERS BATTERY ROAD SOUTH AND A POINT 22.0 METRES EAST OF THAT JUNCTION.	*
DOWNLANDS ROAD	NORTH	BETWEEN A POINT 63.0 METRES EAST OF ITS JUNCTION WITH OLIVERS BATTERY ROAD SOUTH AND A POINT 98.6 METRES EAST OF THAT JUNCTION.	*
DOWNLANDS ROAD	SOUTH	BETWEEN ITS JUNCTION WITH OLIVERS BATTERY ROAD SOUTH AND A POINT 98.8 METRES EAST OF THAT JUNCTION.	*
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OLIVERS BATTERY CRESCENT	BOTH	BETWEEN ITS JUNCTION WITH COMPTON WAY AND A POINT 22.0 METRES NORTH OF THAT JUNCTION.	*
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OLIVERS BATTERY ROAD SOUTH	WEST	BETWEEN ITS JUNCTION WITH BADGER FARM ROAD AND A POINT 20.0 METRES SOUTH OF ITS JUNCTION WITH COMPTON WAY.	*