

CABINET (TRAFFIC AND PARKING) COMMITTEE

26 JULY 2016

PROPOSED TRAFFIC REGULATION ORDER – VARIOUS ROADS, SWANMORE

REPORT OF THE ASSISTANT DIRECTOR (ENVIRONMENT)

Contact Officer: CORINNE PHILLIPS Tel No: 01962 848326

RECENT REFERENCES:

None.

EXECUTIVE SUMMARY:

A review of the existing parking restrictions in the centre of the village has been raised as an issue by a Ward Member, Councillor Pearson, over the past few years because of concerns about the congestion caused primarily by parents parking on-street during school drop off and pick up times. The existing parking restrictions consist of a single yellow line which applies from Monday to Friday 8am to 4pm, in the immediate vicinity of Swanmore Primary School, the Church and shops, all of which are centred around the junction of New Road and Church Road.

The Head Teacher of Swanmore Primary School had requested the re-introduction of School Keep Clear zig-zag markings which were removed following an environmental enhancement scheme outside the school in 2006. Parking associated with the school occurs mainly on Church Road and New Road, which are bus routes, as well as in the car park located next to the school.

An informal consultation exercise was carried out prior to formal advertising of the proposal. This generated 30 comments and Councillor Pearson had further meetings locally to try and resolve some of the issues raised by residents. However following formal advertisement of the proposals 92 representations were received from the wider community and very few residents supported the proposed measures. Further to discussions between officers and Ward member, where the objections raised were carefully considered, it is recommended that the Council does not pursue the advertised proposal but just reinstates the school zig-zags and introduces double

yellow lines at the junctions, where visibility is impaired by parked vehicles at busy times of the day. These measures should address the most problematic parking in the centre of the village.

RECOMMENDATIONS:

- 1 That the revised waiting and parking restrictions be introduced as detailed in the amended plan (Appendix C to the report).
- 2 That the Head of Legal and Democratic Services be authorised to make the necessary Order as detailed in the Schedule as amended (Appendix F to the report).

## CABINET (TRAFFIC AND PARKING) COMMITTEE

26 JULY 2016

### TRAFFIC REGULATION ORDER – SWANMORE AREA, WINCHESTER DISTRICT

#### REPORT OF THE ASSISTANT DIRECTOR (ENVIRONMENT)

#### DETAIL:

##### 1 Introduction

- 1.1 Some years ago a request was received from Councillor Pearson, who is one of the Ward Members for Swanmore, to introduce double yellow lines in the centre of the village where there are currently existing single yellow lines. The existing single yellow lines had been introduced in 2008, in the vicinity of the local shops, Primary School and Church, due to congestion which occurred mainly at school drop off and pick up times. (Appendix A Drawing No 810402/238/004).
- 1.2 Some motorists still parked on the single yellow line primarily to make short visits to the shops and occasionally to drop off their children at school. There are no zig-zag yellow lines outside the school as these were removed as part of an environmental enhancement scheme in the vicinity of the school in 2006.
- 1.3 The request for double yellow lines was not progressed for some time as it was not high priority requiring immediate inclusion on the Council's work programme for traffic management. In July 2014 a meeting was held with representatives of the Parish Council, the Head Teacher of Swanmore Primary School and Councillors Pearson and Weston to discuss the parking and traffic issues around the school to see how the proposals might be taken forward.

##### 2 Proposed Restrictions

- 2.1 As a result of the meeting it was agreed to change the existing single yellow lines to double yellow lines, and to extend the yellow lines along Church Road to the crossroads junction with Vicarage Lane, Church Road and Chapel Road. Double yellow lines were also proposed at the junction of New Road and Chapel Lane where there is limited visibility for vehicles. A short length of unrestricted parking was left on the south side of Church Road for those properties without off street parking.
- 2.2 Single yellow lines were also proposed for a section of Church Road further away from the school, but where school parking occurred at drop off and pick up times which could cause congestion on the brow of a hill. The single yellow line would have applied between the hours of 8am and 4pm Monday to

Friday. A short section of single yellow line was also proposed on New Road south of the junction of Chapel Road to improve the visibility for traffic exiting the junction through the day.

- 2.3 The Head Teacher of the Swanmore Primary School also requested that school zig-zag markings be introduced outside the school gates to stop parents stopping near to the crossing patrol which operates just outside the school gates. There are currently single yellow lines outside the school which do not prevent parents dropping off or picking up children.

### 3 Consultation

- 3.1 Informal consultation was carried out with the residents directly affected by the proposals (those with properties on a section of road where there would be a restriction). This generated a number of responses, some of which were supportive and some of which were not in favour of the proposals. Those residents not in favour lived primarily in an area of Church Road where double yellow lines were being proposed. Changes were made to the proposal both on a short section of Church Road and in New Road where the proposed single yellow lines were shortened. This was then discussed further with the Parish Council and Councillor Pearson to agree the changes.
- 3.2 The proposal was formally advertised for public comment between 18 May 2016 and 9 June 2016. (Appendix B Drawing No. 810402/238/005). In response to the public advert 92 representations were received mostly from residents of Swanmore (Appendix E). Only 2 of the residents who responded to the public advert supported the proposals in full. Many of the objectors did not agree in principle to the application of double yellow lines in a rural setting such as Swanmore and were concerned that traffic speeds would also increase as a result of removing the on-street parking. There were also concerns that parking would be displaced to other residential areas of the village.
- 3.3 Some residents supported the introduction of the zig-zags outside the school and waiting restrictions around both the junctions of Vicarage Lane and Church Road and the junction of New Road and Chapel Road, where visibility is impaired by parked vehicles at other times of the day and is particularly bad at school times. However many of the objectors felt that the congestion caused by the parking at school drop off and pick up slowed down the traffic and occurred for only a short period of time during the day. The proposed yellow lining was seen as overly restrictive for the residents and would have a negative impact on trade to the shops and visitors to the Church.

### 4 Conclusion

- 4.1 In the light of the overwhelming opposition to the introduction of yellow lines, for what was considered by many to be a short term school parking related problem, it is now proposed to considerably reduce the weighting restrictions planned to those locations which are the most problematic. (Appendix C

Drawing No.810402/238/006). A number of the objectors had stated that they were in agreement with the provision of School Keep Clear zig-zag markings outside the school therefore it is proposed to continue with the introduction of these markings.

- 4.2 Due to the visibility problems posed by parked vehicles in the vicinity of the Vicarage Lane/ Church Road/Chapel Road crossroads, it is also proposed to introduce double yellow lines around each corner of the junction. Similarly, at the junction of Chapel Road and New Road, where sight lines are compromised at all times of the day by parked vehicles, it is proposed to introduce double yellow lines to improve visibility.

#### OTHER CONSIDERATIONS:

##### 5 COMMUNITY STRATEGY AND PORTFOLIO PLANS (RELEVANCE TO):

- 5.1 The proposal is in keeping with the community strategy in its attempt to provide a high quality environment and safe and strong communities

##### 6 RESOURCE IMPLICATIONS:

- 6.1 The costs of implementing the Traffic Regulation Order and associated signing and lining works will be covered by the traffic management agreement with Hampshire County Council.

##### 7 RISK MANAGEMENT ISSUES

- 7.1 Risks are fully considered as part of the assessment process for all Traffic Regulation Orders. The changes and issues covered are not believed to represent significant risks. As the proposal for parking restrictions is significantly reduced from those advertised there is minimal risk of displaced vehicles.

#### BACKGROUND DOCUMENTS:

None

#### APPENDICES:

Appendix A – Copy of plans showing existing parking restrictions (Drawing No. 810402/238/004)

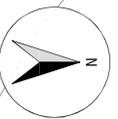
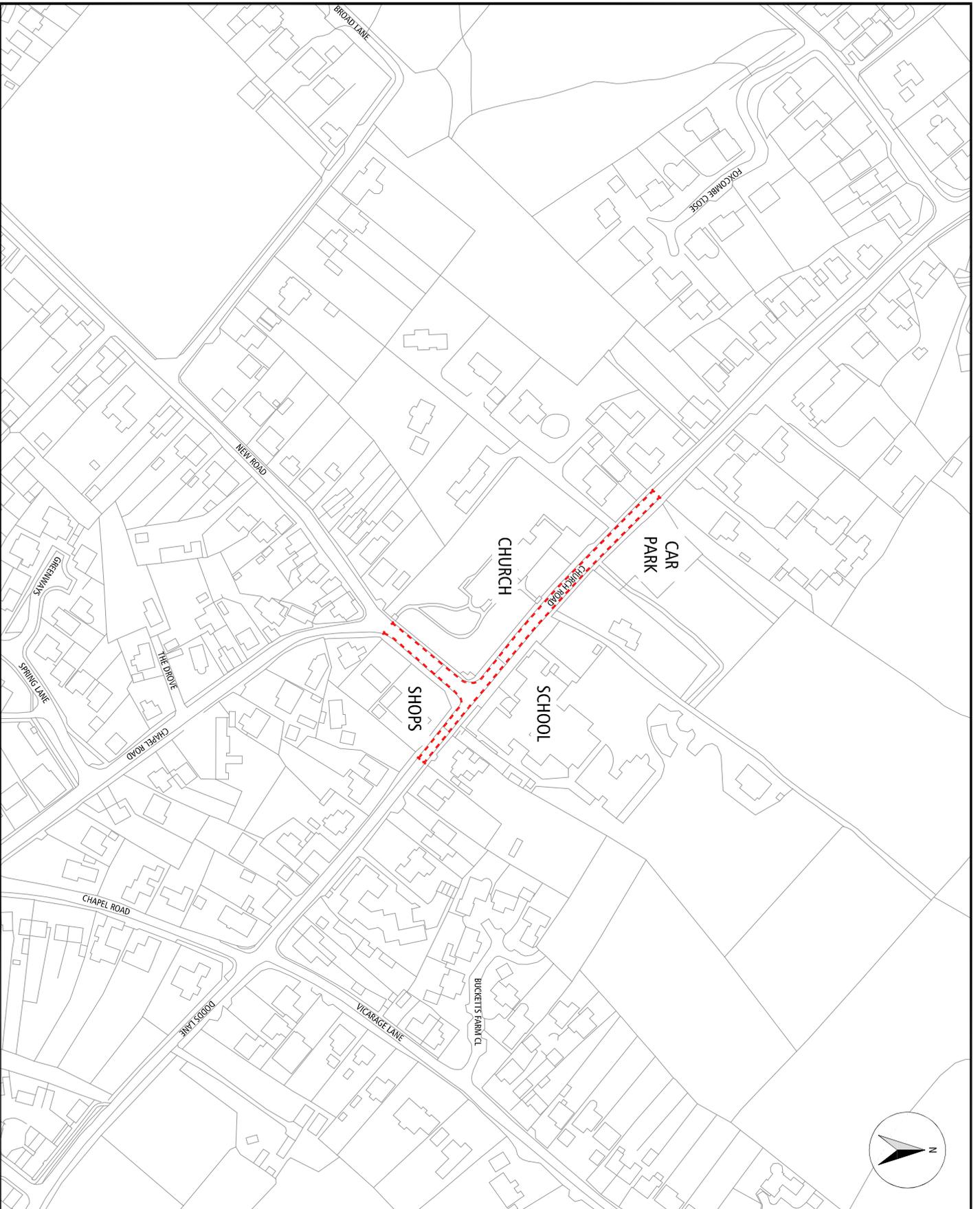
Appendix B – Copy of plans showing the proposals for parking restrictions (Drawing No. 810402/238/005)

Appendix C – Copy of plans showing amended proposed parking restrictions (Drawing No. 810402/238/006)

Appendix D - Copy of Statement of Reasons and advertised schedule

Appendix E – Summary of Representations Received.

Appendix F – Copy of amended schedule



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**KEY**

--- EXISTING SINGLE  
 YELLOW LINES

Ref.	Description	Date	Drawn



**Winchester**  
 City Council

OPERATIONS GROUP  
 ENVIRONMENT  
 City Offices  
 Colbrook Street  
 Winchester,  
 SO23 9JL

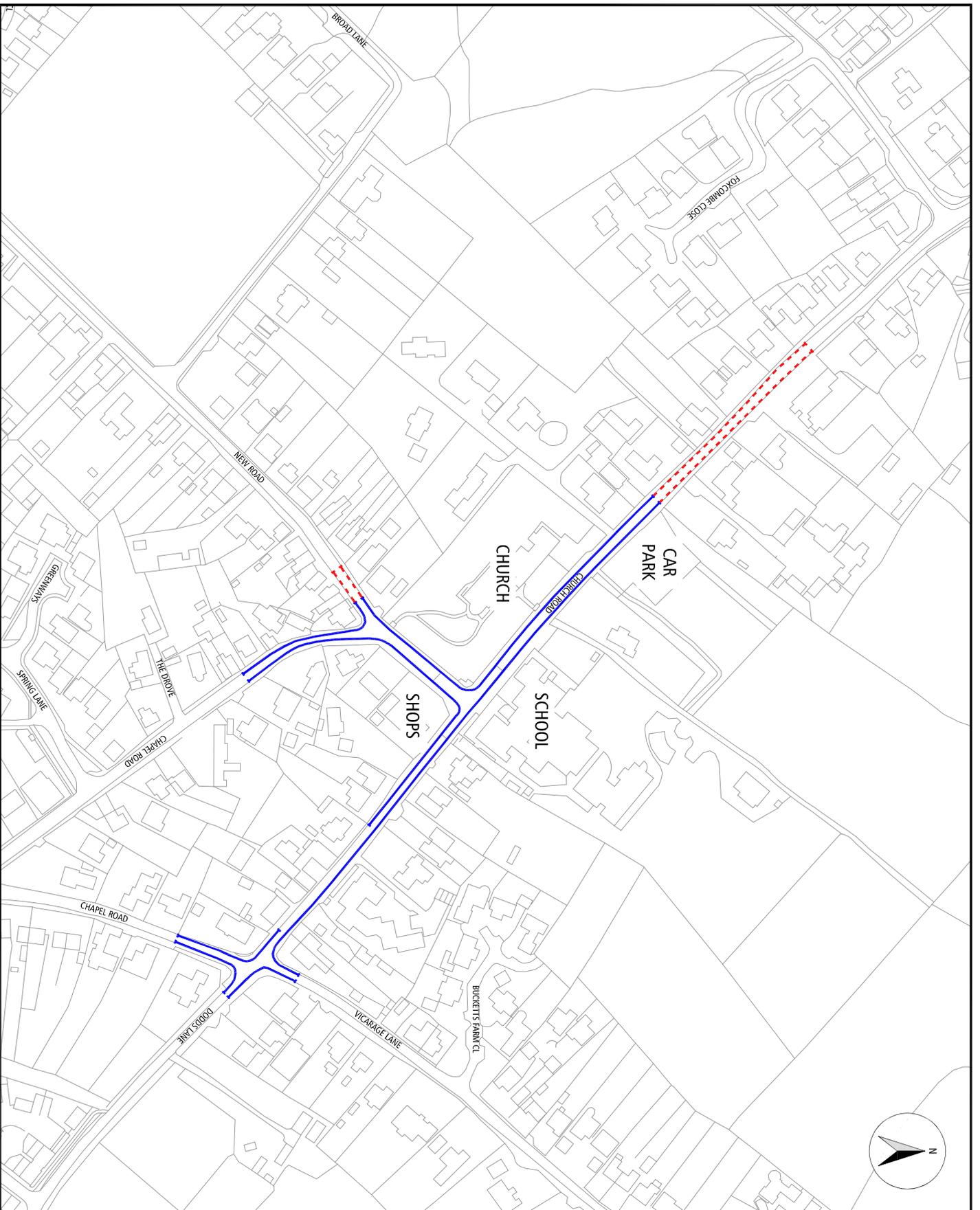


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**Project:** TRAFFIC ORDERS  
 CURRENT SCHEMES  
 SWANMORE

**Title:** EXISTING RESTRICTIONS

Scale: 1:2500 @ A4	Date: 06/07/16
Drawn: MCH	CAD: MCH
Checked:	Status:
Diag. No. 810402738/004	



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- KEY**
- - - EXISTING SINGLE YELLOW LINES
  - PROPOSED DOUBLE YELLOW LINES

Ref.	Description	Date	Drawn



**Winchester**  
 City Council

OPERATIONS GROUP  
 ENVIRONMENT  
 City Offices  
 Colebrook Street  
 Winchester,  
 SO23 9JL



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**Project:** TRAFFIC ORDERS  
 CURRENT SCHEMES  
 SWANMORE

**Title:** ADVERTISED RESTRICTIONS

Scale: 1:2500 @ A4	Date: 06/07/16
Drawn: MCH	CAD: MCH
Drawn: MCH	Checked:
DWG. No. 8104027238005	Status:



**APPENDIX D – SCHEDULE AND STATEMENT OF REASONS CAB2819(TP)****PROPOSED VARIATION TO ORDER-**WINCHESTER CITY COUNCILROAD TRAFFIC REGULATION ACT 1984THE HAMPSHIRE (VARIOUS ROADS, SWANMORE)  
(PARKING PLACES AND RESTRICTION OF WAITING) ORDER 2016**STATEMENT OF REASONS:-**

The parking scheme is being proposed on traffic management grounds to prevent vehicles from obstructing the junctions and causing congestion issues near the school.

**EXISTING ITEMS TO BE REVOKED:-**

**The Hampshire (Various Roads, Swanmore) (Parking Places and Restriction of Waiting) Order 2008.**

The above Order will be revoked in it's entirety by the proposed Order.

**PROPOSED ITEMS:-**THE HAMPSHIRE (VARIOUS ROADS, SWANMORE)(PARKING PLACES AND RESTRICTION OF WAITING) ORDER 2011(VARIATION NO. 2) ORDER 2016

<b><u>NO WAITING AT ANY TIME</u></b>		
<b>NAME OF ROAD</b>	<b>SIDE</b>	<b>DESCRIPTION</b>
CHURCH ROAD	NORTH-EAST	FROM A POINT 35 METRES NORTH-WEST OF THE JUNCTION OF NEW ROAD TO A POINT 138 METRES NORTH-WEST OF THE JUNCTION OF NEW ROAD
CHURCH ROAD	NORTH-EAST	FROM A POINT 17 METRES SOUTH-EAST OF THE JUNCTION OF NEW ROAD TO A POINT 141 METRES SOUTH –EAST (THE JUNCTION OF VICARAGE LANE)
CHURCH ROAD	SOUTH-WEST	FROM THE JUNCTION OF NEW ROAD TO A POINT 138 METRES NORTH-WEST THEREOF
CHURCH ROAD	SOUTH-WEST	FROM THE JUNCTION OF NEW ROAD TO A POINT 75.5 METRES SOUTH- WEST THEREOF
CHURCH ROAD	SOUTH-WEST	FROM THE JUNCTION OF CHAPEL ROAD TO A POINT 25.5 METRES NORTH EAST THEREOF
CHURCH ROAD	NORTH EAST	FROM THE JUNCTION OF VICARAGE LANE TO A POINT 15 METRES NORTH EAST THEREOF

NEW ROAD	BOTH	FROM THE JUNCTION OF CHURCH ROAD TO A POINT 73.5 METRES SOUTH THEREOF
NEW ROAD	SOUTH EAST	FROM A POINT 15 METRES NORTH OF THE JUNCTION OF CROFTON WAY TO A POINT 36 METRES SOUTH WEST OF THE JUNCTION OF CROFTON WAY
NEW ROAD	NORTH WEST	FROM A POINT 15 METRES NORTH OF THE JUNCTION OF CROFTON WAY TO A POINT 73.2 METRES SOUTH WEST OF THE JUNCTION OF CROFTON WAY
CHAPEL ROAD	BOTH	FROM THE JUNCTION OF CHURCH ROAD AND DODDS LANE TO A POINT 38 METRES SOUTH THEREOF
CHAPEL ROAD	EAST	FROM THE JUNCTION OF NEW ROAD TO A POINT 69 METRES SOUTH EAST THEREOF
CHAPEL ROAD	WEST	FROM THE JUNCTION OF NEW ROAD TO A POINT 12 METRES SOUTH EAST THEREOF
CHAPEL ROAD	WEST	FROM A POINT 24 METRES SOUTH EAST OF THE JUNCTION OF NEW ROAD TO A POINT METRES SOUTH EAST OF THE JUNCTION OF NEW ROAD
VICARAGE LANE	BOTH	FROM THE JUNCTION OF CHURCH ROAD TO A POINT 15 METRES NORTH THEREOF
DODDS LANE	BOTH	FROM THE JUNCTION OF VICARAGE LANE TO A POINT 22 METRES SOUTH THEREOF

**NO WAITING (MON-FRI 8am – 4pm)**

NEW ROAD	BOTH	FROM A POINT 73.5 METRES SOUTH OF THE JUNCTION OF CHURCH ROAD TO A POINT 91 METRES SOUTH OF THE JUNCTION OF CHURCH ROAD
CHURCH ROAD	BOTH	FROM A POINT 138 METRES NORTH WEST OF THE JUNCTION OF NEW ROAD TO A POINT 244 METRES NORTH WEST OF THE JUNCTION OF NEW ROAD

**SCHOOL KEEP CLEAR NO STOPPING (AT ANY TIME)**

CHURCH ROAD	NORTH	FROM A POINT 35 METRES EAST OF THE JUNCTION OF NEW ROAD TO A POINT 17 METRES WEST OF THE JUNCTION OF NEW ROAD
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CAB2819(TP)

**Appendix E Objections to Advertised Proposal**

Reference	Address	Objectors Comments	Officers Comments
1	New Road	The parking occurs at school times and the restrictions should not apply all day. Their property has no driveway therefore they will no longer be able to park outside their own house	The restrictions will no longer be proposed outside the property in question so the ability to park outside their own house will remain
2	New Road	They will be buying a house on New Road and neither they or their visitors will be able to park outside their property	The restrictions will not longer be proposed outside the property they are buying so they will be able to park outside the house
3	Not given	The proposal will urbanise Swanmore and is an excuse to allow more development. The proposed lining is overly restrictive and is not justified	The current restrictions will now remain and not be changed to double yellow lines, with only the junctions having double yellow lines
4	Not given	The double yellow lines will ruin the centre of the village, increase traffic speeds and push the problem elsewhere	The current restrictions will now remain and not be changed to double yellow lines. Only the junctions will have double yellow lines which will cause minimum displacement as parking at school times will continue on Church Lane and New Road as it does now
5	Swanmore Road	The double yellow lines will increase traffic speeds and move parking to other areas.	See 4 above
6	Not given	The double yellow lines will increase traffic speeds and will move the problem elsewhere	See 4 above
7	Not given	The double yellow lines would restrict access to the shops and would move the problem elsewhere	See 4 above
8	Not given	The parking problem only occurs at school time and double yellow lines would increase traffic speeds and move the problem elsewhere	See 4 above

Reference	Address	Objectors Comments	Officers Comments
9	Not given	Swanmore does not need double yellow lines and these would not be enforced anyway	See 4 above
10	Church Road	The proposal for double yellow lines is excessive as the parking only occurs at school times. Speeds will increase and parking will move elsewhere	See 4 above
11	Not given	Double yellow lines will not solve the problem. Speed humps and a crossing are required	See 4 above. There is no funding for traffic calming measures and there is already a raised junction table and raised crossing point.
12	Meddlcott Way	Swanmore is a village not a town so double yellow lines are not needed and won't solve the school parking problem	See 4 above
13	Not given	Double yellow lines will spoil the village and increase traffic speeds. The parking will move elsewhere	See 4 above
14	Not given	Double yellow lines will increase traffic speeds	See 4 above
15	Cunningham Avenue	Double yellow lines are just an excuse to allow more development and there has been too much development in Swanmore	The double yellow lining proposal was not associated with any development proposal
16	Not given	Double yellow lines are out of character with the village and the problem only occurs at short periods of time around the school run time	See 4 above
17	Chapel Road	The parking is due to the school and does not need 24 hour restrictions. Parking reduces the traffic speeds.	See 4 above
18	Spring Lane	The parking creates congestion for a short period of time only so does not need double yellow lines. The parking will move elsewhere	See 4 above
19	Chapel Road	The double yellow lines will move the parking elsewhere to areas where currently there is no problem	See 4 above

Reference	Address	Objectors Comments	Officers Comments
20	Vicarage Lane	Double yellow lines would increase traffic speeds and the parking would move elsewhere. Agree with restrictions around the junctions.	See 4 above
21	Spring Lane	The congestion only occurs for a short period of time and the double yellow lines would be overly restrictive for the residents and move parking elsewhere.	See 4 above
22	Orchardlea	Double yellow lines would increase traffic speeds and move the parking elsewhere. It is an urban solution and out of proportion to the problem	See 4 above
23	Hunters Chase	Double yellow lines will increase traffic speeds and spoil the rural nature of the village. It is out of proportion to the problem	See 4 above
24	Not given	The double yellow lines will move the problem not fix it and is not appropriate for a village	See 4 above
25	Church Road	Traffic congestion slows traffic speeds and the double yellow lines are a disproportionate response to a short term problem. The parking will move elsewhere	See 4 above
26	Church Road	Swanmore is a village and will be adversely affected by the proposals. Congestion only occurs for a short period of time during term time and slows traffic down.	See 4 above
27	Chapel Road	Objects in principle	See 4 above
28	Church Road	Supports the proposal	
29	Church Road	The double yellow lines will not solve anything particularly in Church Road	See 4 above
30	Spring Vale	The parking will move elsewhere	See 4 above
31	Lower Chase Road	The proposed yellow lining is completely unnecessary	See 4 above

Reference	Address	Objectors Comments	Officers Comments
32	Chapel Road	The proposed yellow lining is completely unnecessary for what is a school time problem. Only the restrictions on Chapel Road junction and Vicarage Lane junctions should be done	See 4 above
33	Broad Lane	There is no accident justification for introducing yellow lines and hardly any complaints	See 4 above
34	Donigers Dell	Objects to the whole proposal except for the school zig-zag markings	See 4 above
35	Broad Lane	There is no accident justification for introducing yellow lines or complaints	See 4 above
36	Crofton Way	The double yellow lines will severely restrict the residents at all times despite the parking being a short term school issue. It is a waste of tax payers money	See 4 above
37	Church Road	The yellow lines are unnecessary as the school parking occurs for a short period of time only. Traffic speeds would increase if the parking were removed	See 4 above
38	Church Road	The congestion occurs for a short time only due to the school. Traffic speeds will increase	See 4 above
39	Not given	Supports the proposal	
40	Bucketts Farm Close	Double yellow lines will affect trade to the shops and the use of other village facilities and would move the parking elsewhere	See 4 above
41	Vicarage Lane	The parking will move elsewhere. The current parking on Church Road helps to exit the junction of Vicarage Lane	See 4 above
42	Church Road	Yellow lines will restrict the ability of residents to park and traffic speeds will increase. Supports the school markings	See 4 above

Reference	Address	Objectors Comments	Officers Comments
43	Church Road	Traffic speeds will increase and the parking is only a problem at school times. It is a waste of money	See 4 above
44	Church Road	The proposal is inappropriate for a village and for an issue that only occurs at school time. Speeds will increase and the restrictions will impact upon the village facilities	See 4 above
45	Chapel Road	Objects to double yellow lines anywhere but the junctions	See 4 above
46	Chapel Road	The existing single yellow lines work well and double yellow lines should be proposed for the junctions only	See 4 above
47	Church Road	Double yellow lines and zig-zag markings are out of keeping with the rural area and will increase traffic speeds	See 4 above
48	Donnigers Dell	Speeds will increase and the parking will move elsewhere	See 4 above
49	Church Road	The problem only occurs for a short period of time each day so double yellow lines are not necessary. Parking will be displaced and residents inconvenienced	See 4 above
50	Not given	Speeds will increase and the parking would move elsewhere in the village	See 4 above
51	Church Road	The scale of the scheme is too big although they agree with the double yellow lines outside their property	See 4 above
52	Swanmore Road	The double yellow lines will encourage higher traffic speeds	See 4 above
53	Not given	The proposal is not suitable for a village. Traffic speeds will increase and the special nature of the village will be destroyed	See 4 above
54	Donnigers Dell	The proposal is overkill for a problem that lasts for a short period of time during the week in term time	See 4 above

Reference	Address	Objectors Comments	Officers Comments
55	Not given	The proposal is ridiculous and would increase traffic speeds and force children to walk further	See 4 above
56	Donnigers Dell	Double yellow lines will spoil the appearance for the village and increase traffic speeds. Parking is likely to move to other areas	See 4 above
57	Church Road	The proposal will spoil the rural nature of the village and the congestion only occurs for a short period in the day. Speeds would increase	See 4 above
58	Not given	The yellow lines would be unduly restrictive for what is a short term problem during the day. Other village facilities would be affected and the rural nature of the village would change	See 4 above
59	Brickyard Road	The double yellow lines are an overreaction to the problem and would change the rural nature of the village. Residents would be adversely affected and nothing would be achieved.	See 4 above
60	Church Road	Just objects to the proposal	See 4 above
61	Vicarage Lane	Speeds would increase. The appearance of the village would be ruined and residents and visitors would be restricted	See 4 above
62	Vicarage Lane	The parking slows down the traffic. Congestion only occurs for a short period of time and the rural nature of the village would be spoiled by yellow lines	See 4 above
63	Dodds Lane	Speeds will increase if the parking is removed and there will be an accident	See 4 above
64	Chapel Road	Congestion at school time is a minor inconvenience and speeds would increase if the parking were removed. The money would be better spent elsewhere	See 4 above
65	Chapel Road	Traffic speeds will increase and yellow lines are not appropriate for a village	See 4 above

Reference	Address	Objectors Comments	Officers Comments
66	Church Road	Double yellow lines would affect their property so are not wanted and inappropriate. The route would be a rat run	See 4 above
67	Dodds Lane	Double yellow lines on Church Road would push the problem further down on to Dodds Lane and force pedestrians to walk in the road as there is no footpath	See 4 above
68	Moorlands Road	The proposal will cause traffic chaos and the issue only occurs for a short period of time each day. The existing lines are not even enforced	See 4 above. Enforcement occurs when complaints are received and Swanmore is visited on a rotational basis but resources have to be allocated to areas where there are regular infringements of parking restrictions
69	Not given	The solution to the congestion is not to paint yellow lines everywhere but for drivers to be patient at busy times	See 4 above
70	Spring Vale	Only supports yellow lines around the junctions and school keep clear markings	This is now what is being proposed
71	Spring Vale	As above	This is now what is being proposed
72	New Road	Their property has no off street parking so they will be adversely affected. Double yellow lines are not necessary for a short term school problem. It will ruin the look of the village	See 4 above
73	Donnigers Dell	The yellow lines and school keep clear markings will ruin the look of the village and increase traffic speeds. Parking will move elsewhere	See 4 above
74	Not given	The traffic issues are localised and short term and yellow lines are a heavy handed solution which will push the problem elsewhere. It will urbanise the environment	See 4 above
75	Spring Lane	Yellow lines will urbanise the village and create a clear run for dangerous drivers	See 4 above

Reference	Address	Objectors Comments	Officers Comments
76	Hamble Springs	The only area on Church Road left without restrictions will be opposite Meon Gardens so parking will occur here all day and there will be nowhere to drop off or collect residents. There should be traffic calming	Parking will now remain on Church Road. There is no budget for traffic calming.
77	Donnigers Dell	The proposals are not proportionate to the parking issues and will move the parking elsewhere. Speeds will increase if parking is removed	See 4 above
78	Church Road	Yellow lines are unnecessary and will increase traffic speeds. They will ruin the rural appearance of the village and have a negative effect on local businesses	See 4 above
79	Not given	The traffic congestion occurs for a short period of time around the school and double yellow lines would be unduly restrictive and unattractive for the residents. Local facilities would be affected	See 4 above
80	Donnigers Dell	Yellow lines would be unsightly and would move the problem elsewhere. Traffic speeds would increase	See 4 above
81	Bucketts Farm Close	Parking will be moved elsewhere and speeds would increase especially on Church Road. Double yellow lines are unnecessary for a short term problem	See 4 above
82	Not given	The proposal will solve nothing but move the problem elsewhere, including Vicarage Lane which has no footpaths	See 4 above
83	Not given	The parking would be pushed elsewhere and is a short term school issue. The other facilities in the village would be affected as residents and visitors would not be able to park near by	See 4 above

Reference	Address	Objectors Comments	Officers Comments
84	Not given	The yellow lines would increase traffic speeds and compromise safety. Parking would be moved elsewhere and the look of the village would be spoiled. The congestion only occurs for a short period of time.	See 4 above
85	Not given	Traffic speeds will increase and there will be a negative impact on the environment for an issue that only occurs for a short period of time on school days	See 4 above
86	Donnigers Dell	The proposal is unsuitable for a village. Parking will move from the centre of Swanmore to their road instead	See 4 above
87	Hampton Hill	Double yellow lines would make the problem of speeding worse and there would be an impact on local residents. The problem only occurs for a short period of time each day.	See 4 above
88	New Road	Supports elements of the proposal but want the yellow lines to be modified	See 4 above
89	Not given	No provision has been made for alternative parking so other parts of the village will be affected	See 4 above
90	New Road	The removal of the parking will increase traffic speeds	See 4 above
91	Not given	Double yellow lines will increase traffic speeds. The parking will move elsewhere and the village environment would be spoiled	See 4 above
92	Chapel Road	The double yellow lines will prevent parking all day when there is not enough parking to accommodate the cars that need to park now.	See 4 above. The car park which is available in the village is not full during the day but would never be big enough to accommodate all the school traffic

**APPENDIX F – PROPOSED AMENDED SCHEDULE**

CAB2819(TP)

**PROPOSED VARIATION TO ORDER-**WINCHESTER CITY COUNCILROAD TRAFFIC REGULATION ACT 1984THE HAMPSHIRE (VARIOUS ROADS, SWANMORE)  
(PARKING PLACES AND RESTRICTION OF WAITING) ORDER 2016**EXISTING ITEMS TO BE REVISED:-**

**The Hampshire (Various Roads, Swanmore) (Parking Places and Restriction of Waiting) Order 2008.**

**PROPOSED ITEMS:-**

THE HAMPSHIRE (VARIOUS ROADS, SWANMORE)(PARKING PLACES AND RESTRICTION OF WAITING) ORDER 2011(VARIATION NO. 2) ORDER 2016

<b><u>NO WAITING AT ANY TIME</u></b>		
<b>NAME OF ROAD</b>	<b>SIDE</b>	<b>DESCRIPTION</b>
CHURCH ROAD	NORTH-EAST	FROM THE JUNCTION OF VICARAGE LANE TO A POINT 10 METRES SOUTH WEST THEREOF
CHURCH ROAD	SOUTH-WEST	FROM THE JUNCTION OF CHAPEL ROAD TO A POINT 20 METRES SOUTHWEST THEREOF
DODDS LANE	BOTH	FROM THE JUNCTION OF VICARAGE LANE TO A POINT 22 METRES SOUTH-WEST THEREOF
CHAPEL ROAD	BOTH	FROM THE JUNCTION WITH CHURCH ROAD AND DODDS LANE TO A POINT 13 METRES SOUTH THEREOF
VICARAGE LANE	BOTH	FROM THE JUNCTION WITH CHURCH ROAD TO A POINT 15 METRES NORTH THEREOF
CHAPEL ROAD	EAST	FROM THE JUNCTION OF NEW ROAD TO A POINT 21 METRES SOUTH-EAST THEREOF
CHAPEL ROAD	WEST	FROM THE JUNCTION OF NEW ROAD TO A POINT 15 METRES SOUTH-EAST THEREOF
NEW ROAD	SOUTH	FROM THE JUNCTION OF CHAPEL ROAD TO POINT 12 METRES SOUTH WEST THEREOF

NEW ROAD	NORTH WEST	FROM A POINT 15 METRES NORTH OF THE JUNCTION OF CROFTON WAY TO A POINT 73.2 METRES SOUTH WEST OF THE JUNCTION OF CROFTON WAY
NEW ROAD	SOUTH EAST	FROM A POINT 15 METRES NORTH OF THE JUNCTION OF CROFTON WAY TO A POINT 36 METRES SOUTH WEST OF THE JUNCTION OF CROFTON WAY

**SCHOOL KEEP CLEAR NO STOPPING (AT ANY TIME)**

CHURCH ROAD	NORTH	FROM A POINT 35 METRES WEST OF THE JUNCTION OF NEW ROAD TO A POINT 17 METRES WEST OF THE JUNCTION OF NEW ROAD
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**NO WAITING (MON-FRI 8am – 4pm)**

NEW ROAD	BOTH	FROM THE JUNCTION OF CHURCH ROAD TO A POINT 40 METRES SOUTH-WEST THEREOF
CHURCH ROAD	NORTH	FROM A POINT 35 METRES WEST OF THE JUNCTION OF NEW ROAD to a POINT 60 METRES NORTH WEST OF THE JUNCTION WITH NEW ROAD
CHURCH ROAD	NORTH	FROM A POINT 17 METRES WEST OF THE JUNCTION OF NEW ROAD TO A POINT 30 METRES SOUTH EAST OF THE JUNCTION OF NEW ROAD
CHURCH ROAD	SOUTH	FROM A POINT 60 METRES NORTH-WEST OF THE JUNCTION OF NEW ROAD TO A POINT 30 METRES SOUTH EAST OF THE JUNCTION OF NEW ROAD