

Hampshire County Council

Report to the Director of Economy, Transport and Environment

December 2020

**Traffic Order – East Hampshire Parking Controls
(Phase 2 – Petersfield Parking)**

Contact: Alistair Macadam Tel: 01962 847762

email: alistair.macadam@hants.gov.uk.

1. Summary

1.1 The following decision is sought:

That a Traffic Order be made under the Road Traffic Regulation Act 1984, the effect of which will be to amend existing and/or introduce new parking controls as follows:

Petersfield

Various Roads (North) – (Controlled Zone Order)

No waiting at any time:

Barham Road, north side – between its junction with Winton Road and a point 10 metres east of its junction with King George Avenue, an approximate distance of 116 metres.

Barham Road, north side – between its junction with College Street and a point 15 metres west thereof.

Barham Road, south side – between its junction with College Street and a point 13 metres west thereof.

Grenehurst Way, west side – between a point 67 metres south of its junction with Tor Way and a point 16 metres south of that point.

Grenehurst Way, west side – between a point 99 metres south of its junction with Tor Way and a point 18 metres south of that point.

Grenehurst Way, west side – between a point 169 metres south of its junction with Tor Way and a point 16 metres south of that point.

Grenehurst Way (southern parking area), north side – between a point 3 metres west and a point 3 metres east of its junction with Grenehurst Way.

Grenehurst Way (southern parking area), south side – between a point 1 metre west and a point 1 metre east of its junction with the access to the southern garage area.

King George Avenue, west side – between its junction with Barham Road and a point 57 metres north thereof.

King George Avenue, east side – between its junction with Barham Road and a point 21 metres north thereof.

Lyndum Close, west side – between its junction with Barham Road and a point 72 metres north thereof.

Winton Road, west side – between a point 109 metres south of its junction with Station Road and its junction with Park Road, an approximate distance of 53 metres.

Winton Road, east side – between its junction with Station Road and a point 30 metres south of its junction with Barham Road, an approximate distance of 153 metres.

**No Waiting Mondays to Saturdays 9.00am to 6.00pm
(Both days inclusive)**

Barham Road, north side – between a point 20 metres west of its junction with College Street and a point 10 metres east of its junction with King George Avenue, an approximate distance of 83 metres.

Charles Street, west side – between a point 12 metres north of its junction with Lavant Street and a point 24 metres north of that point.

Charles Street, west side – between a point 17 metres south of its junction with Lavant Street and a point 10 metres south of that point.

King George Avenue, west side – between a point 57 metres north of its junction with Barham Road and a point 83 metres north of that point.

Lavant Street, north-east side – between its junction with Charles Street and its junction with Chapel Street, an approximate distance of 170 metres.

2. Background

2.1 Since 2016, the majority of on-street parking matters in the East Hampshire district have been dealt with by East Hampshire District Council's Traffic Management team under the TM agency agreement with the County Council. However, prior to 2016, a number of parking schemes were implemented by the County Council's Traffic Management team across the district either as (i) stand-alone schemes or (ii) part of on-going on-street parking reviews in Alton and Petersfield or (iii) part of larger scale highway improvement schemes.

2.2 Following the implementation of these schemes, there has in addition been a requirement to review, and then further progress minor parking

amendments. Following initial implementation, schemes were monitored for a period of time before any ongoing requirements were identified. Subsequently, and following these reviews, a number of new/revised parking controls are now being progressed and these specifically target to help and address safety/congestion/obstruction and general traffic management related issues for the areas. Additionally, the opportunity was also taken to deal with several discrepancies in existing parking related Traffic Regulation Orders across the district.

- 2.3 Due consideration has been given to RTRA 1984 sections 122(1) and 122(2) and any other relevant legislation. In this case the Decision Maker acting on behalf of the Local Authority considers this TRO expeditious, for the convenient and safe movement of vehicular and other traffic (including pedestrians) and (where relevant) for the provision of suitable and adequate parking facilities.
- 2.4 The decision outlined in paragraph 2.3 (above) to exercise the functions of the Local Authority under RTRA 1984 sections 122(1) and 122(2) has been reached on the basis of what is reasonably practicable after due regard has been given to the desirability of securing and maintaining reasonable access to premises.
- 2.5 Review proposals were divided into two phases. The first phase dealt with amendments in the Alton, Horndean and Liphook areas which have now been implemented. The second phase is now dealing with amendments in the Petersfield area and is being progressed in this report.
- 2.6 The scheme supports the corporate strategies outlined in Integral Appendices A and B to this report.
3. **Other Options Considered and Rejected**
- 3.1 Other options have been considered – see paragraphs 4.1 to 4.3 of the main report below.
4. **Conflicts of Interest Declared by the Decision Maker or Other Executive Member Consulted – None.**
5. **Dispensation granted by the Conduct Advisory Panel – None.**
6. **Reason(s) for the Matter being dealt with if Urgent – None.**

Approved by:

Date: 18/12/2020



Stuart Jarvis
Director of Economy, Transport and Environment

Hampshire County Council

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December 2020

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(Phase 2 – Petersfield Parking)**

**Contact: Alistair Macadam. Tel: 01962 847762
email: alistair.macadam@hants.gov.uk.**

1. Introduction

1.1 This report considers minor parking amendments in Petersfield.

2. Recommendation

2.1 That a Traffic Order be made under the Road Traffic Regulation Act 1984, the effect of which will be to amend existing and/or introduce new parking controls as follows:

Petersfield

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Lavant Street, north-east side – between its junction with Charles Street and its junction with Chapel Street, an approximate distance of 170 metres.

3. Background

3.1 Since 2016, the majority of on-street parking matters in the East Hampshire district have been dealt with by East Hampshire District Council's Traffic Management team under the TM agency agreement with the County Council. However, prior to 2016, a number of parking schemes were implemented by the County Council's Traffic Management team across the district either as (i) stand-alone schemes or (ii) part of on-going on-street parking reviews in Alton and Petersfield or (iii) part of larger scale highway improvement schemes.

- 3.2 Following the implementation of these schemes, there has in addition been a requirement to review, and then further progress minor parking amendments. Following initial implementation, schemes were monitored for a period of time before any ongoing requirements were identified. Subsequently, and following these reviews, a number of new/revised parking controls are now being progressed and these specifically target to help and address safety/congestion/obstruction and general traffic management related issues for the areas. Additionally, the opportunity was also taken to deal with several discrepancies in existing parking related Traffic Regulation Orders across the district.
- 3.3 Due consideration has been given to RTRA 1984 sections 122(1) and 122(2) and any other relevant legislation. In this case the Decision Maker acting on behalf of the Local Authority considers this TRO expeditious, for the convenient and safe movement of vehicular and other traffic (including pedestrians) and (where relevant) for the provision of suitable and adequate parking facilities.
- 3.4 The decision outlined in paragraph 2.3 (above) to exercise the functions of the Local Authority under RTRA 1984 sections 122(1) and 122(2) has been reached on the basis of what is reasonably practicable after due regard has been given to the desirability of securing and maintaining reasonable access to premises
- 3.5 Review proposals were divided into two phases. The first phase dealt with amendments in the Alton, Horndean and Liphook areas which have now been implemented. The second phase is now dealing with amendments in the Petersfield area and is being progressed in this report.
- 3.6 The scheme supports the corporate strategies outlined in Integral Appendices A and B to this report.
- 3.7 During the five-year period ending 30 September 2020, there have been no parking-related injury accidents at any of the sites under consideration in Petersfield.
- 3.8 Attached are:
- (i) traffic order for Petersfield.
 - (ii) a location plan.
 - (iii) descriptive plans of the areas.

4. **Consultation**

- 4.1 County Councillor Mocatta (and his predecessor, County Councillor Moon) have been consulted/notified as the proposals have progressed.
- 4.2 Since 2012, Civil Parking Enforcement has been in operation in East Hampshire. As a result, East Hampshire District Council's traffic & parking team have been consulted/notified as the proposals have

progressed. Although the Police no longer enforce on-street parking controls in East Hampshire, they have also been notified – they had no comments to make on this occasion.

- 4.3 The public advertisement of the proposals was carried out from 25th January to 15th February 2019 - 20 representations were received and details and responses to these are included in the attached Appendix C. Representations received related to the advertised proposals for the new or revised waiting restriction lengths and parking bay amendments. The advertised changes are also shown on Drawing TTE0611/1 Petersfield (North) parking amendments and Drawing TTE0627/1 Charles Street and Lavant Street parking plan's which are both areas that are included in the existing traffic regulation order. Drawing TTE0611/2 shows the proposals that are to be implemented based on the recommendations of this report.

5. **Local Members' Views**

- 5.1 County Councillor Mocatta supports the proposed way forward as detailed in the attached Appendix C and the conclusion below.

6. **Cost**

- 6.1 The cost of implementation will be met from the Traffic Management budget.

7. **Conclusion**

- 7.1 With regard to the Phase 2 - Petersfield parking (North) review, all proposals for the area are to be implemented with the exception of the advertised proposals for new 1 hour, no return within 1 hour parking to existing residential parking bays in Barham Road and King George Avenue.
- 7.2 Officers recommend that all proposals as detailed in Section 2 of this report are now implemented but felt that on balance and based on objections received, that to provide the advertised 1 hour, no return for 1 hour parking for non-residents within existing residential bay lengths for King George Avenue and Barham Road would negatively impact the existing demand for residential parking in the area. This report therefore recommends that no change be made to these specific bays.

A summary of the objections received and officer comments relating to this review can be found in Appendix C.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Schemes files.

Location

Economy, Transport & Environment
Department,
Hampshire County Council,
Elizabeth II Court West,
The Castle,
Winchester,
Hampshire,
SO23 8UD.

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1 The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary assessment of the impacts on developing Hampshire's highway network and transport systems.
- 1.2 It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

2. Impact on Crime and Disorder:

No significant impact.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?

No significant impact.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

No significant change.

Traffic Orders – East Hampshire Parking Controls (Phase 2)**Summary of Representations and Officer Comments**

Representation(s) from:	Representation(s)	Officer Comments
Barham Road		
1. Steve Brewster 7 Barham Road	Objects to proposed amendments to parking bay restrictions for both King George Avenue and Barham Road. Even more concerned with finding a space than at present in the existing parking bays if these proposals go ahead, especially after paying for permit and visitor's books. Suggestion that all parking within the zone should be only for residents.	Refer to comment A below.
2. Mr Luke Law Barham Road	Objects to proposed amendments to parking bay restrictions for both King George Avenue and Barham Road. Has seen an increase in demand in parking near to his house and with a young family he states that this would have an impact on quality of life. Proposals would create added pressure for elderly and other residents as they would have to park further away at busy times.	Refer to comment A below.
3. Kirsty Tranah 10 Barham Road	Objects to proposed amendments to parking bay restrictions for both King George Avenue and Barham Road. With a young family she does not need the added pressure to park near to her house and this would have an impact on quality of life. Proposals would also create added pressure for elderly and other residents as they would have to park further away. Refers to nearby car park for non-residents to park in and highlights that non-residents just don't want to pay so this created more pressure on street.	Refer to comments A and D below
Barham Road - continued		

<p>4. Mr A King 16 Barham Road</p>	<p>Objects to proposed amendments to parking bay restrictions for both King George Avenue and Barham Road.</p> <p>As a permit paying resident, he resents having to look for alternative parking and states that under the proposed parking bay changes this will only get worse.</p>	<p>Refer to comment A below</p>
<p>5. Hebe Pritchard 20 Barham Road</p>	<p>Objects to proposed amendments to parking bay restrictions in Barham Road due to existing lack of available parking space there for residents and states that the proposed changes would make this much worse by non-residents abusing the proposed 1 hour, no return within 1 hour option.</p> <p>Highlights that Sundays are already a problem as the nearby car park is not free so non-residents will park in the road. Also states that the addition of double yellow lines in Winton Road will exacerbate the issue.</p>	<p>Refer to comments A and B below</p>
<p>6. Stephen Pritchard 22 Barham Road</p>	<p>Objects to proposed 1 hour free parking amendments to existing parking bays in Barham Road. States that this would be a backward step from the existing full residents bay parking which has been very positive.</p> <p>Highlights that a number of elderly and frail people live in this street so important for these residents to be able to park as near as possible to their homes and that these proposals would make this very difficult.</p> <p>Considers these proposals a backwards step in terms of resident safety.</p>	<p>Refer to comments A and B below</p>
<p align="center">Barham Road - continued</p>		

<p>7. Mr P.N. Crane 18 Barham Road</p>	<p>Objects to proposed amendments to parking bay restrictions in Barham Road due to paying for a resident permit on the understanding that bays in Barham Road are purely for residents. States that reverting to original system will cause a major problem with parking.</p> <p>Also states that notices stating residents parking are very small and therefore not very obvious.</p>	<p>Refer to comments A and C below</p>
<p>8. Sally Cantan</p>	<p>Objects to proposed amendments to parking bay restrictions for 1 hour parking for all as it will be even more difficult to park and penalises residents.</p> <p>Refers to the existing car parks where visitors and shoppers should utilise to park. Does not understand why consideration is being given when local car parks exist.</p>	<p>Refer to comments A and D below</p>
<p>9. Lynne Brewster 7 Barham Road</p>	<p>Was delighted with the existing resident permit holder only bays for residents and their visitors.</p> <p>Objects to proposals to amend parking bay restrictions in Barham Road due to existing lack of available parking space there for residents and states that the proposed changes would make this much worse for permit holders as she would have to compete for a space and will for up to an hour on yellow lines. This is not acceptable as a paying resident and visitors parking book holder.</p> <p>Does not consider that changes to double yellow line in part of Barham Road, King George Avenue and Winton Road are necessary. States that existing Mon-Sat restrictions work well and that the existing restrictions enable residents to park in the evening.</p> <p>Winton Road has a different issue as parks vehicles are left on both sides of the road on Sundays from shoppers. Suggests a Sunday 10am-4pm restriction for this specific area, thus leaving the road free for resident parking</p>	<p>Refer to comments A, B and D below</p> <p>Refer to</p>

	<p>demand outside of these times.</p> <p>Suggests that free parking in all Petersfield car parks on Sundays (as per Winchester car parks) would be the solution as this would limit shoppers trawling the street for free parking + promote more shoppers to the town.</p> <p>Suggests free 30min free parking for the central car park during the week and then all local streets could be made in to permit holder only bays.</p>	<p>comments A, B and D below</p>
<p>10. Annette Picton 12 Barham Road</p>	<p>Objects to proposals to amend parking bay restrictions in Zone 2 for Barham Road and King George Avenue due to existing lack of available parking space there for residents. States that the proposed changes would exacerbate the parking problems during weekdays.</p> <p>Highlights the post 6pm and Sunday parking issues when trying to find available parking.</p> <p>Relaxing existing Zone 2 restrictions is illogical and suggests that it should be resident only parking for this area. Also suggests at very least that the status quo is maintained.</p>	<p>Refer to comment A below</p>
<p>11. Mrs Doreen Lewis, Flat 30, Godfrey House, Barham Road.</p>	<p>Objects to the proposal to add 1 hour parking along and around existing permit parking places in Barham Road and generally concerned about difficulties with on-street parking.</p> <p>Suggests providing free short term Sunday parking in off-street car parks, together whilst allowing residential only parking on street.</p>	<p>Refer to comments A and D below</p>
<p>12. Alan Metcalfe 4 Barham Road</p>	<p>Objects to proposed amendments to parking bay restrictions for 1 hour parking for all as it will be even more difficult to park and penalises residents.</p> <p>Lived there for 42 years and feels that the present situation is best, otherwise not be able to park near house and objects to having to pay a 2nd charge to park in nearby car park.</p>	<p>Refer to comments A and D below</p>

King George Avenue		
13. Peter Hodgson 8 King George Avenue	Objects to proposed amendments to parking bay restrictions on both King George Avenue and Barham Road and states that residents feel aggrieved that the advertised proposals would take this away. Increasing concern with finding a space than at present for the existing residents if these proposals go ahead.	Refer to comment A below.
14. Sarah Bates 4 King George Avenue	<p>Objects to proposed amendments to parking bay restrictions in Barham Road and King George Avenue for several reasons. States the proposals are located in a densely residentially populated area where there are 50 properties and given the limited available on street space this will be mean that proposals for up to 1 hour free parking will adversely affect Zone 2 parking permit holders. Also points out the close proximity of the public car parks where she feels non-residents should utilise without impacting on valuable designated Zone 2 holder spaces. Rather than residents needing to use and pay for parking when there are no available on-street spaces left.</p> <p>States the proposal is unfair in that it favours people who do not contribute to the cost of parking in these streets and who wish to avoid paying to park in the towns public car park and discriminates against people who pay for the parking permits who sometimes have to park in public car parks when there is no nearby space – thereby paying twice.</p>	Refer to comment A below
15. Emily Lewis and Max Nest 6 King George Avenue	Object to proposals to amend parking bay restrictions in Zone 2 for Barham Road and King George Avenue due to existing lack of available parking space there for residents. Stating that the proposed changes would exacerbate the parking problems for existing permit holding residents.	Refer to comment A below
Grenehurst Way		

<p>16. Mr & Mrs A. Christie, 23 Grenehurst Way.</p>	<p>Object to the proposed additional no waiting at any time in Grenehurst Way. Although this no waiting may prevent non-residents from parking in this road, it may also limit the amount of uncontrolled kerbside parking available to them as residents particularly when (i) their private off-street parking is not available (for example, when their garage is being used for storage) and (ii) they have visitors.</p> <p>Suggest introducing residents permit parking in Grenehurst Way.</p>	<p>Refer to comment B below</p>
<p>17. Mr P Slaughter 27 Grenehurst Way</p>	<p>Does not agree with the proposal to replace single white lines (access protection markings) with double yellow lines. States that the single white lines are rarely occupied by vehicles and when they are it is by visitors over short stay periods.</p> <p>Says that removing them will cause problems for all residents in the immediate area and that they will be forced to park somewhere else, and this in turn will block footpaths and resident parking.</p>	<p>Refer to comment B below</p>
<p>18. Sheila Porritt 27 Grenehurst Way</p>	<p>Believes that proposals for Grenehurst Way are intended to create parking spaces opposite her property and explains the difficulties already being caused by parked vehicles in this road – particularly concerned about potential difficulties for emergency services' vehicles attempting to use this road.</p> <p>Raises the issue of obstruction.</p>	<p>Refer to comment B below</p>
<p>Winton Road</p>		
<p>19. Details not disclosed</p>	<p>Objects to having a no waiting restriction installed in Winton Road.</p> <p>Feels that double yellow line and restricted parking in Winton Road will create chaos as there is demand for on street residential parking in the</p>	<p>Refer to comments A, B and D below</p>

	<p>evenings.</p> <p>Wants to see additional spaces in zone for residential parking if Winton Road double yellow lines are implemented.</p> <p>Highlights weekend parking from shoppers using Winton Road instead of paying the public car park fee.</p>	
<u>Winton Road/Barham Road/Lyndum Close/King George Avenue</u>		
20. Details not disclosed	<p>Supports proposed no waiting at any time in Winton Road, Barham Road (western part), Lyndum Close and King George Avenue, but objects to existing no waiting, Monday to Saturday, 9am to 6pm in Barham Road.</p> <p>Reiterates concerns previously expressed about lorries using Barham Road.</p>	<p>Supportive comments noted.</p> <p>Refer to comment A below</p>

Officer Comments

A – As recommended in the main TRO report, no changes shall be made to the existing parking bays in Barham Road and King George Avenue following the advertised proposals for a 1 hour, no return within 1-hour provision. The advertised proposals were made as part of this consultation, but on balance and based on consultation responses received it is felt that to implement the 1 hour, no return within 1-hour option for these bays would negatively impact on existing demand for residential parking within the area for Zone 2 permit holders. This report recommends that no change be made to these specific parking bays.

B – In residential areas, the decision to introduce yellow lining to either prohibit or restrict waiting means striking a balance between preventing unsafe/inconsiderate parking and retaining on-street parking for residents who may not have off-street parking. Unsafe/inconsiderate parking includes parked vehicles which obscure visibility and/or hinder manoeuvrability for all types of vehicles (including emergency services vehicles and refuse collection lorries) at junctions/accesses, bends, blind summits/hidden dips and narrow lengths of road. The proposals under consideration are intended to deal with unsafe/inconsiderate parking at the site(s) in question and to enable safe access and egress to and within the public highway. It should be noted that, in accordance with normal practice, newly implemented parking controls

are monitored for a number of months before being reviewed in order to determine their effectiveness and whether or not further amendments are required. As confirmed in the main TRO report (Section 2), officers now recommend that all advertised changes for new double yellow line (at any time), and single yellow line – No waiting Mondays to Saturdays 9.00am to 6.00pm (both days inclusive) are made.

C – Waiting and parking restriction sign sizes are prescribed in law under the Traffic Signs Regulations and General Directions (TSRGD) 2016 and letter heights and spacing is designed by following guidance as set out in the TSRGD manual. Standard letter sizes and heights for signs are used across the Districts and County to maintain consistency whilst keeping the balance with sign sizing and impact.

D – The matter of parking charges will be brought to the attention of East Hampshire District Council who are responsible for off-street public car parks in the district.

The scope of this review is for on-street parking measures for the areas shown on the drawings attached to this report. Requests for parking controls or changes to existing parking charges in off-street public car parks is outside the remit of this report.

Summary

The current parking situation in Winton Road, Lydon Close, King George Avenue, Barham Road, College Street, Grenehurst and Grenehurst Way is typical of many similar parking situations across the town/district with:

- (i) road users expressing concern about unsafe/inconsiderate parking & requesting parking controls to deal with such parking
- (ii) residents of the length of road in question expressing concern about the lack of on-street parking & objecting to proposed parking controls and
- (iii) residents of nearby roads expressing concern about displaced parking & requesting additional parking controls.

On balance, it is proposed to implement the advertised proposals for the new 'No waiting at any time' and 'No waiting Mondays to Saturdays 9.00am to 6.00pm' (both days inclusive) for the area. Following the implementation of these proposals, the site will be monitored for a number of months.

It should be noted that the issue of displaced parking is always considered when investigating possible parking controls and is a key factor when putting together initial (or revised) proposals for such controls. Officers do note that several responses from the Winton Road, Barham Road and King George Avenue areas referred to parking displacement generated by visitors trying to avoid the parking fee on Sundays from the nearby car park and accept that available carriageway space on street may be sought by some local visitors. However, recommendations in this report will now provide controlled areas of 'at any time' restriction on street that will help to keep parking away from busy junctions and key access points. This in turn will also allow the safe flow and passage of movement for users of the area and promote better parking discipline.

In addition to these restrictions, Officers also recommend that the advertised proposals to provide 1 hour, no return within 1 hour within parking bays in Barham Road and King George Street are NOT implemented so that priority resident parking is maintained in its current capacity.

The local member, County Councillor Mocatta (and his predecessor County Councillor Moon) support this approach to on street parking and parking controls for the area.