

**Proposed Decision to be taken by the Portfolio for  
Transport and Environment on or after 18 August 2017  
Various Roads, Rugby Borough -  
Proposed Waiting Restrictions, On-Street Parking Places  
and Residents' Parking Permits – Variation A**

**Recommendation**

That the Portfolio Holder for Transport and Environment approves that the Warwickshire County Council (Borough of Rugby) (Permitted Parking Area And Special Parking Area) (Waiting Restrictions, On Street Parking Places And Residents' Parking) (Consolidation) (Variation A) Order 2017 be made as advertised.

**1. Introduction**

- 1.1. Proposals for waiting restrictions along Central Park Drive, Rugby were published in the Rugby Observer on the 15<sup>th</sup> June 2017. Objections and comments to the proposals have been received.
- 1.2. The comments, objections and suggestions that have been received are discussed below together with reasons for the proposals. The numbers of comments and objections received for each proposal are also given in the corresponding sections.
- 1.3. The statutory criteria for decisions on making Traffic Regulation Orders are included as **Appendix A**.
- 1.4. Drawings showing published restrictions which have attracted objections are found in **Appendix B**.

**2. Central Park Drive (Including parts of Allerton Road, Bailey Road, Pelham Road) – No Waiting at any Time**

- 2.1. To satisfy a planning condition a section of double yellow lines is proposed to be implemented along Central Park Drive, incorporating junctions on adjacent roads.
- 2.2. The following tables detail the objections and/or comments received along with the officer recommendations.

<b>Emails/letters</b>	
Total objections	7
Total comments	1

Ref	Objections and comments received	Total number of responses containing the comment
A	'fully support the proposal ... will create a safer environment for the children'	1
B	'the addition of double yellow lines on the side roads will help with this [inappropriate parking]'	1
C	'It would be very difficult for the school if the entire area was made entirely no waiting'	1
D	'The proposed double yellow lines on Central Park Drive to be changed to single yellow lines between 9pm and 6am everyday'	5
E	'A speed limit of 20mph along both Central Park Drive and Bailey Road for safety reasons	5
F	'double yellow lines would also prevent cars being used to drop off and pick up the children'	1
G	'implementing these parking restrictions would just push the parking/traffic issues further up the road'	1
H	'or double yellow lines on one side only to stop double parking'	1
I	'the addition of some signage at the top of Central Park Drive indicating there is a school'	1
J	'restricting HGV's to access ... only halfway down and a provision of a proper turning circle at the same point on Central Park Drive'	1
K	'A restriction of HGV's parking overnight would help'	1
L	'a combination of speed bumps, lower speed limits or possibly a single yellow line'	1
M	'the prospect of no waiting/parking on the east or west side [of Allerton Road] could cause us and visitors ... serious problems'	1
N	'a more workable solution to the excessive lorry parking would be to place a 7.5 tonne [weight limit]'	1

Ref	Officer Comments
A/B	No comment necessary
C	There is a section of unrestricted parking near to the school
D	The planning condition stated that the restriction to be implemented is a 'No Waiting at any Time'
E	A 20mph speed limit would have to be consulted upon separately; the request has been passed to the relevant department.
F	Yes, this is correct. There is a section of unrestricted parking near to but not directly outside the school
G	The parking/traffic issues will be 'pushed' further up the road thus taking is away from immediately outside the school.
H	It has been identified by planning that the issue is on the whole of this

	section of road.
I	This is not the responsibility of Parking Management. The request has been referred to the relevant department who will investigate further.
J	The school has been situated on an industrial estate, by the very nature of the location there will be HGV movement. It is neither practical nor productive to stop HGV movement. To provide a turning circle at this location would require a considerable budget and engineering works. This is not within the jurisdiction of Parking Management
K	Central Park Drive is an industrial estate and it is the preferred location to accommodate HGV overnight parking. Any attempt to restrict this activity would simply move the issue to a less suitable location.
L	This point has been covered in J (engineering works) E (speed limit) D (alternative waiting restrictions)
M	The restrictions on Allerton Street cover the junction, this is in line with the highways code and is there simply to highlight the fact: <i>Rule 243</i> <i>DO NOT stop or park:</i> <ul style="list-style-type: none"> <li>• <i>opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space</i></li> </ul>
N	This location is an Industrial Estate it is necessary that HGV be allowed access. A 7.5 tonne (weight limit) is not feasible as it would render the whole estate unworkable.

#### Comment from Public Health

What measures will there be to enable children or their parents/carers with physical disabilities being able to access the school site easily?

#### Response

Access to the school will not be compromised by the introduction of the restriction.

#### Local Member Comments

Central Park Drive is currently a no-through road, therefore it is a favourite with HGV drivers. At the far end of Central Park Drive is Rugby Free Primary School. Whilst parents parking their cars are a problem outside every school in the county, there is the added danger outside RFPS of the HGVs. Indeed the Head of the School now regularly goes and talks to HGV drivers to ask them to make sure they have their hand brakes on, as there has been an incident with a lorry parked near the school. In an ideal world, this area would have single yellow line with waiting time. Apparently this is a planning condition. However planning conditions can be varied and I doubt RBC would have a problem with the double lines changing to single lines with waiting times.

The other factor is that this road will be opened up in the next couple of years, so stopping the HGVs parking there becomes more of an issue as the road will open up onto Coton Park East, so parents will be able to park close by and walk, but stopping HGVs parking along here is key.

Whilst officers have said HGVS can use this road for overnight parking, no one has provided toilet or rubbish facilities there, having children walk past human waste and

rubbish is not acceptable. In addition, the lorries that park on Central Park Drive regularly park their lorries on the edge of the junctions, making it impossible for anyone to pull out of entrances and see what is coming, thus creating a hazard.

The best solution here would be single yellow line with no parking between 7pm and 7am, as the HGVs will need to find somewhere else to park once the road opens up. Both the schools governors and parents have contacted me with various solutions to the parking situation outside the school and I have had numerous discussions with the Head. Whilst double yellow lines are not ideal, I would rather there was something there, rather than nothing.

If that is too hard for officers to change the planning condition to single yellow lines with parking restrictions, then this solution is better than leaving it as it is, as the HGVs are a hazard for the children, so for the children's safety, doing nothing is not an option. I am taking to officers separately about the areas of Central Park Drive not covered by this restriction. I am happy to have further discussions about this with officers or the Portfolio Holder.

#### **Officer Comments**

Central Park Drive is an industrial estate and it is the preferred location to accommodate HGV overnight parking. Any attempt to restrict this activity would simply move the issue to a less suitable location.

The 'No Waiting at any Time' restriction around the junctions will indicate to HGV drivers to not park there.

#### **Recommendations**

It is recommended to approve the plans as advertised.

## **2.1. Background Papers**

- 2.2. Letters and email objections along with large scale plans that can be produced if required.

## **3. Financial Implications**

- 3.1. All work will be carried out within the existing 2017/2018 budget allocations.

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This report was circulated to the following members prior to publication  
Councillors Simpson-Vince, Western, Cockburn, Shilton, Fradgley, Horner

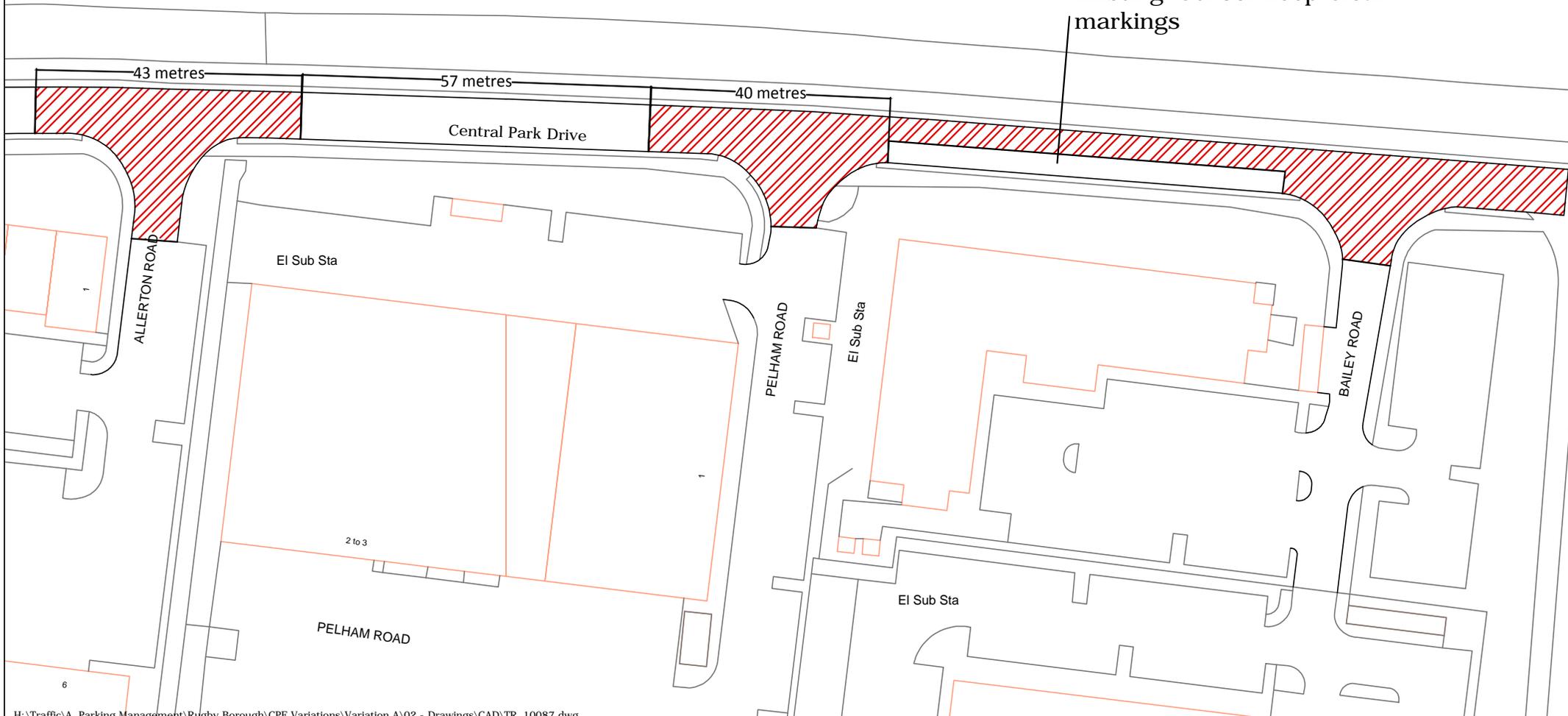
### Statutory Criteria for Decisions on Making Traffic Regulation Orders and Parking Orders

1. The Road Traffic Regulation Act 1984 enables the Council to implement Traffic Regulation Orders (TROs) for one or more of the following purposes:-
  - (i) avoiding danger to persons or traffic;
  - (ii) preventing damage to the road or to buildings nearby;
  - (iii) facilitating the passage of traffic;
  - (iv) preventing use by unsuitable traffic;
  - (v) preserving the character of a road especially suitable for walking and horse riding;
  - (vi) preserving or improving amenities of the area through which the road runs;
  - (vii) for any of the purposes specified in Section 87(1)(a) to (c) of the Environment Act 1995 in relation to air quality.
2. TROs are designed to regulate, restrict or prohibit the use of a road or any part of the width of a road by vehicular traffic or pedestrians. Permanent TROs remain in force until superseded or revoked.
3. TROs must not have the effect of preventing pedestrian access at any time, or preventing vehicular access for more than 8 hours in 24, to premises on or adjacent to the road. This restriction does not apply if the Council states in the order that it requires vehicular access to be limited for more than 8 hours in 24.
4. The Road Traffic Regulation Act 1984 also enables the Council to make orders authorising the use of part of a road as a parking place without charge, for the purpose of preventing or relieving congestion, and enables the Council to make orders designating parking places on highways with a charge. In determining what parking places are to be designated, the Council shall consider both the interests of traffic, and those of the owners/occupiers of adjoining property and in particular:-
  - (i) The need for maintaining the free movement of traffic;
  - (ii) The need for maintaining reasonable access to premises; and
  - (iii) The extent to which off-street parking is available in the neighbourhood.
5. In deciding whether or not to make any order, the Council is required to have regard to the matters set out in section 122 of the 1984 Act. Section 122(1) requires the Council to exercise the functions conferred on it by the 1984 Act as (so far as practicable, having regard to the matters specified in Section 122(2)) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians), and the provision of suitable and adequate parking facilities on and off the highway.
6. The matters to which the Council must have regard are:-

- (i) The desirability of securing and maintaining reasonable access to premises;
  - (ii) The effect on the amenities of any locality affected, and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run;
  - (iii) The national air quality strategy prepared under Section 80 of the Environmental Protection Act 1995;
  - (iv) The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles;
  - (v) Any other matters appearing to the Council to be relevant
7. Therefore, whilst the overall objective of the Council must be to secure the expeditious, convenient and safe movement of vehicular traffic, this will sometimes need to give way to the objectives in Section 122(2), and a balance has to be achieved between the overall objective and the matters set out in Section 122(2).



Existing 'School Keep Clear'  
markings



H:\Traffic\A\_Parking Management\Rugby Borough\CPE Variations\Variation A\02 - Drawings\CAD\TR\_10087.dwg



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Key  
 Proposed No Waiting at Any Time  
 (Double Yellow Lines)

REV	DATE	BY	CHK	AMENDMENT
-	--/--	-	-	-
-	--/--	-	-	-

Drawing title  
**Central Park Drive  
 Rugby**  
**Proposed No Waiting at Any Time**  
 Project title  
**RBC Variation A**

Drawn by  
**BD**  
 Date  
**February 2017**  
 Scale  
**NTS @ A4\_L**  
 Drawing number  
**TR/10087**