

Proposed decision to be taken by the Portfolio Holder for Transport and Environment on or after 16 February 2018

Various Roads, Stratford-upon-Avon District – Proposed Waiting Restrictions, On-street Parking Places and Residents’ Parking Permits – Variation 02

Recommendation

That the Portfolio Holder for Transport and Environment approves that the Warwickshire County Council (District Of Stratford On Avon) (Civil Enforcement Area) (Waiting Restrictions, On Street Parking Places and Residents’ Parking) (Consolidation) (Variation 02) Order 2017 be made with the exception of Alcester Road - Studley and Baker Avenue – Stratford-upon-Avon.

1. Introduction

1.1. Proposals for waiting restrictions both new and revised along with disabled bays at various locations in Stratford District were advertised in the Stratford Herald on the 16th November 2017 and consultation was carried out in accordance with statutory procedure. It is recommended to withdraw the following proposals due to objections received which are discussed below in sections 2 and 3:

- Alcester Road, Studley - Revocation of Limited Waiting
- Baker Avenue, Stratford-upon-Avon - No Waiting at any Time

1.2. The following proposals received objections however it is recommended to implement them as advertised, these are discussed in sections 4, 5 and 6:

- A435 Slip Road, Aspley Heath - No Waiting at any Time
- Main Street, Tiddington - Limited Waiting
- Station Road, Studley - Revocation of No Waiting

1.3. A number of other proposals were included in the advertisements but received no objections. It is therefore recommended that those proposals be implemented as advertised.

- Masons Road, Stratford-upon-Avon - Disabled Badge Holders Only
- Saffron Meadow, Stratford-upon-Avon - No Waiting at any Time
- Station Road, Long Marston - Revocation of NWAAT

2. Alcester Road – Proposed Revocation of ‘Limited Waiting 1 Hour No Return 2 Hours Mon-Sat 8am-6pm’

2.1. A request was received to remove the existing parking restrictions outside 41 – 63 Alcester Road as they were no longer required. At this location there is a mixture of commercial and residential properties.

A plan showing the consulted restrictions can be found in Appendix C as TR/10189-08

2.2. The following tables detail the objections and/or comments received during the consultation along with the officers’ comments and recommendations.

Emails/letters	
Total objections	4
Total comments	0

Ref	Objections and comments received	Total number of responses containing the comment
A	(The parked cars have a) noticeable effect on calming the passing traffic	2
B	Ask that the limited waiting zone is retained, but the waiting time be increased to a period of two or three hours	2
C	Give the householders a Parking Permit	2
D	(Keeping the restrictions) would discourage people who work in the village from parking up for the whole morning/afternoon/day allowing space ... for the other business	1
E	Removal of the restrictions without suitable controlling measures would leave the stretch open to misuse	1
F	If the limited waiting time was lifted then various employees (of the nearby businesses) could park all day	1
G	Original proposers are now leaving the area	2

Ref	Officer Comments
A	It is acknowledged that parked cars do have a traffic calming effect. If the restrictions were to be removed then the area would most likely still have cars parked along this section.
B	The proposals were for a removal of the restrictions only. A request for a change to the timings can be considered in the next financial year.
C	A residents parking scheme in this location is against the County Councils Parking Policy, which can be found in Appendix B, in particular points (ii), (iii) and (iv), in addition due to point (v) as any scheme would be a shared scheme

	this would negate any permit privileges.
D/E/F	This is a likely consequence of removing the restrictions
G	The original request came from the current local member

Recommendations
Due to the lack of support received it is recommended that the proposals are withdrawn.

Members Comments

3. Baker Avenue – Proposed No Waiting at any Time

3.1. Baker Avenue is a residential road in Stratford with a bus route running along the full length. A request was received from the previous local member Cllr Jenny Fradgley to remove a section of Limited Waiting/resident permit exemptions and replace this with a ‘No Waiting at any Time’ restriction (double yellow lines).

Upon investigation of this site the road was found to be insufficient in width to accommodate parking on both sides therefore it was proposed that the single yellow line on the North side of the road is replaced by a ‘No Waiting at any Time’ restriction (double yellow lines).

A plan showing the consulted restrictions can be found in Appendix C as TR/10189-02

3.2. The following tables detail the objections and/or comments received during the consultation along with the officers’ comments and recommendations.

Emails/letters	
Total objections	3
Total comments	0

Ref	Objections and comments received	Total number of responses containing the comment
A	Where the 75 metres of limited waiting bays are to be replaced by double yellow lines it was noted that there are a number of presumably senior citizen bungalows nearby with no obvious parking facilities.	1
B	Vast majority of residents are elderly and/or disabled, this means having quick and easy access to cars is necessary. There are residents who have no drive and therefore no	1

	choice but to park on the road.	
C	'may' help (the bus) run in a more timely manner but disabled residents should not have to struggle and sacrifice access.	1
D	If the bays are taken away the residents will not be able to park near their properties	1

Ref	Officer Comments
A/B/C/D	<p>After a series of site visits, all during the day and during the working week, it was noted that the parking bays were not close to capacity. The restrictions that were proposed were designed in response to the observed capacity of the parking bays and the length of bay left was deemed to be a suitable length.</p> <p>It is unclear whether this will be the case during the evenings or at the weekend.</p> <p>The transport operations team have since been contacted and no reports have been received regarding any bus operator having difficulty navigating Baker Avenue.</p>

Recommendations
<p>The majority of houses appear to be occupied by disabled or elderly residents, who would most likely require care at all times of day, also that there is no documented issue with access. It is therefore recommended to withdraw the plans to reduce the length of the parking bay. However in the interest of safety it is recommended to keep the proposed double yellow lines on the north side of Baker Avenue.</p> <p>An amended plan can be found in Appendix C as TR/10182-02-amended</p>

Members Comments

4. A435 Slip Road, Aspley Heath – Proposed No Waiting at any Time

4.1. To complement the restrictions that Worcestershire County Council introduced along the A435 slip road at Aspley Heath it was proposed to continue the restrictions a short distance from the junction.

A plan showing the consulted restrictions can be found in Appendix C as TR/10189-05

4.2. The following tables detail the objections and/or comments received during the consultation along with the officers' comments and recommendations.

Emails/letters	
Total objections	1
Total comments	0

Ref	Objections and comments received	Total number of responses containing the comment
A	Four separate school buses pick up and drop off at this location and these works may alter this well used facility.	1
B	Could there be some consideration to create a designated point to facilitate this (buses collecting passengers).	1

Ref	Officer Comments
A	The purpose of the proposals is to stop parking at this location to prevent visual obstruction at a road junction.
B	Parking Management do not facilitate new bus stops. This request has been referred our Transport Operations Team for consideration.

Recommendations
It is recommended that the Portfolio Holder approves the plans as advertised.

Members Comments

5. Main Street – Proposed Limited Waiting 8am-8pm 30 minutes No return 1 hour

- 5.1. There are a number of commercial properties that front Main Street, Tiddington with the SPAR shop being one of them. It has been requested by the local councillor on behalf of The SPAR to implement a section of limited wait to allow a turnover of parking outside the shop.

A plan showing the consulted restrictions can be found in Appendix C as TR/10189-01

- 5.2. The following tables detail the objections and/or comments received during the consultation along with the officers' comments and recommendations.

Emails/letters	
Total objections	3
Total comments	2
Petition in favour of the proposals	491 signatures

Ref	Objections and comments received	Total number of responses containing the comment
A	Request that the 'Limited Waiting' be increased to 2 hours	1
B	This action will have a detrimental effect on trade (for surrounding businesses). The parking in question is the only area customers have to park without fear of penalty or conflict.	1
C	Changing the parking rules on this stretch only serves one establishment and has not considered the wider popularity of Tiddington business	2
D	Don't see cars parking directly outside SPAR consistently to suggest there is a problem.	1
E	Never see their delivery lorry having a problem parking ... not suggestive of a parking problem	1
F	There are already parking issues on main street, without restricting parking times outside the spar.	1

Ref	Officer Comments
A/B/C	The restriction of 30 minutes no return 1 hour has been proposed to facilitate the turnover of customers to the businesses. There are alternatives in the area where there are no restrictions for people who require a longer visit.
D/E	These observations have occurred at certain times of day and do not take into consideration the full time which the restriction will cover.
F	The timings for the restrictions were selected so that parking in the evening was unrestricted, when demand from residents is at its greatest.

Recommendations
It is recommended that the portfolio holder approves the plans as advertised.

Members Comments

6. Station Road – Proposed Revocation of No Waiting Sun 8am-12pm 1st April - 31st October

6.1. There is a seasonal 'No Waiting' restriction on Station Road and the surrounding streets. This was introduced a number of years ago to help control parking issues caused by the car boot sale that is held in the summer months in Studley.

It has been requested by the local councillor on behalf of residents to remove this restriction from Station Road.

The road was surface dressed recently and the single yellow line was not reinstated due to this consultation. If the results of the consultation process show that the restriction is still required then the line will be reinstated.

A plan showing the consulted restrictions can be found in Appendix C as TR/10189-07

6.2. The following tables detail the objections and/or comments received during the consultation along with the officers' comments and recommendations.

Emails/letters	
Total objections	2
Total comments	2

Ref	Objections and comments received	Total number of responses containing the comment
A	There has been an increase in near misses in regards to people pulling out of their drives (due to cars blocking their vision)	1
B	People park on or close to the turn in to station road	1
C	Do not want people abandoning their vehicles outside my property (during the car boot sale) making it difficult and potentially dangerous ... due to limited visibility.	1
D	Wish to support the motion	2

Ref	Officer Comments
A/B/C	If a vehicle is parked in an obstructive manner then the police have the authority to issue fixed penalty notices. Obstructing visibility is still considered an obstruction.
D	No comment necessary

Recommendations
It is recommended to implement the proposals as advertised

Members Comments

7. Background Papers

7.1. Letters and email objections

8. Financial Implications

8.1. All work will be carried out within the existing 2017/18 budget allocations.

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This report was circulated to the following elected members prior to circulation:

Keith Lloyd, Jenny Fradgley, Kate Rolfe, Clive Rickhards, Mike Brain, Izzi Seccombe, John Horner

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

Various Roads, Stratford-upon-Avon District – Proposed Waiting Restrictions, On-street Parking Places and Residents’ Parking Permits – Variation 02

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).

Warwickshire County Council
Department of Environment and Economy

Parking Policies

Introduction

The following policies were agreed by the County Council's Cabinet at its meeting in July 2007. They set out the general approach of the County Council. However, each case will be considered according to its particular circumstances to see if an exception is required.

- 1. Waiting Restrictions**
- 2. Residents Parking Schemes**
- 3. Parking Bays for Disabled People**
- 4. Footway Parking**

1. Waiting Restrictions

1.1 The control of on-street parking by the use of waiting restrictions is one method of seeking to achieve the following objectives:-

- (i) Making the most effective use of the existing road network having regard to the competing demands placed upon it
- (ii) The reduction of road accident casualties
- (iii) Minimising delays and congestion on the main road network.
- (iv) Reducing the intrusive effects of traffic on the environment

1.2. Proposals for new waiting restrictions should be considered against the following policy guidelines:-

- (i) where injury collisions at actual problem sites can be reduced;
- (ii) where congestion on important traffic routes can be reduced;
- (iii) where parking control is essential in association with traffic management measures in accordance with the County Council's Local Transport Plan objectives.
- (iv) where serious disruption of commerce or industry is caused by parked vehicles;
- (v) where time limited restrictions are necessary to support the economic viability of an area;
- (vi) where the route to obvious high fire risk premises (e.g. a hospital or school) would be obstructed;
- (vii) where they are an integral part of an approved Residents Parking Scheme;
- (viii) where major problems in residential areas during the working day are created by commuter/shopper parking but a residents parking scheme does not apply.

2. Residents Parking Schemes

2.1. Residents Parking Schemes are intended to deal with the problems caused by commuter or shopper parking in residential streets adjacent to town centres and other locations, such as railway stations.

2.2. Proposals for new residents parking schemes should be considered against the following policy guidelines:-

- (i) The streets should be located in or adjacent to a town centre or other major commuter/shopper attraction.
- (ii) The streets included shall be predominantly residential in nature.
- (iii) The streets shall form a group in an identifiable area rather than individual streets in isolation.
- (iv) It should generally be demonstrated that the majority of the available kerbside parking space is regularly occupied by non-residential parkers and also that a significant number of the properties do not have parking space within the curtilage.
- (v) The schemes shall be a “shared scheme” with the streets controlled by an on-street parking order with limited waiting for the general public (the duration of which will be determined by the particular site circumstances relating to the street or area concerned) and unrestricted waiting for vehicles displaying a permit.
- (vi) The hours of operation of the Residents Parking Scheme will be determined by considering the hours of operation of other limited waiting in the area, if any.

2.3. The issue of residents permits will be subject to the following principles:-

- (i) Permits shall be restricted to the keepers of vehicles categorised as cars, light vans or motor cycles.
- (ii) Permits will be available to domestic residents of the street or area.
- (iii) In the case of properties which are established as “Bedsits” or are registered as Houses of Multiple Occupation the general rule will be that permits will be limited to one per letting room. Otherwise the number of permits issued per household shall be determined separately for each scheme by considering the conditions applying in the streets concerned and subject to any particular planning conditions relating to parking permit eligibility which may in place.
- (iv) A “Visitors Permit” may be issued to each household and to the owner of any holiday home registered with the Heart of England Tourist Board.
- (v) The issue of permits will be restricted to residents of the streets in which the parking places are located unless it can be shown that the scheme would not be overloaded by the issue of permits in adjacent streets, when justified.
- (vi) A charge will be levied for each permit. The amount will be based on the costs or anticipated costs of administering the scheme and may be varied as required.

2.4. Permits will also be available as follows:-

- (i) Registered Guest Houses
- (ii) Carers
- (iii) For the customers of established garage businesses

2.5. Other “Exemption” permits will be allowed subject to it being demonstrated that this would not compromise the main objectives of the scheme.

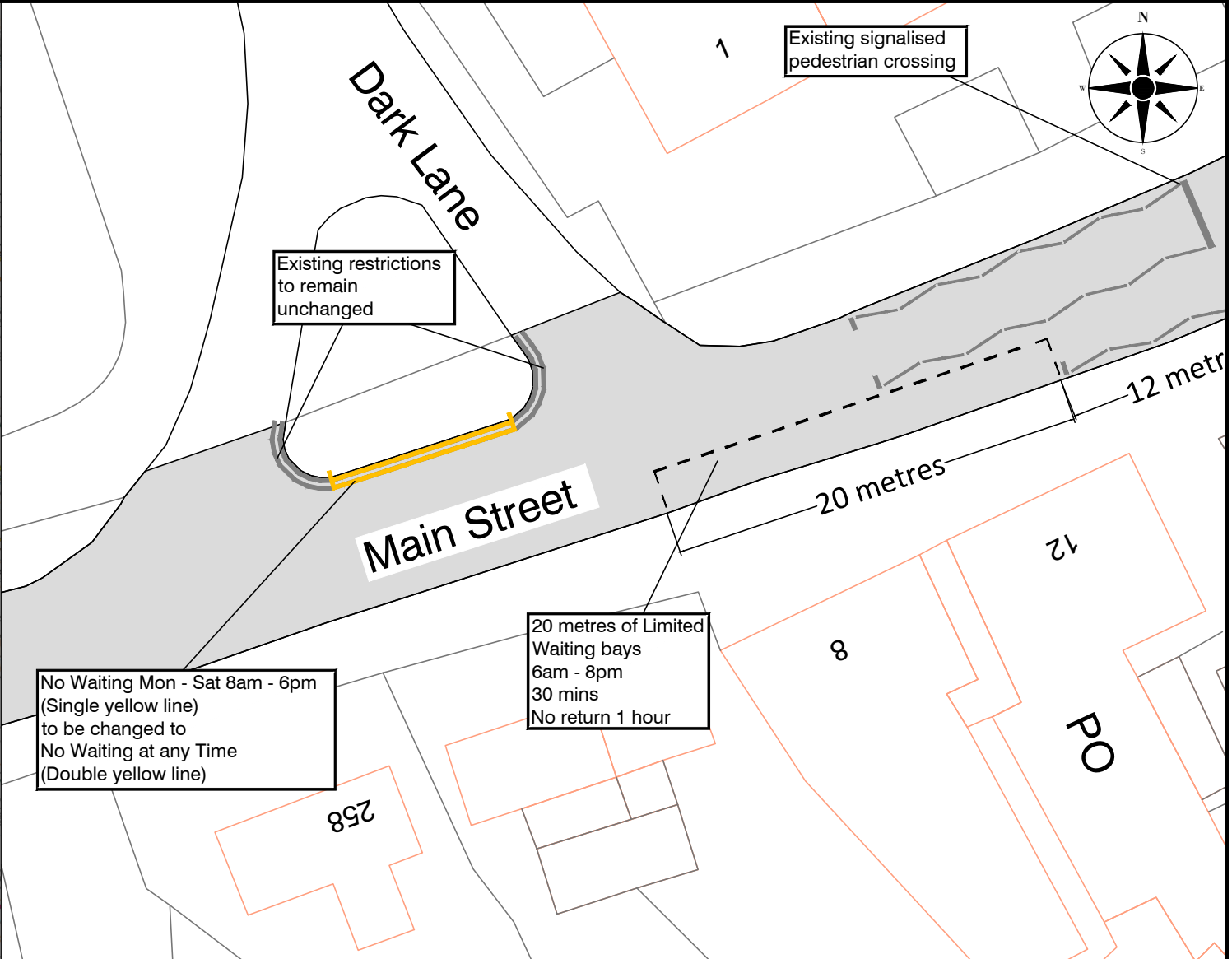
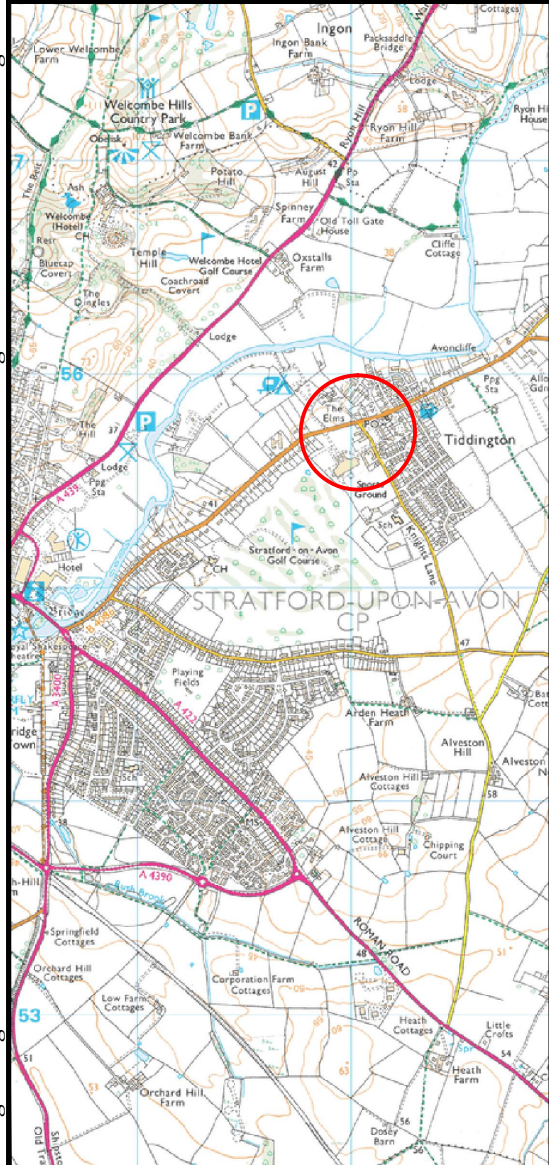
3. Parking Bays for Disabled People

- 3.1. Formal parking bays for disabled people, with time limited waiting if required, will be provided where there is a demand for reserved parking for blue badge holders in general such as post offices, libraries and other public buildings and in town centres.
- 3.2. Formal parking bays for blue badge holders in residential areas will be provided, at no cost to the applicant, subject to a demonstrated need and the normal process for a Traffic Regulation Order (TRO).
- 3.3. Informal parking bays will be provided, at no cost to the applicant, for the use of a disabled person outside his/her residence where there is no TRO in force.

4. Footway Parking

- 4.1 The County Council will, whenever possible and within existing budgets, take action to prevent or discourage the parking of motor vehicles on footways.
- 4.2. No requests to formalise parking either wholly or partly on a footway will be considered:-
 - (i) On roads in shopping and other busy pedestrian areas
 - (ii) Outside schools, play areas, libraries, hospitals, health centres and residential homes for the elderly or other places of public assembly.
 - (iii) Any road where vehicles would have to park on a grass verge
 - (iv) On any footway which is paved or where the height of kerbs is greater than 75-80mm.
 - (v) Where there is sufficient carriageway parking in a residential area to meet the normal demand or where residents can provide off-street parking but have chosen not to do so, or do not use existing off-street parking places for a variety of reasons not considered acceptable on highway, traffic or amenity grounds.
- 4.3. Requests to formalise parking either partly or wholly on a footway in a residential area will only be considered against the following policy guidelines:-
 - (i) The footway parking is necessary to provide sufficient parking spaces to make a residents parking scheme viable and footway parking is already taking place.
 - (ii) The parking of vehicles wholly within the carriageway would compromise the carriageway width available for emergency services or refuse vehicles or other regular users of the road.
 - (iii) A minimum footway width of 1.5 metres must generally be available for pedestrians. However, this could be reduced to 1.2 metres at some pinch points.

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No Waiting Mon - Sat 8am - 6pm
(Single yellow line)
to be changed to
No Waiting at any Time
(Double yellow line)

20 metres of Limited
Waiting bays
6am - 8pm
30 mins
No return 1 hour

Existing signalised
pedestrian crossing

Existing restrictions
to remain
unchanged

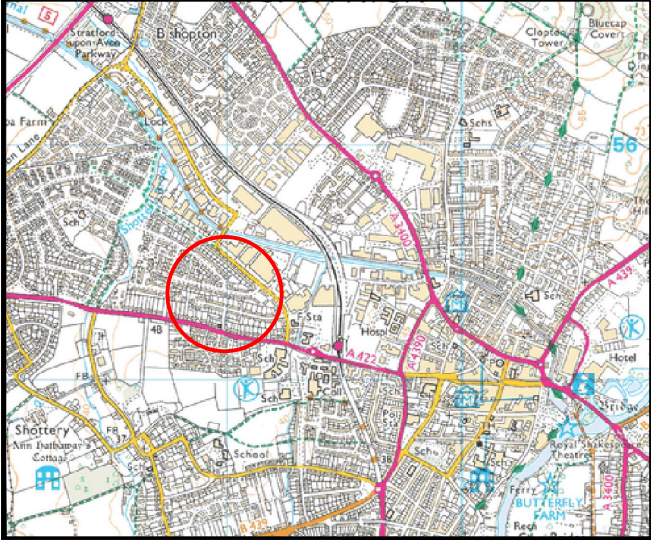
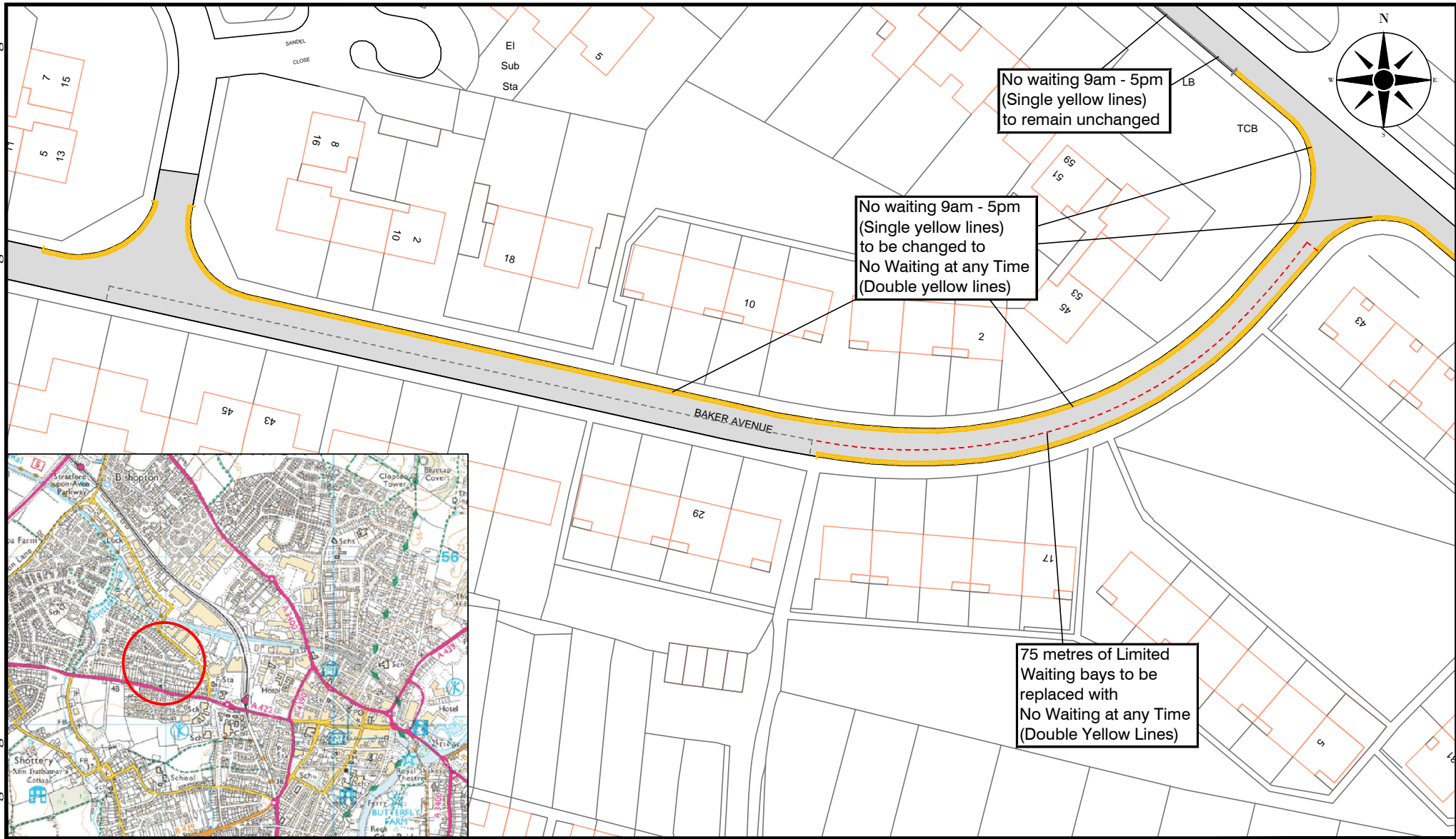
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Stratford Variation 02
Main Street, Tiddington - Limited Waiting

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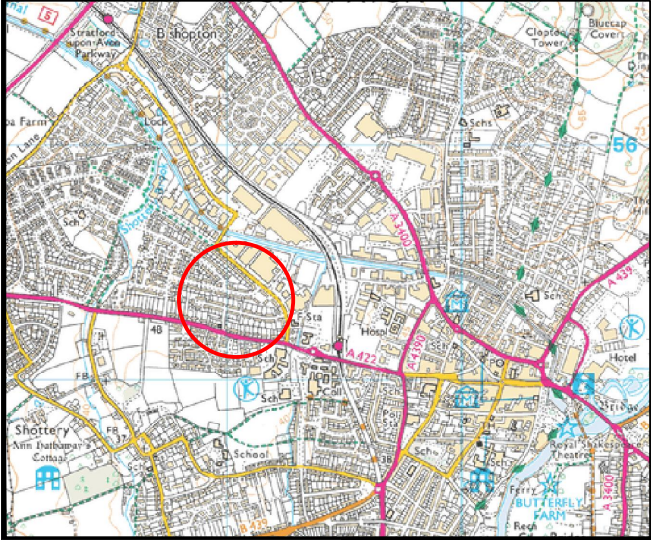
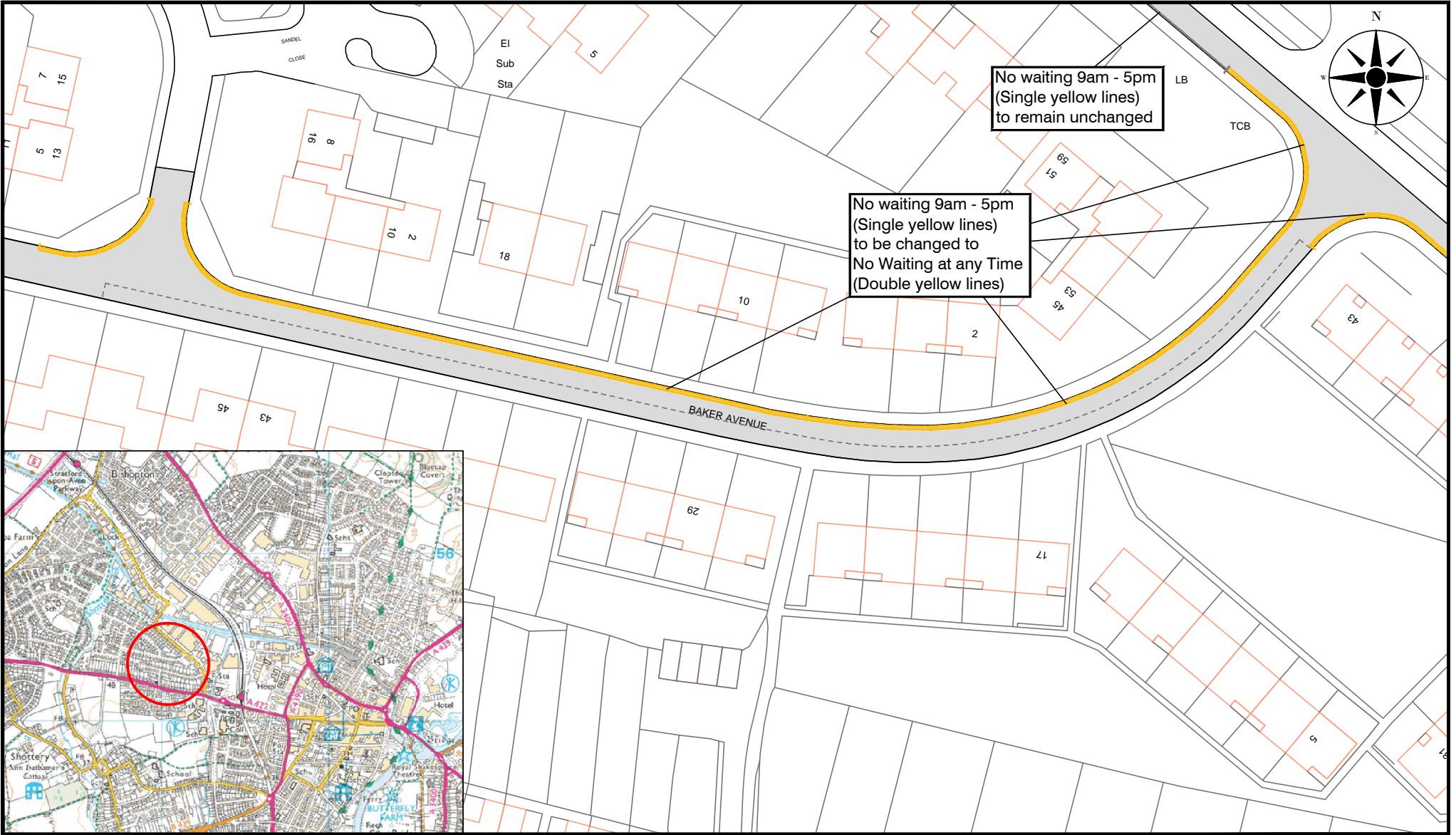
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Baker Avenue - Revised restrictions

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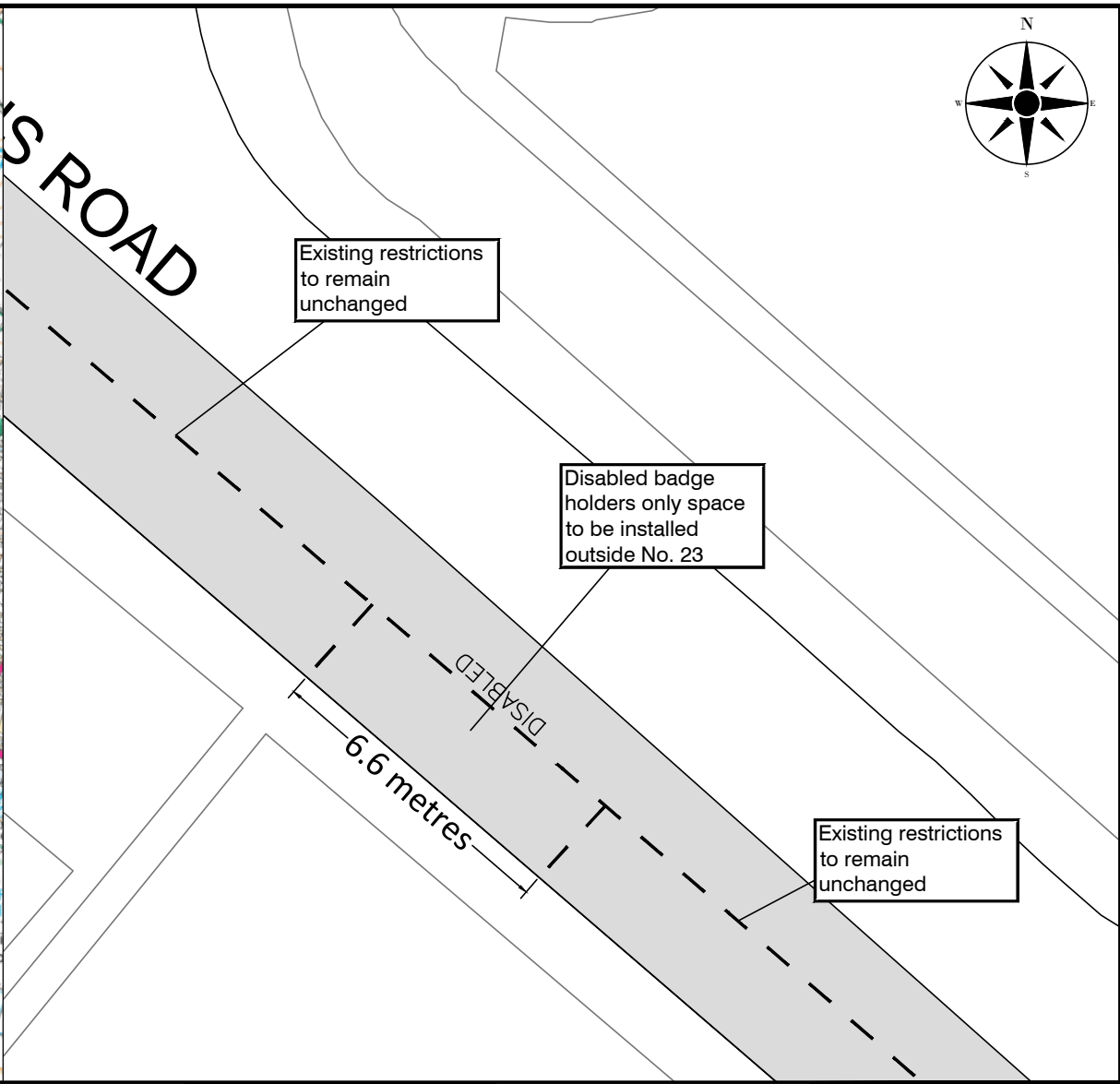
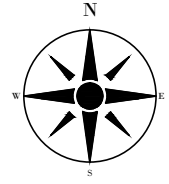


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Stratford Variation 02
Baker Avenue - Revised restrictions

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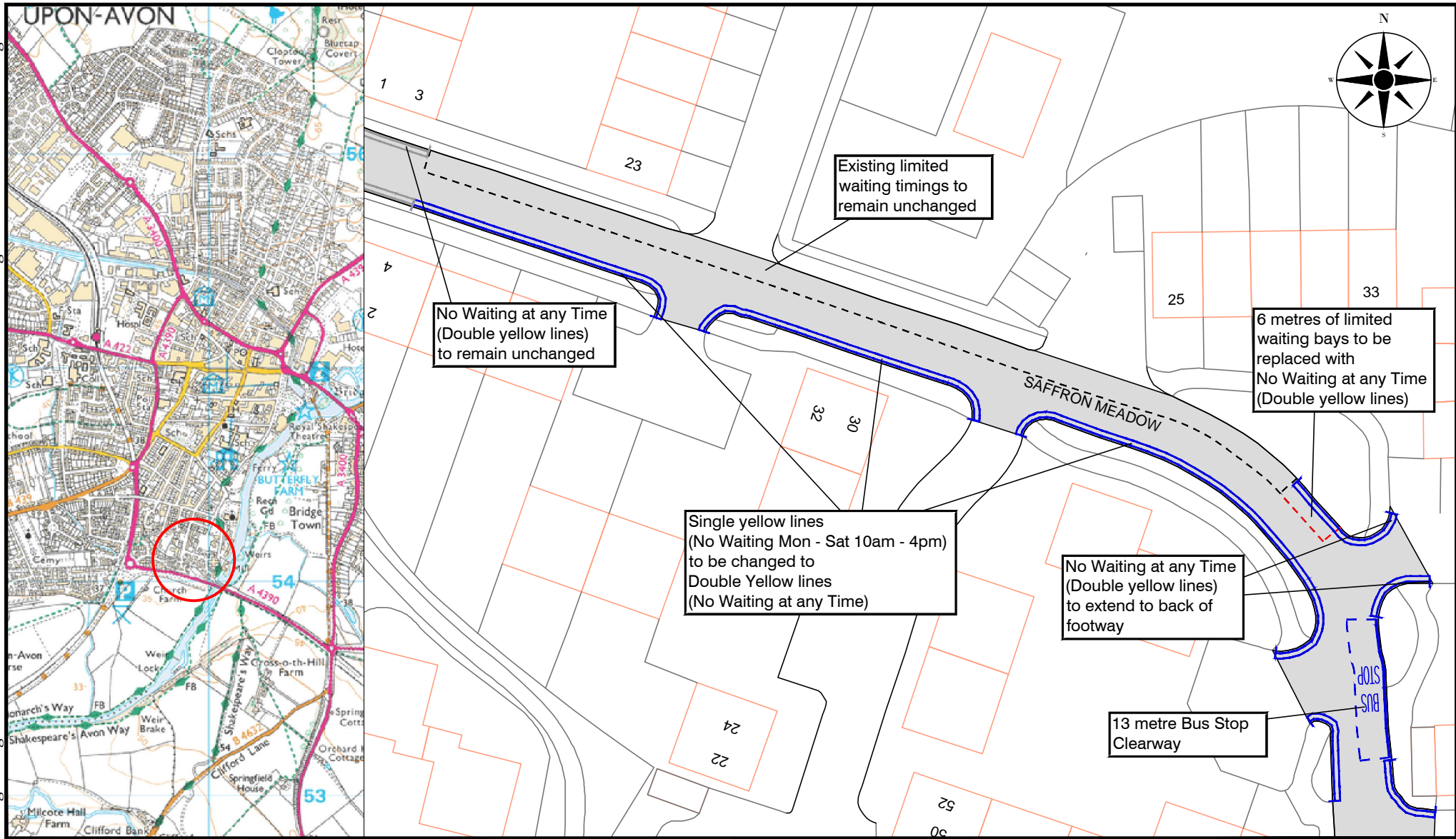
Stratford Variation 02

Masons Road, Stratford-upon-Avon - Disabled Badge Holders Only

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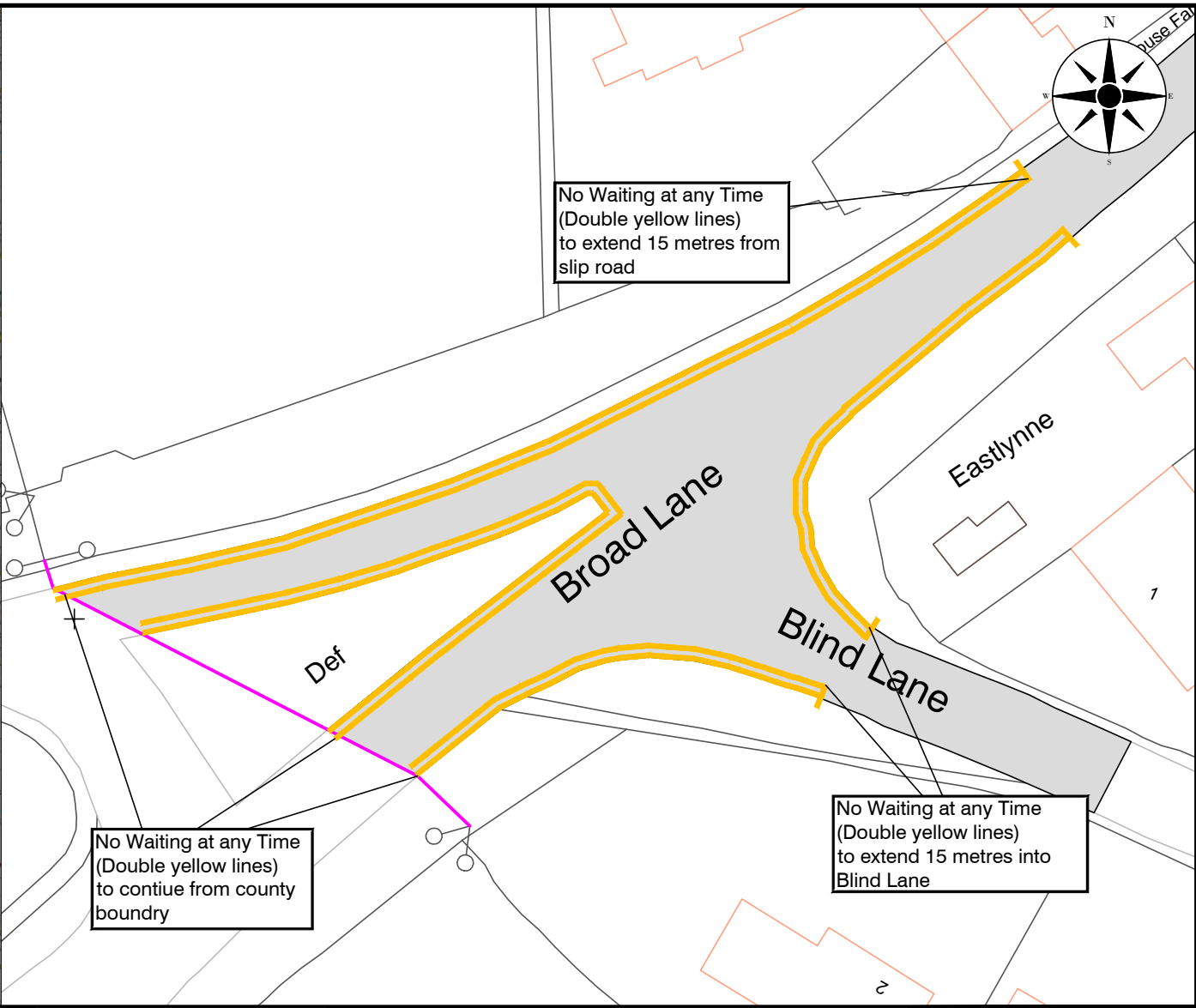
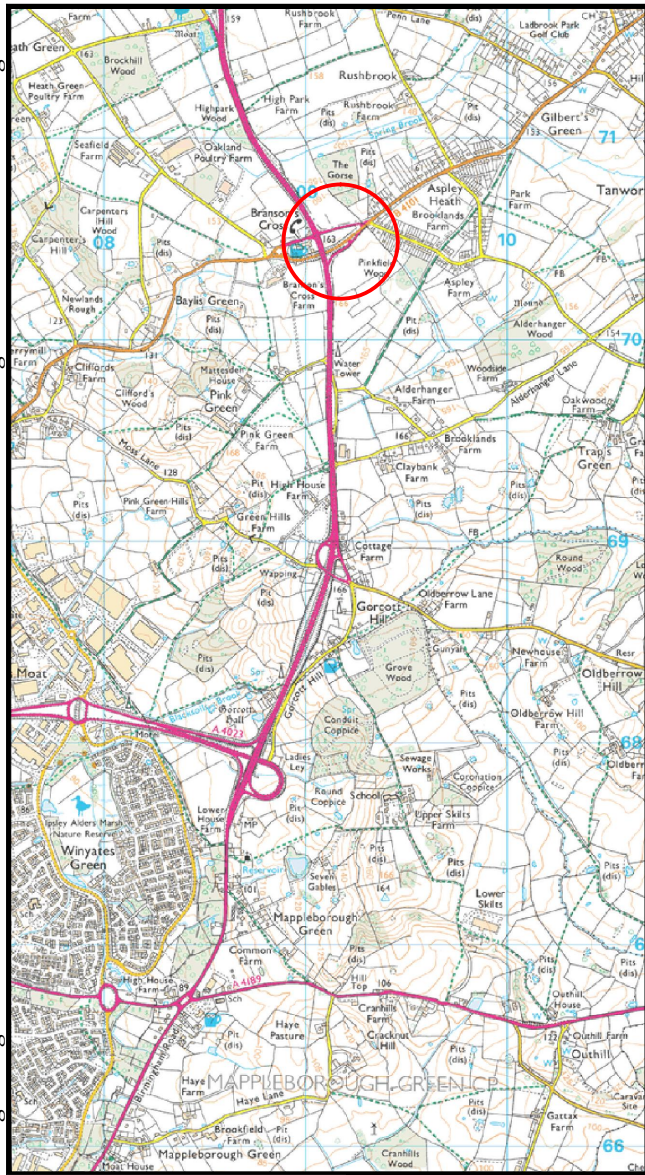
Transport and Environment - 16/02/2018

Stratford Variation 02

Saffron Meadow, Stratford-upon-Avon - No Waiting at any Time

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No Waiting at any Time (Double yellow lines) to extend 15 metres from slip road

No Waiting at any Time (Double yellow lines) to continue from county boundary

No Waiting at any Time (Double yellow lines) to extend 15 metres into Blind Lane

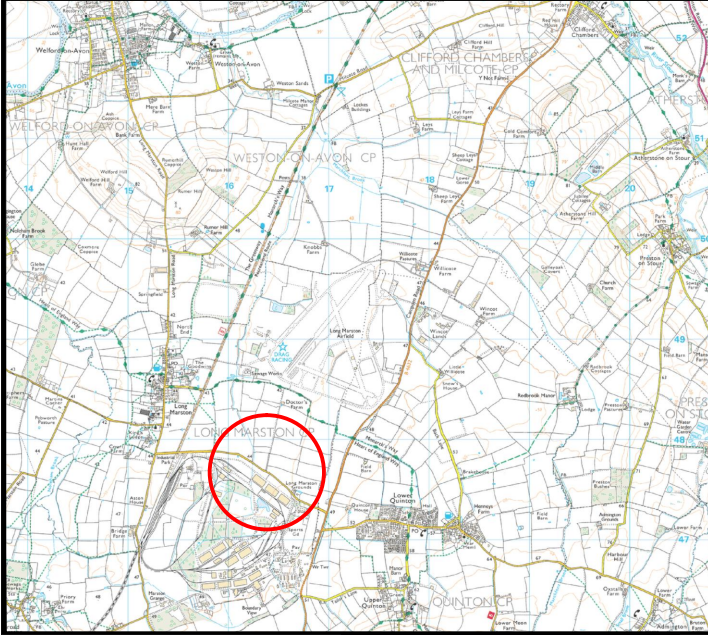
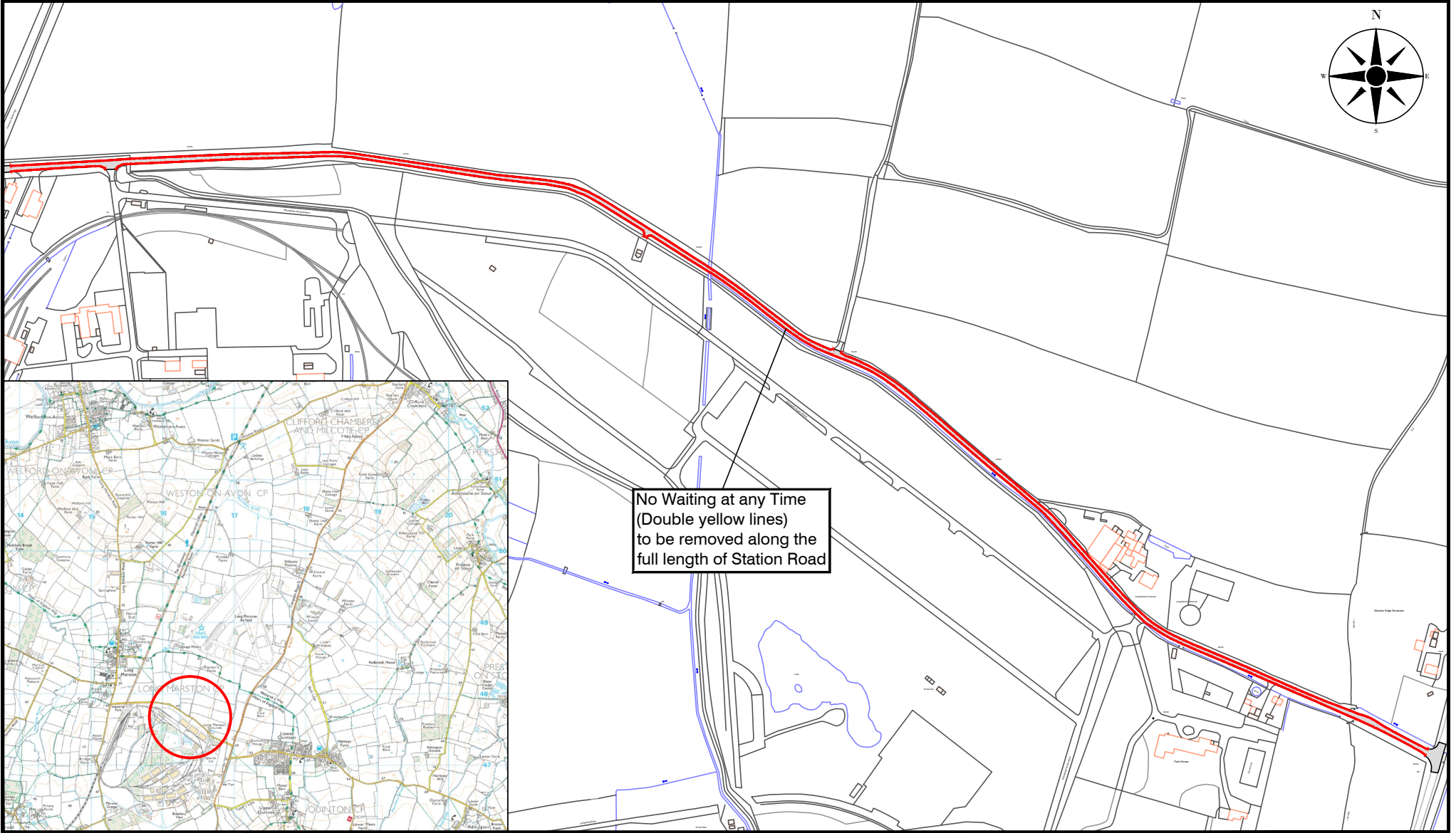
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Stratford Variation 02
Broad Lane, Aspley Heath - No Waiting at any Time

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No Waiting at any Time
(Double yellow lines)
to be removed along the
full length of Station Road

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Transport and Environment - 16/02/2018

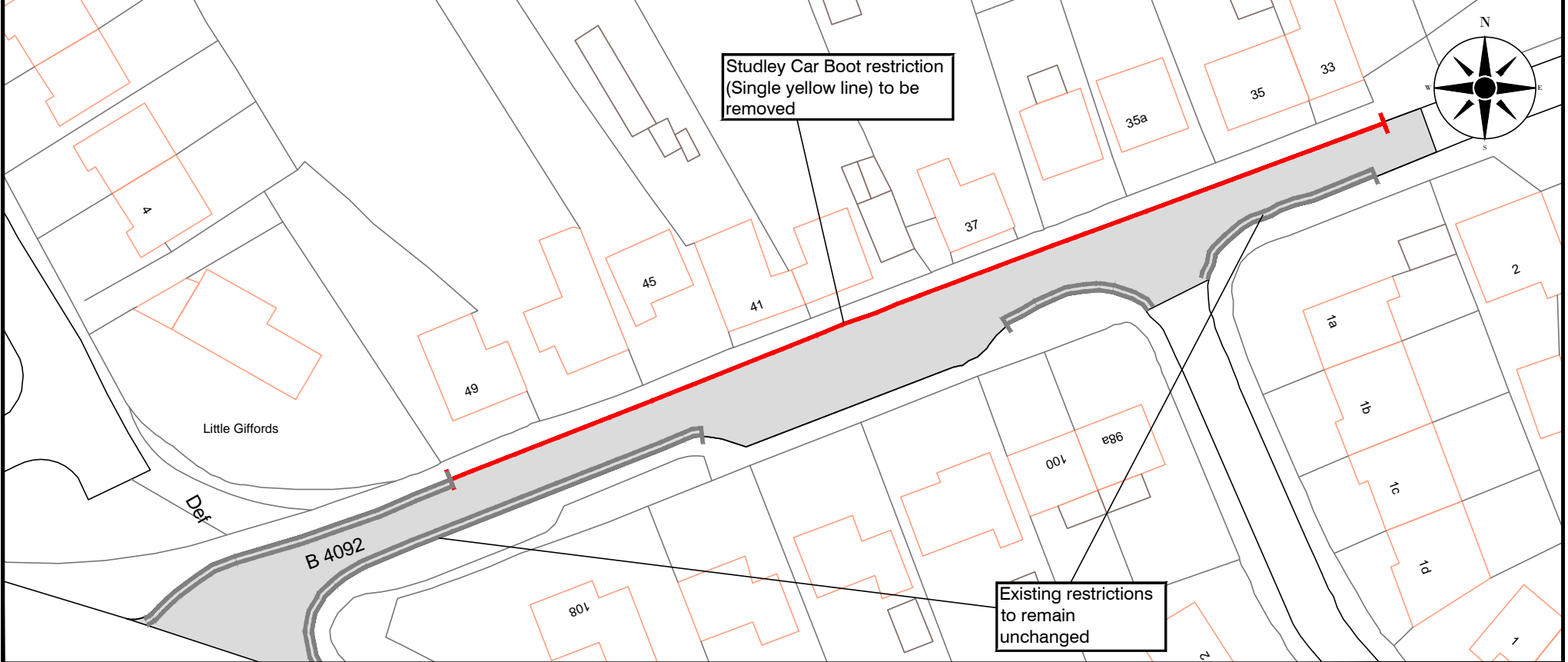
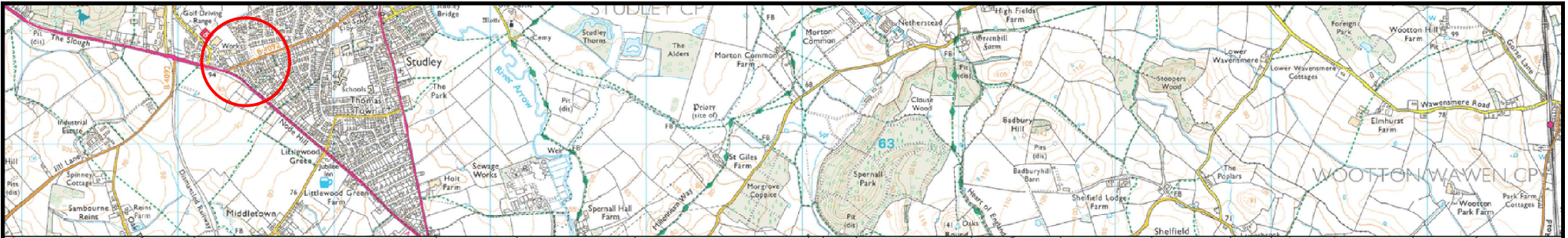
Stratford Variation 02

Station Road, Long Marston - Revocation of No Waiting at any Time

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Studley Car Boot restriction
(Single yellow line) to be removed

Existing restrictions
to remain
unchanged

Plan number :	TR/10182-07	Drawn by:	BD	Checked by:	GP
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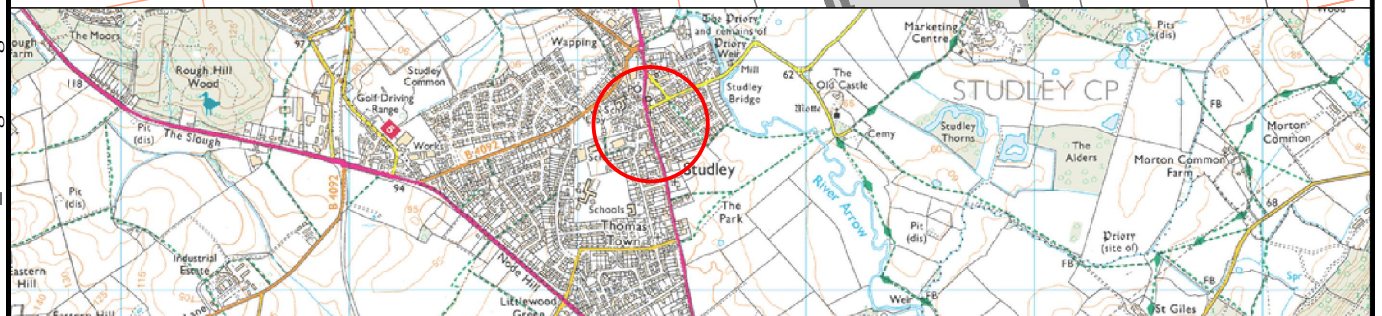
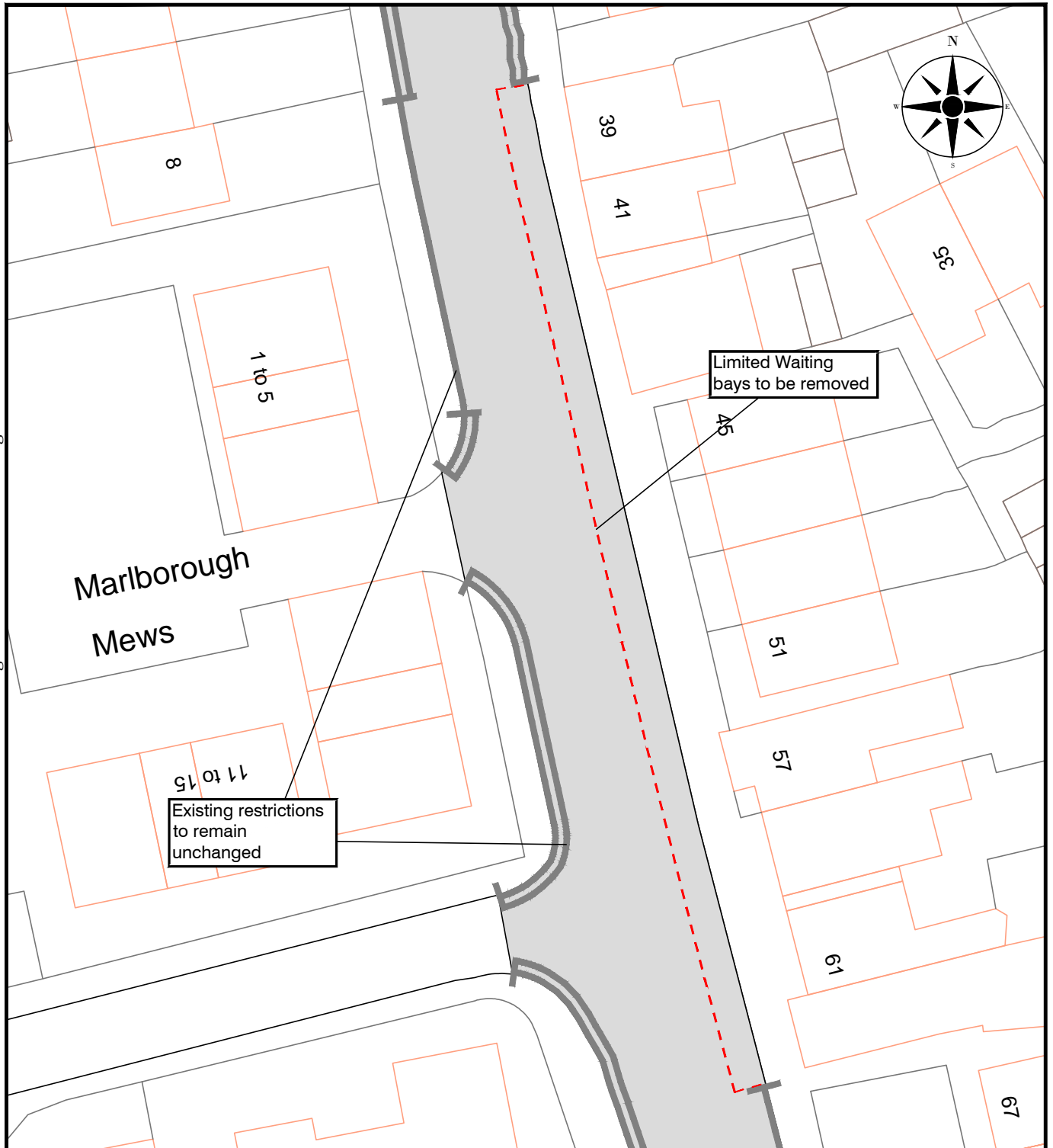
Transport and Environment - 16/02/2018
Stratford Variation 02
Station Road, Studley - Revocation of No Waiting

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APPENDIX C

H:\Traffic\A_Parking_Management\Stratford on Avon District\CPE_Variations\2\02 - Drawings\CAD\Committee Plans.dwg



Reference No.:	TR/10182-08	Drawn by:	BD	Checked by:	GP
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Transport and Environment - 16/02/2018
Stratford Variation 02
Alcester Road, Studley - Revocation of Limited Wait

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RECEIVED 20 NOV 2017

COMMUNITIES GROUP

LEADERSHIP TEAM

17.11.17.

Dear Mr. Davenport,
Re: Alcester Rd, Studley,
Revocation of limited
waiting Mon-Sat
8.00 am - 6.00 pm.

When I first heard about the
proposed revocation of the
limited waiting time I thought
it was a good idea.

However, after much thought
and deliberation, I have
decided that it is not such a
good idea after all and would
like to lodge an objection.

I am objecting for the
following reasons:-

1) I am 75 years of age and, although I have parking at the rear of my property, I often need access from the front to carry in shopping. My cleaner, friends, relatives, and other visitors also use the front access.

2) In my vicinity there are 2 hairdressers, a scuba-diving school, and an opticians. I believe that if the limited waiting time was lifted then various employers could park all day and every day outside my property and I would never be able to get near it!

3) I also believe that residents of Pardoe Court (who do not have enough parking spaces!) would also be tempted to leave their cars on Alcester Rd, at all times.

4) If limited waiting time is lifted and the dotted lines on the Road are removed then this would encourage the traffic to drive even faster through the village with potentially dangerous results.

I believe that a fairer solution would be to give the householders a "parking permit" and perhaps limit the waiting time for other users to 2-3 hours. This would encourage parkers to move out of the area.

I trust that you will carefully consider these reasons and look forward to hearing from you in due course

Yours faithfully,



RECEIVED 06 DEC 2017

COMMUNITIES GROUP

LEADERSHIP TEAM

Dear Mr Davenport,

4.12.17.

Re: Alcester Rd, Studley,
Revocation of Limited
Waiting Mon-Sat
8.00am - 6.00pm.

Further to my letter of 17.11.17.
and our telephone conversation
this morning, I would like to add
two more points to my objection.

1) The neighbours at [redacted] Alcester
Rd, who originally made the request,
are moving out of the area in
January. Therefore I do not see
the need for further consideration
of the matter and would ask you
to let the waiting time remain.

By letting "sleeping dogs lie"
it would save Warwickshire Council

money.

2) It would be advantageous for you to find out why the waiting time was limited in the first place. There must have been very good reasons why this was done and these should be taken into consideration in the final assessment.

Yours sincerely,

A black rectangular redaction box covering the signature of the sender.



On-Street parking Places and Residents Parking Order 2017

1 message

8 December 2017 at 22:51

[REDACTED]

Ben Davenport
Traffic and Road Safety
PO Box 43 Shire Hall
Wrwick
CV34 4SX

Dear Mr Davenport

RE: Removal of Limited Waiting restriction on Alcester Road, Studley

We wish to object to the removal of the current limited waiting restriction on the grounds of safety and amenity.

Whilst we did sign the original petition to remove the restriction altogether, we have had time to consider the following points.

SAFETY

We ask that the limited waiting zone is retained because it has a noticeable effect on calming the passing traffic, making it safer to get into or out of a parked car, and also reducing the risk of damage to parked vehicles.

- We observe that traffic heading south on the Alcester Road is slowed by the road markings (which start at the south end of the Methodist Church on the junction of Alcester Road and Castle Road): most drivers appear to see this as the road narrowing, and therefore slow down and pull to the right to pass the limited waiting zone.
- We have lived at our property since 1984; prior to the introduction of the restrictions, we have had one car written off and our car wing mirrors damaged on several occasions by passing traffic. Such incidents have not happened since the road markings were introduced. We think that if all the restrictions are removed then the markings of the parking bays will probably be removed?

AMENITY

We ask that the limited waiting zone is retained, but the waiting time be increased to a period of two or three hours rather than the current one hour.

- When loading or unloading our car, we always park at the front of the house in the limited waiting zone. Removing the restriction is likely to encourage all day parking, and we would effectively lose this amenity which, as pensioners, we value as it saves us walking up and down the twelve steps needed to access our rear entrance.
- Within the limited waiting zone there are two hairdressing salons, an optician and a scuba diving school. The current one hour limit is tight for customers of these businesses - a two or three hour waiting period would in our opinion increase trade for these businesses which benefits the village as a whole.
- It would discourage people who work in the village from parking up for the whole morning/afternoon/day, allowing space for the opticians (many of whose customers are older folk (due to more rapid changes in eyesight), as well as the other businesses mentioned above. .

Please reconsider the complete removal of these waiting restrictions and, instead, look at increasing the allowed parking time within the zone.

Also, please remove the restricted waiting period on bank holidays. This restriction does nothing for local business who are normally closed on such holidays, but does reduce the amenity for householders accommodating guests and visitors on these days.

Yours sincerely,

[REDACTED]





PMC WCC <pmc@warwickshire.gov.uk>

Alcester Road, Studley

1 message

5 December 2017 at 06:54


Dear Sir/Madam,

Regarding the planned revocation of limited waiting Mon - Sat, 8am to 6pm.

I write to you, having been contacted by local residents concerned with the effect that lifting parking restrictions along the Southbound stretch of the A435, from the Methodist Church to the recessed group of shops, will have.

Having considered their thoughts and comments, I would like to also add my objection to the proposal.

Firstly, I am informed that the original proposers are now leaving the area, presumably mitigating the original need.

However, more so, I believe that the removal of the restrictions without alternative, suitable controlling measures would leave the stretch open to misuse or abuse with neighbouring residents to the area, however not necessarily directly served by that stretch of path/road, potentially "camping out" and using it as overflow parking for other oversubscribed areas such as opposite and into Castle Lane and New Road, purely because it is slightly closer or more convenient to them. This, in my considered opinion would have a detrimental impact on the directly served residents.

I would suggest, therefore, that should you still choose to go ahead with a change, that you seriously consider the alternative approach of introducing unlimited parking for permit holders only and retain the limited waiting period for non permit holders to best protect the interests of the residents, whilst striking a reasonable balance with servicing the businesses local to the area.

I appreciate your time and due consideration of the above.

Kind regards,





Parking

1 message

25 November 2017 at 14:12

[REDACTED]

Hi , I am emailing on behalf of my mother, she lives at [REDACTED] masons road which is located [REDACTED]. I can't really see from the plans if she will be affected or not? She has already had to pay for a permit as a family member who shares the caring with me had a parking ticket please don't take away her chance of visitors permit no : [REDACTED]

[REDACTED]

Sent from Yahoo Mail for iPad

**Fwd: FW: Stratford Variation 2 - Various Waiting Restrictions**

1 message

7 December 2017 at 09:00

----- Forwarded message -----

Dear Mr Davenport,

I reply on behalf of [REDACTED] in response to your e-mail dated 16th November 2017 in relation to the above mentioned subject and the 8 Traffic Regulation Order as shown on the supplied Drawings.

1. 01 - Waiting Restrictions, Main Street, Tiddington, Drawing.No.TR/10182-01. No objections to the proposal being introduced.
2. 02 - Waiting Restrictions, Baker Avenue, Stratford, Drawing. No.TR/10182-02. I have one observation to make with regard to this proposal. Where the 75 metres of limited waiting bays is to be replaced by double yellow lines it was noticed that there are a number of presumably senior citizen bungalows nearby with no obvious parking facilities. If this is the case I was a little concerned with regard to access to the bungalows by relatives/Carers etc should the occupiers require home visits. I will be guided by your knowledge of the area in relation to this matter.
3. 03 - Disabled Badge Holders Only Parking Bay, 23 Masons Road, Stratford. Drawing.No.TR/10182-03. There is already an existing Disabled Bay at this location and I have no objections to it remaining.
4. 04 - Changes to Waiting Restrictions, Saffron Meadow, Stratford. Drawing.No.TR/10182-04. I have no objections to these proposals being introduced. A general observation however in the area is that the existing parking bay markings in Saffron Meadow are either missing/faded and require re-painting.
5. 05 - Waiting Restrictions, Broad Lane, Aspley Heath. Drawing.No.TR/10182-05. I have no objections to this proposal being introduced.
6. 06 - Removal of Double Yellow Lines, Station Road, Long Marston Drawing.No.TR/10182-06. The majority of double yellow lines have now either been re-surfaced over or faded away. Only a few areas have them now visible. I have no objections to this proposal being implemented.
7. 07 - Removal of No Waiting Restrictions, Station Road, Studley. Drawing.No.TR/10182-07. For information the road has now been resurfaced and yellow line removed but plates remain. Therefore no objections to proposal to remove the restrictions.
8. 08 - Removal of Limited Waiting Restrictions, Alcester Road, Studley. Drawing.No.TR/10182-08. I have no objections to the proposal to remove bays/restrictions and plates.

I hope these responses are satisfactory.

Yours Sincerely

[REDACTED]

From: bendavenport@warwickshire.gov.uk [mailto:bendavenport@warwickshire.gov.uk] **On Behalf Of** Parking Management Consultations

Sent: 16 November 2017 09:46

To: [REDACTED]

Subject: Stratford Variation 2 - Various Waiting Restrictions

Good Morning

[REDACTED]
[REDACTED] Below is the e-mail that was sent out to all the statutory consultees regarding proposed waiting restrictions within Stratford district

Attached are the consultation plans that have been drawn up for requests for various waiting restrictions that have been brought forward to the annual programme for Stratford District.

The formal consultation advert date is the 16th November 2017 and the consultation will run until the 8th December 2017.

More information can be found on the blog here.

If you require any additional information please don't hesitate to contact me.

Regards
Ben Davenport

Engineer
Parking Management
Traffic and Road Safety Group
Communities
Warwickshire County Council

This transmission is intended for the named addressee(s) only and may contain confidential, sensitive or personal information and should be handled accordingly. Unless you are the named addressee (or authorised to receive it for the addressee) you may not copy or use it, or disclose it to anyone else. If you have received this transmission in error please notify the sender immediately. All email traffic sent to or from us, including without limitation all GCSX traffic, may be subject to recording and/or monitoring in accordance with relevant legislation.

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Putting Victims First

Warwickshire Police and West Mercia Police are committed to providing the best possible service to our communities and putting victims at the heart of everything we do.

For information on services and support given to our victims by us and our criminal justice partners visit our websites:

Warwickshire Police: www.warwickshire.police.uk/puttingvictimsfirst

West Mercia Police: www.westmercia.police.uk/puttingvictimsfirst

8 attachments

 **01 - Main Street, Tiddington.pdf**
874K

02 - Baker Avenue, Stratford.pdf

 618K

 **03 - Masons Road, Stratford.pdf**
1234K

 **04 - Saffron Meadow, Stratford.pdf**
798K

 **05 - A435 Slip Road, Aspley Heath.pdf**
1001K

 **06 - Station Road, Long Marston.pdf**
718K

 **07 - Station Road, Studley.pdf**
854K

 **08 - Alcester Road, Studley.pdf**
537K

objection to proposed parking changes on Baker Avenue

1 message

7 December 2017 at 14:25

[REDACTED]

I am writing you regarding the proposed reduction of residential parking on Baker Avenue. I'm sure you're aware vast majority of residents particularly on this stretch of the road are elderly and or Disabled, this means having quick and easy access to cars is an absolute necessity. There are residents who have no drive way and therefore no choice but to park on road. Family members and carers will also need constant and easy access. If parking is reduced there will be nowhere to park as it will likely leave just 3 parking spaces split between several residents (not to mention the fact that many residents (or at least their visitors) on Masons Road also use Baker Avenue for parking. If the parking bays are removed, it may make things easier for the bus (although as a resident I have never seen any issues with the bus getting through that stretch of road) but it would make life incredibly difficult for residents many of whom require constant visits for care and social activities as well as quick and easy access to cars when they get out and about.

I attach photographs taken yesterday (6th of December) showing casing the parking spaces that would be left if the plans go ahead. As you can see there are no parking spaces in front of my property or of that of three of my neighbours or any of my neighbours opposite, the next available parking spaces are the ones that you are talking about removing. The pictures from yesterday were not a one off and those parking spaces are often full, leaving ourselves, our friends and carers no choice but to park in the spaces you wish to remove. We HAVE to have access to these spaces, with such limited mobility we cannot be expected to walk more than a few metres to our cars. As I mentioned, it is not just the residents of Baker Avenue this effects, but also those on Masons Road who use Baker Avenue for Parking. On busy days there is already not enough access to parking and you're talking about reducing it even more. There seems to be a lot more regard for the bus services than for the needs and accessibility of vulnerable residents.

I understand and appreciate that if these spaces were removed it would make it easier for the bus to fit down a narrow stretch of road and that it 'may' help it run in a more timely manner but disabled residents should not have to struggle and sacrifice access to make this happen. There is already limited parking, if it is reduced even more I can guarantee that there will be several occasions per week when residents, carers and family members will not be able to park outside the house they need to, and this could very well present disabled people getting out and about. As already stated it is not possible to parking further up the road due to many residents reduced mobility but also because many of the houses further up the street have driveways and this will lead to blocking people in. I ask you to please reconsider and really think about how much trouble is for the bus, and if you feel these changes do still need to go ahead you need to make sure residents still have access to parking that is as close as possible. If this means making the street a permanent 'permit only' zone than that my help make more spaces available at peak times of the day, or if it means turning every residents Front garden into a drive so be it, it's not right for anyone not to have parking outside their home, but for disabled people it is not something they want it is something they need. Leaving us with less spaces than there are residents without off street parking, is just not acceptable option. I cannot stress to you enough how much those few spaces are necessities.

Kind Regards,

3 attachments20171206_115248.jpg
3182K



20171206_115237.jpg
4083K



20171206_115213.jpg
2524K

RECEIVED 23 NOV 2017	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Dear Mr Davenport,

I'm writing to you to formally appeal to the proposed changes to the parking bays and double yellow lines on Baker Avenue. If the proposed changes go ahead it's going to cause absolute chaos to all the residents who do not have drives on their property. As it stands quite often all of the parking bays on Baker Avenue are in use and if they are taken away the residents will not be able to park near their properties or at all. As the parking bays are not allocated I sometimes have the space outside my house taken up by other vehicles and this causes me great distress as I am severely disabled and having to walk further to my house causes me extreme pain, so if you take away the parking bays further up the street the residents and their visitors will end up parking outside my house as its one of the first parking bays after the proposed double yellow lines and will cause me and my neighbour who is also severely disabled a whole world of problems. Please take all of my points into consideration and I severely hope the proposed changes do not go ahead.

Yours Sincerely,

[REDACTED]

[REDACTED]



PMC WCC <pmc@warwickshire.gov.uk>

ROAD TRAFFIC REGULATION ACT 1984 - Variations , double yellow lines

1 message

6 December 2017 at 18:58

[Redacted]

Dear Ben Davenport

I object to these alterations/variations due to the fact that four separate school buses pick up and drop off at this location and these works may alter this well used facility for young children.

Could there be some consideration to create a designated point to facilitate this requirement if generally a No Waiting at any Time area is to be enforced,

SCHEDULE

Beoley Lane, Aspley Heath – No Waiting at any Time North side, from the county boundary to its junction with Broad Lane South side, from the county boundary to its junction with Broad Lane

Broad Lane, Aspley Heath – No Waiting at any Time North side, from 15 metres east of Beoley Lane, westwards to the county boundary South side, from 15 metres east of Beoley Lane, westwards to the county boundary

Yours Sincerely

[Redacted signature]

Sent from Mail for Windows 10

SPAR



[REDACTED]

Ben Davenport
Traffic and Road Safety
PO Box 43
Shire Hall
Warwick
CV34 4SX

RECEIVED 06 DEC 2017	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

5 December 2017

491 Signatures

Dear Ben

We have been informing [REDACTED] of the plans to introduce limited time parking outside the shop and with one or two exceptions all have been extremely supportive of the idea.

Over the last week or so we have had a petition for customer to sign which I enclose. The petition contains 500 signatures. All are customers who visited the shop or the Post Office or both.

I hope you find this useful.

Yours sincerely

[REDACTED]

[REDACTED]

[REDACTED]



PMC WCC <pmc@warwickshire.gov.uk>

Main Street Tiddington, Proposed New Limited Waiting Restrictions.

1 message

[Redacted]

21 November 2017 at 17:09

Main Street Tiddington, Proposed New Limited Waiting Restrictions.

[Redacted]

Tuesday 21st November 2017

Dear Ben Davenport,

Reference: Main Road Tiddington – Limited Waiting 6am – 8pm, 30 minutes no return within 1 hour. South Side, from 30 metres west of Whitfield Close, westward for 20 metres.

Request:

I would like to add my comments for this proposal. I would like to object to the time limited suggested and ask that the 'Limited Waiting' be increased to 2 hours.

Grounds for Objections:

[Redacted]

As owner of above mentioned business we believe this action will have a detrimental effect on trade. As a local Tiddington employer for more that 18 years we would like to highlight that the parking in question is the only area our customers have to park without fear of penalty or conflict.

Our customers can visit us from between 30 minutes and 4 hours, with an average time of 2 hours. As a destination business, we have prided ourselves on providing a service that customers want to travel too. However, once they

have arrived they need somewhere to park. Changing the parking rules on this stretch of road only serves one establishment and has not considered the wider popularity of Tiddington business.

Recently, the [REDACTED] introduced a pay and display scheme, and [REDACTED] parking area is private land, parking only allowed due to the goodwill of the owner. Should, in the coming years the owners of these businesses change, then the availability of parking could also change?

Without the good will of local business and a restriction of 30 minutes on the proposed stretch of road our business would experience difficulty, and, any subsequent business in our unit. Parking is a precious resource in the Tiddington and linked to livelihoods. I believe that these concerns merit consideration.

Alteration to proposal:

I would like to suggest that the restricted time limit be increased to 2 hours, non-return 1 hour.

This would be acceptable and adequately encompass the make-up of business on Main Street, Tiddington. Thank you.

Yours Sincerely

[REDACTED]



PMC WCC <pmc@warwickshire.gov.uk>

proposed parking restrictions

1 message

 22 November 2017 at 21:11

Hi

I live above a shop on Main street, Tiddington.

I'm not disabled but I damaged my left foot in 1989 and I've had problems with that foot ever since including having to drive automatic cars to avoid causing pain on a daily basis.

As I live across the road from the Spar, the only place I can park is along the strip of road that you are proposing to turn into 30 minute parking for shoppers.

Are you planning to make available any other parking areas close by for residents?

If so can you make sure that it is well lit and with a good road surface since I have to use a stick when road surfaces are slippery with leaves or icy. I don't want to cause further damage.






Parking proposal SPAR Tiddington

1 message

27 November 2017 at 21:17

[Redacted]

Dear Mr Davenport,

I have seen a petition inside SPAR to introduce limited time parking outside the shop at 8-12 Main Street.

I write in objection to time limited parking being introduced outside SPAR Tiddington.

1. I live on Main Street and walk to work every day. I don't see any cars parking directly outside SPAR consistently all day to suggest there is a problem. It's certainly not NFUM staff as there is ample parking there.
2. I never see their delivery lorry having a problem parking at 8:30am every week, this is not suggestive of a parking problem with commuters leaving cars there all day.
4. This is a residential street, many houses are without off street parking, introducing time limited parking would only move any perceived problem further up residential parts more. (A solution may be to make the entire stretch time limited with resident permits, but certainly not just the SPAR stretch simply being time restricted)
5. There is ample parking on the pay and display for SPAR customers (SPAR even refunds the parking amount).
6. SPAR customers often park on the crossing lines, causing a danger to those on foot.
7. I often see SPAR customers deliberately dropping their litter in the gutter when get into their car.
8. I often see SPAR customers having arguments over parking, and my finance (female) has received a threat of physical abuse from a male SPAR customer over parking outside the shop.
9. The time limited parking for the pure benefit of SPAR over local residents is simply disproportionate.
10. Commercial reward should not be put ahead of local residents parking needs.
11. I see no benefits for traffic or road safety by making this introduction.

If you could keep me up to speed with any developments over this, would be appreciated.

[Redacted]

[Redacted]

(Send from iPad)

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]



Limiting parking outside Spar, 8-12 Main Street, Tiddington

1 message

5 December 2017 at 22:04



Dear Mr Davenport,

I write to express my concerns regarding the proposal to limit parking outside the Spar 8-12 Main Street, Tiddington.

I consider the proposal to be wholly inappropriate for the following reasons:

There are already parking issues for residents on Main Street, without restricting parking times outside the Spar. This can be seen by the number of residents that park illegally on the wide pavement on Main Street due to lack of parking.

This section of Main Street is narrow and converges with the junction of Dark Lane. Problems already occur when vehicles park/pull out. Limiting times to 1/2 hour will only exacerbate the problem, as the frequency of these dangerous manovers will increase

As it is, there is already problems with parking since the Crown has implemented a 'Pay and Display' and Bigwoods have increased the frequency of their auctions to once a week.

Since the island has gone from outside the Crown and has been replaced with a pelican crossing it has only served to increase speeds through the village. Cars and deliveries trucks frequently park across the zig zag lines adjacent to the crossing, which will I'm sure lead to an accident/fatality in the future

I would ask that you give serious consideration to the request to limit the parking time outside the Spar and reject it for the reasons listed above

Kind regards





PMC WCC <pmc@warwickshire.gov.uk>

Station road

1 message

29 November 2017 at 19:57


Dear Mr Davenport

Over the last week or so there have been no yellow lines on station Road(left side) due to the council consulting on changes to parking. In a way I feel this is a good idea, so that residents in the housing can park out side their own homes. However I have noticed an increase in "near misses" in regards people pulling out of their drives blind(as cars are blocking their vision) Also causing problems to the school children getting of the bus. But the main issue I have noticed which will only get worse come the car boot in the summer comes from people parking on the corner or not far down from the turn in to Station Road from The Bromsgrove road (on the left hand side). This is causing a tale back. And come the car boot no traffic will move.

I just thought it worth a mention

thank you


Sent from Windows Mail



07-station-road-studley restrictions

1 message

28 November 2017 at 22:37

[REDACTED]

F.A.O Ben Davenport

Dear Sir,

I am writing in response to the letter posted through my door dated 15/11/2017 in reference to the proposed change to parking restrictions in Station Road, Studley.

I live at number [REDACTED] Station Road which is [REDACTED] to the Slough junction. We moved into our house in April, the former owner had informed us that the road got busy when the Car Boot sale was on, but it was not too bad now that there were parking restrictions on the road.

Having seen how people park along the A435 to avoid using the designated car park for the Car Boot I am genuinely worried about what people will do outside my house if these parking restrictions are removed. I urge you to take a drive along the The Slough when the car boot is in operation to see for yourself. You will see vehicles parked on grass verges and on private land with people crossing from dangerous positions along this stretch. I do not want people abandoning their vehicles outside my property every Sunday in the summer making it difficult and potentially dangerous for me and my wife to pull onto the road (busier due to the Car Boot traffic).

Whilst I concede that the restrictions only apply for 16 Sundays of the year I think it would be a mistake to remove them, mainly due to making it dangerous to access my drive due to potentially limited visibility. I hope you will consider the reasons why the restrictions were introduced in the first place, as nothing has changed with relation to the car boot sale the sensible solution would be to keep the restrictions in place.

Yours faithfully,

[REDACTED]



Parking Restrictions Station Road Studley (B807JU)

1 message

[REDACTED]

20 November 2017 at 10:36

Dear Ben,

Reference the planned consultation on parking restrictions.

After the recent resurfacing of Station Road Studley the single yellow lines that were outside of our house were removed and not replaced. The single line was originally laid about 2 years ago after Clive Rickards motion aiming to reduce nuisance parking from the Studley car boot. This single yellow line has caused chaos and visitors to our home then had to park in nearby Knottsford close; this angered some homeowners there to the point some tyres were slashed and other vehicles had bodywork damaged.

My wif and I spoke with Clive on this matter and he agreed to support the removal of the line which was at the top end of Station road (B807JU). We are very grateful that this nuisance line has now been removed and wish to support any motion that keeps the road available for parking. Station road is reasonably busy and since the cancellation of the Studley bypass it has become increasingly busier. With the new District Core plan and the building plans in the area there is clearly a need to have some road construction which takes pressure from Studley village.

Therefore please record our support to keep the single yellow line away from the top end of Station Road; the reasons being the social discontent this had caused and that residents should not be penalised for profitable the commercail operation of [REDACTED] who operates the Studley car boot. When the yellow line (Sunday restriction) was in front of my house we had one visitors car damaged and my daughter had to get up very early on a Syunday to move her car to another location further away – usually outside someone elses house.

I would also support the banning of HGVs travelling along Station Road; this is a residential area and not a trunk road to the A435; please reduce traffic along this road as the HGVs move pictures hanging in all the home along Station Road.

Regards

[REDACTED]

[REDACTED]



Support for removal of parking restrictions in Station Road, Studley - Sunday mornings April - October.

1 message



16 November 2017 at 15:24

As requested, this communication is to confirm our **support for the removal of parking restrictions in Station Road** on Sunday mornings April - October.

Comments in support of removal:

- There are only 12 Car Boots a year now - much less than previous years. Parking restrictions apply from April to end of October - approx. 32 weeks! How can this be right? Many car boots have been cancelled due to bad weather but restrictions still apply and residents are still unable to park outside their own homes on days when the car boot isn't actually on.
- Only one field is used now not two as in previous years. The field being used now is the one furthest away from Station Road.
- As residents of station road, friends and family members have had to park outside other residents homes (including: Mothers Day, Easter Sunday, general family occasions) causing not only annoyance and inconvenience, but for one resident to place an anonymous letter under windscreen wipers asking not to park outside their home and to give consideration to the householder!
- Residents in Station Road were told provision had been made for cars to be parked when restrictions applied in Station Road. Cones were placed outside residents properties to stop 'anyone' from parking i.e. to the left hand side of Brickyard Lane/Green Lane as you enter from the Slough side. Why was this permitted? it has made a complete nonsense of fall-back measures you put in place.
- Cars have been parking on and along grass verges around the perimeter of the car boot where double yellow lines are in place. I must add to my knowledge and as before, no cars have been seen in Station Road. How can residents parking restrictions be fair when visitors get away with ignoring parking restrictions surrounding the car boot? Family members visiting from 80 miles away have had to leave their visit until 12noon when restrictions ended. What an awful state of affairs
- The most annoying thing of all is that the imposed restrictions have caused more trouble with residents than any trouble with car boot parking in Station Road! I do feel residents may not have thought through the impact this parking restriction would have on their own lives, a fact which is beginning to prove correct.

We can only hope that common sense prevails and parking restrictions in Station Road are withdrawn.

