

# Proposed Decision to be taken by the Portfolio for Transport and Environment on or after 20 April 2018

## Various Roads Nuneaton & Bedworth Borough - Proposed Waiting Restrictions, Disabled Parking Places and Loading Restrictions – Variation 1

### Recommendations

That the Portfolio Holder for Transport and Environment approves that:

- 1) The Warwickshire County Council (Borough Of Nuneaton) (Civil Enforcement Area) (Waiting Restrictions, On-Street Parking Places and Residents' Parking) (Consolidation) (Variation No. 1) Order 2018, be made as advertised, with the following exception;
- 2) Proposals relating to Marlborough Road and Gillet Close are withdrawn.

### 1. Introduction

1.1. Proposals for waiting restrictions and disabled parking places at various places within the Borough of Nuneaton and Bedworth were published in the local press in Nuneaton, on the 18 January 2018. Objections and comments to the following proposals have been received:

- Marlborough Road, Gillet Close Nuneaton

1.2. A number of other proposals were advertised but received no objections, therefore it is recommended to implement these as advertised.

- Orchard Street, Cooper Street Nuneaton
- Regent Street Nuneaton
- Glebe Road Nuneaton
- Meadow Street (including Bottrill Street, Meadow Court & Saffron Gardens) Nuneaton  
(1 letter of support received)
- Hinckley Road (Service Road) Nuneaton  
(1 letter of support received)

1.3. The comments and objections that have been received are detailed in the report below along with officers' comments and recommendations.

1.4. The statutory criteria for decisions on making Traffic Regulation Orders are included as **Appendix A**.

1.5. Copies of objections received in **Appendix B**.

## 2. Marlborough Road, Gillet Close – Echelon Parking Bays and ‘No Waiting At Any Time’ Restriction

2.1. Marlborough Road is subject to a one-way Traffic Regulation Order between Prince’s Avenue and Queen’s Road. Vehicles accessing Marlborough Road from Gillet Close have been observed travelling the wrong direction to access Prince’s Avenue.

It is therefore proposed that echelon parking be introduced on a section of Marlborough Road to discourage this manoeuvre for reasons of road safety and to facilitate the free flow of through traffic. A plan showing the proposals is included as **Appendix C**.

As part of this scheme, no waiting at any time restrictions (double yellow lines) are proposed along sections of Marlborough Road to facilitate the free flow of through traffic.

To ensure visibility for reasons of road safety and to preserve the character of the road by managing any parking potentially displaced into nearby side roads, double yellow lines are also proposed on Gillet Close, including at its junction with Marlborough Road.

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

Emails/Letters	
Objections	3
Petition (Objection)	111
Support	4

Ref	Objections and comments received	Total number of objections containing the comment
A	The proposed scheme will reduce the overall amount of parking available in the area	114
B	Vehicles travelling the wrong way down the one-way street are uncommon, not a major issue	111
C	Proposals may hamper traffic flow	112
D	Echelon parking on one side of the road does not match the character of the rest of the road	112
E	Proposed bays should be for residents only	1

Ref	Officers comments
A	Overall levels of parking on Marlborough Road between Kenilworth Drive and Gillet Close would be reduced only by approximately two spaces (the current level is dependent on the size of vehicles and how close they park). It is accepted that

	the double yellow lines in Gillet Close, proposed for reasons of safety and provision of unhindered access, would reduce overall capacity in the area.
<b>B</b>	Any vehicles travelling in contravention of the one-way Traffic Regulation Order pose a risk to road safety. With full-time enforcement and observation impractical, this scheme is a physical measure intended to discourage the manoeuvre.  Although the scheme has merit in reducing the overall number of vehicles willing to travel the wrong way, it is accepted that it is not a physically preventative measure and may not completely eradicate deliberate right turns from Gillet Close.
<b>C</b>	The proposals still leave a suitable single running lane in Marlborough Road for one-way traffic. The 'chicane' effect of traffic navigating around the echelon parking spaces would have a traffic calming effect of slowing vehicles, but would not restrict traffic flow.
<b>D</b>	While echelon parking is not common in the area, the benefits to road safety should be considered to outweigh any perceived change in character.
<b>E</b>	'Residents' Parking Only' is against current parking policy; residents' parking is generally only considered as shared use 'Limited Waiting / Resident Permit Holders' only.  Provision of any residents' parking in Marlborough Road would only be considered as part of a wider area incorporating multiple nearby streets. This has previously been consulted upon and encountered significant levels of local opposition; there are therefore no plans to re-consult on such a scheme at this time.

### Recommendations

Given the significant levels of objection received and local opinion being in firm support of maximum parking capacity, it is therefore recommended that proposals for Marlborough Road and Gillet Close be withdrawn.

## 2.3 Comments from Local Member

No comment received at this time from the local member. If subsequent comments are received in time they will be forwarded to the Portfolio Holder prior to the decision meeting.

## 3. Background papers

3.1. None

## 4. Financial implications

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

	Name	Contact details
Report author	Phil Mitton	philmitton@warwickshire.gov.uk
Head of service	Mark Ryder	markryder@warwickshire.gov.uk
Strategic director	Monica Fogarty	monicafogarty@warwickshire.gov.uk
Portfolio holder	Councillor Jeff Clarke	jeffclarke@warwickshire.gov.uk

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

Councillors Chattaway, Clarke, Fradgley, Horner and Shilton.

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

**Various Roads Nuneaton & Bedworth Borough - Proposed Waiting Restrictions, Disabled Parking Places and Loading Restrictions – Variation 1**

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).

Jagpreet Liddar  
[Parking Management  
Traffic and Road Safety Group  
Communities Directorate  
PO Box 43  
Shire Hall  
Warwick  
CV34 4RL

Thursday 08<sup>th</sup> February 2018

RE: **Proposed introduction of Echelon Parking and No Waiting (Yellow Lines) in Marlborough Rd and Gillet Close**

As set out in

**THE WARWICKSHIRE COUNTY COUNCIL (BOROUGH OF NUNEATON AND BEDWORTH) (CIVIL ENFORCEMENT AREA) (WAITING RESTRICTIONS, ON-STREET PARKING PLACES AND RESIDENTS' PARKING) (VARIATION NO.1) (CONSOLIDATION) ORDER 2018**

Dear Jagpreet

Please find enclosed a multi-part submission of objections from residents and users of the area impacted by the above proposals for parking changes in Marlborough Road and Gillet Close, Nuneaton.

Due to the short amount of time afforded to us this collection of objections is just the 'tip of the iceberg'. If required we can furnish you with a substantially greater number of objections as we have been made well aware that the overwhelming majority of residents in the region concerned are against the new proposals and there is some very strong feeling at what is being seen as an attempt by Warwickshire County Council to reduce parking availability for seemingly spurious reasons.

There is also anger at what has been seen as a very short and under-advertised 'consultation period', with little effort made to engage with the community. Needless to say the community will respond further if these objections are ignored.

We are also aware that many objections have been sent via email to [pmc@warwickshire.gov.uk](mailto:pmc@warwickshire.gov.uk)

With such an overwhelming opposition to the proposals among the residents, we ask you, as our public servants, to withdraw the proposed scheme.

Thank you

Yours Sincerely



On behalf of the Residents and Community

111 copies of this document received by post or e-mail.

Jagpreet Liddar [Parking Management/Traffic and Road Safety Group/Communities Directorate]  
PO Box 43, Shire Hall, Warwick, CV34 4RL

04 February 2018

RE: **Proposed introduction of Echelon Parking and No Waiting (Yellow Lines) in Marlborough Rd and Gillet Close**

As set out in

**THE WARWICKSHIRE COUNTY COUNCIL (BOROUGH OF NUNEATON AND BEDWORTH) (CIVIL ENFORCEMENT AREA) (WAITING RESTRICTIONS, ON-STREET PARKING PLACES AND RESIDENTS' PARKING) (VARIATION NO.1) (CONSOLIDATION) ORDER 2018**

I would like to **formally object** to the proposals set out in the above order relating to Marlborough Road and Gillet Close, Nuneaton, which are currently under consultation, on the following grounds:

**1. The proposed scheme will reduce the total amount of parking available in the area.**

As residents and users of the area I am unhappy that the proposals will reduce the amount of parking available in the area affected, by restricting it to only one side of the road in the form of echelon parking and introducing No Waiting at Any Time (double yellow lines) along a large stretch of Marlborough Rd and the entirety of Gillet Close. We believe that any moves which seek to reduce the amount of parking space available are counterproductive to our current and future needs. In fact it has only been a few years since the amount of parking available along this stretch was increased by you, at our request, by the removal of redundant yellow lines.

**2. The reason you cite in your statement of reasons are not a big issue**

You state in your Statement of Reasons that "...Vehicles accessing Marlborough Road from Gillet Close have been observed travelling the wrong direction to access Prince's Drive (sic – actually Prince's Avenue)". While this may occasionally be true, it is not a major issue noticed by those of us who live here and use the road, and not worth losing needed parking capacity over.

**3. The proposals may hamper traffic flow**

We do not think that restricting the width of the carriageway along this stretch of Marlborough Road would be beneficial for traffic flow. Indeed, if a vehicle were still to travel the wrong way down the affected stretch it would cause MORE impediment to traffic flow under the proposed scheme than it currently does, due to proposed carriageway width restrictions. There's also an increased risk of damage to cars parked facing the traffic flow.

**4. The proposals would alter the character of the road**

Echelon parking and No Waiting along one side of the road does not match the character of the rest of the road or other roads in the area.

**Additional Comments:**

In light of the above objections, I ask you, as our public servants, to abandon the proposed changes as they are not suitable for our needs. Thank you.

Yours Sincerely

Name:

Address:

Signature:





PMC WCC &lt;pmc@warwickshire.gov.uk&gt;

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**letter of objection to parking proposals to Marlborough-Gillett**

1 message

8 February 2018 at 22:59

[REDACTED]

To: "pmc@warwickshire.gov.uk" <pmc@warwickshire.gov.uk>

Re: Introduction of Echelon parking and no waiting in malborough road and Gillet close

As a resident of Silken Court (off Malborough Road) I would like to formally object to the above proposals.

Not only will the proposals reduce the amount of parking to the area but it will significantly reduce the width of the carriageway along Malborough Road which is counter productive for traffic flow.

Furthermore, the proposals for echelon parking and no waiting on one side does not match the character of other roads in the area.

I do not feel the changes proposed for Malborough Road/Gillett close would have a positive effect to traffic flow or road safety and would not be of any benefit to the area and would not solve the problems stated as the reasons for the proposed change.

Kind regards

[REDACTED]

Resident of Silken Court, CV11 5NN



PMC WCC <pmc@warwickshire.gov.uk>

# Marlborough Road Nuneaton - Proposed parking restrictions / no waiting at any time

1 message

3 February 2018 at 18:44

Reply-To: [REDACTED]  
To: pmc <pmc@warwickshire.gov.uk>

Dear Jagpreet Liddar,

I would like to object to the above proposal, with particular strong objection to the proposed double yellow lines on the north-east side from a point 42 metres north-west of its junction with Princes Avenue, north-westwards for 74 metres. Also the proposed restrictions for Gillet Close.

Being a resident of Marlborough Road and a car owner, by the time I get home from work I rarely find a parking space in front of my property. The new proposals would make it near impossible for me to find a space on this road. I also believe this would impact severely on the elderly, incapacitated and families with young children. As they would be forced to find parking further afield, this in turn would impede on residents in surrounding roads.

I together with fellow residents am more than happy with the current situation, and would vigorously oppose this and any future proposals which would restrict parking on this road.

Yours Faithfully

[REDACTED]  
[REDACTED]

Nuneaton

[REDACTED]



PMC WCC &lt;pmc@warwickshire.gov.uk&gt;

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## Marlborough Road Parking Changes

1 message

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22 January 2018 at 20:33

Reply-To: [REDACTED]  
To: "pmc@warwickshire.gov.uk" <pmc@warwickshire.gov.uk>

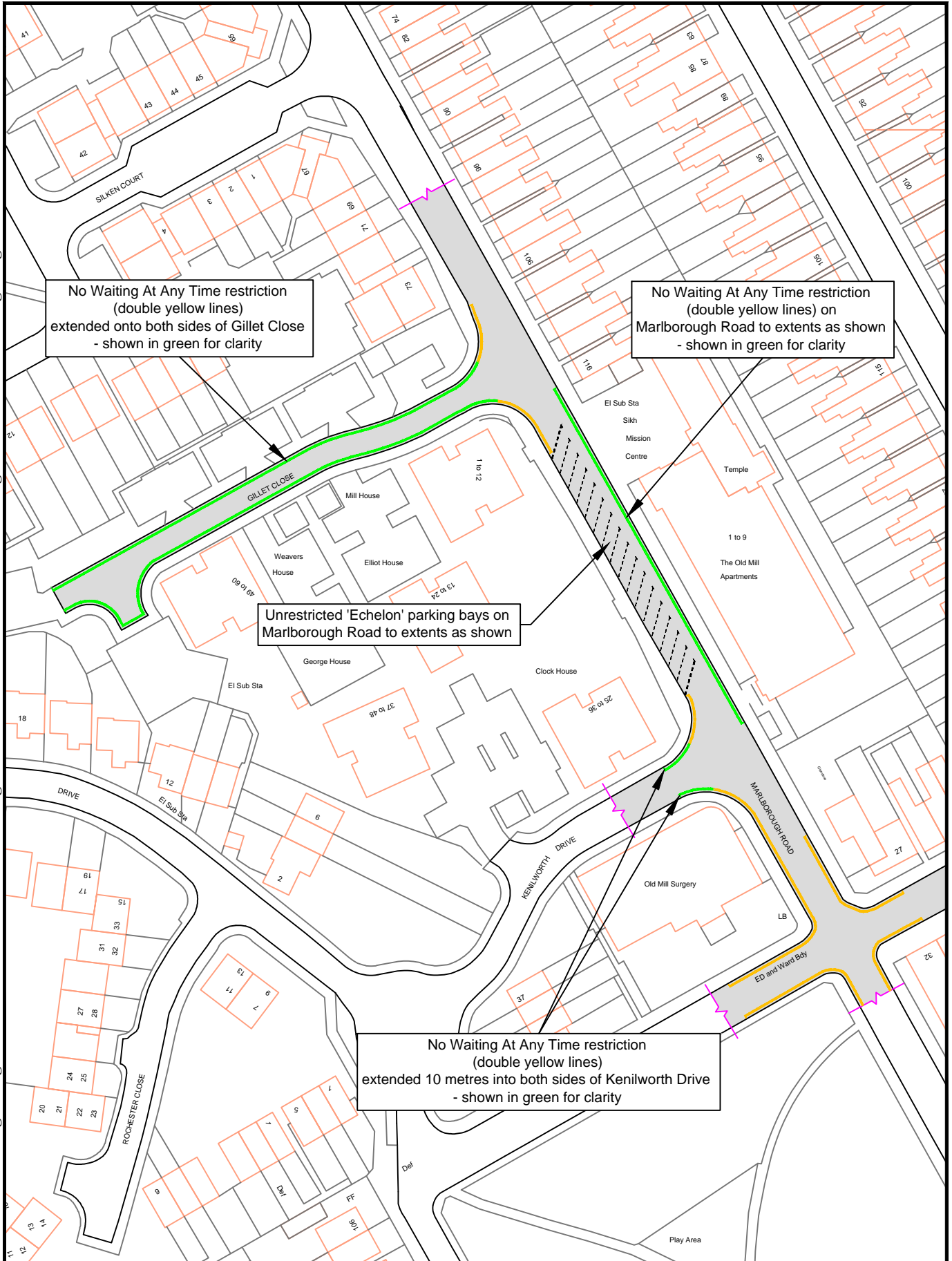
Dear Mr.Liddar

I have seen the proposed plans to the parking changes on Marlborough road. I have some concerns to the effects to adding parking bays and then placing double yellow lines else where. I live in the Old Mill Apartments (shown as factory on your map) and am worried if you add the parking bays and they get used by people visiting the temple next door i may then have no where to park when i come home. If the bays are only for residents then that would be fine, but am just a little worried that i may not be able to park outside my own place of residence.

Hope to here from you soon

[REDACTED]

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Reference No.:	TR/10481-05	Drawn by:	PM	Checked by:	PY
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**Portfolio Holder - Transport & Environment**  
**Nuneaton & Bedworth Borough, Var.1**  
**Waiting Restrictions - Marlborough Road**

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