

**Proposed Decision to be taken by the  
Portfolio Holder for Transport and Planning  
on or after 21 June 2013**

**Various Roads, Nuneaton and Bedworth Borough  
Proposed Waiting Restrictions**

**Recommendations**

That the Portfolio Holder for Transport and Planning approve that the Warwickshire County Council (Borough of Nuneaton and Bedworth) (Waiting Restrictions, On-Street Parking Places and Residents Parking) (Consolidation) (Variation No.5 ) Order 2013 be made as modified but with the following additional amendments:-

- i) The proposals for Marston Lane, Bedworth be withdrawn and further consultation with the local community be undertaken;
- ii) The proposals for Caernarfon Drive, Nuneaton shown on **Plan 2 in Appendix A** be implemented; and
- iii) The proposal for the Blue Badge Holder Only bay in Cooper Street, Nuneaton be withdrawn.

**1.0 Key Issues**

- 1.1 Proposals for parking restrictions in various locations in Nuneaton and Bedworth were advertised in the Nuneaton Tribune on 14 March 2013. Notices of modifications to those proposals affecting Radley Drive and Graham Street were delivered to persons who might be affected by the proposed changes on or around 2 April 2013 and notices were also displayed on Radley Drive and Graham Street. The report considers the objections and comments that were received and recommends how they should be dealt with.
- 1.2 A number of proposals, including the modified proposals in Radley Drive, were included in the consultation with no objections being received and it is recommended that these be implemented as advertised.
- 1.3. The proposals which attracted objections or comments are in the following locations:-
  - (i) Caernarfon Drive, Nuneaton – Proposed Double Yellow Lines.
  - (ii) Central Avenue/Graham Street, Nuneaton - Proposed Residents Parking Scheme.
  - (iii) Cooper Street, Nuneaton – Proposed Blue Badge Holder Only Bay.
  - (iv) Marston Lane, Bedworth – Proposed Double Yellow Lines.

- (v) Oaston Road/Trent Road, Nuneaton – Proposed Residents Parking Scheme.
- (vi) Orkney Close, Nuneaton – Proposed Double Yellow Lines.

- 1.4. The comments, suggestions and objections that have been received are discussed below together with the reasons for the proposals. The number of objections received is shown in brackets [ ].
- 1.5 The statutory criteria for decisions on making Traffic Regulation Orders/Parking Orders is included as **Appendix G**.

## **2.0 Caernarfon Drive, Nuneaton - Proposed Prohibition of Waiting At Any Time (Plans 1 and 2 in Appendix A)**

- 2.1 Concerns have been raised about the level of on-street parking in Caernarfon Drive. The proposal is designed to improve visibility around the junctions and the difficulties that can arise for access onto the estate.
- 2.2 The following objections have been received:-

### **Objection [1]**

Although the parking of cars is a nuisance there will be nowhere for visitors to park with double yellow lines on both sides of the road.

### **Response**

All of the properties in the road have off-street parking available although it is accepted that there may be times when these may all be occupied. However, parking restrictions are needed on both sides of the road to maintain access and good forward visibility.

### **Objection [1]**

As a resident of Attleborough Road with no off-street facility I have parked in Caernarfon Drive for approx.15 years parking. My only alternative is Anker Street which is subject to a proposed resident permit holder scheme.

### **Response**

In addition to the proposal for an extension of the N1 residents parking scheme in Anker Street a further proposal for Attleborough Road residents to be able to apply for N1 permits has been advertised. No objections have been received and it is recommended that these be implemented. This will provide the opportunity for the objector to park closer to where he lives.

### **Objection [1]**

The double yellow lines need to extend further along the road.

## **Response**

A further consultation has been carried out on a proposal to extend the double yellow lines as shown on **Plan 2 in Appendix A** and no objections or adverse comments have been received.

### **2.3 Recommendation**

That the proposals shown on the Plan 2 in **Appendix A** be implemented.

### **3.0 Central Avenue/Graham Street, Nuneaton - Proposed N3 Residents Parking Scheme (Plan in Appendix B)**

3.1 Most of the properties in these streets do not have off-street parking available and these are popular streets for commuters to park in for long periods. The proposals are designed to give resident permit holders a better chance of being able to park relatively close to where they live.

3.2. The following objections have been received:-

#### **Objections [2]**

Concern about how often and by whom the restrictions will be enforced [2].  
The double yellow lines at the end of Graham Street have never been enforced [1].

#### **Response**

All of the parking restrictions in this area will receive appropriate enforcement attention from Civil Enforcement Officers.

#### **Objections [3]**

Both sides of Central Avenue and Graham Street should have limited waiting to stop people parking here simply to avoid paying in the local car parks [2].  
There should be diagonal parking in front of the houses on Graham Street instead of having open parking opposite [1].

#### **Response**

Experience has shown that restrictions on one side of the road only in residents parking schemes is usually sufficient to meet the demand from residents and their visitors. However, further restrictions can be considered if this proves to be necessary. Experience has also shown that displacement of parking is often into unrestricted streets nearby rather than into car parks and one advantage of the "one side" approach is that it minimises the impact of this displacement. Graham Street is not wide enough to accommodate an angled parking arrangement other than at its southern end.

## **Objection (1)**

There is no guarantee of a parking space so why should residents be expected to pay to park? What is needed is residents only parking with free permits and a charge for all visitors to the area for 1 hour parking.

## **Response**

The charge for permits is intended to cover the costs of administering the scheme. Residents only parking is not County Council policy. There are no current plans for on-street pay and display arrangements in the Borough.

### **3.3 Recommendation**

That the proposals shown on the plan in **Appendix B** be implemented as advertised.

### **4.0 Cooper Street, Nuneaton - Proposed Blue Badge Holder Only Parking Bay (Plan in Appendix C)**

4.1 This proposal has arisen following a request from a resident for a disabled persons parking place in Cooper Street.

4.2 The following objections have been received:-

## **Objections [2]**

The person who has requested this bay is not a driver, does not own a car and has occasional visitors only. The bay would be empty for the majority of the time and this would cause a knock on effect all down the street.

## **Response**

It is accepted that this parking bay would not be in regular use. Vehicles properly displaying a Blue Badge or a visitor parking permit can park without restriction on the north side of the street.

## **Recommendation**

In view of the objections it is recommended that the proposals be withdrawn.

### **5.0 Marston Lane, Bedworth - Proposed Prohibition of Waiting At Any Time (Plan in Appendix D)**

5.1 These proposals have arisen following requests for parking restrictions at the junctions with Orchard Street and Knightsbridge Avenue. As part of the investigation for these restrictions the opportunity has been taken to review all of the parking arrangements on the western end of the road. This has resulted in a suggestion for the existing double yellow lines on the north side to be

transferred to the south side and thus allow parking on the residential side of the road.

- 5.2 County Councillor Chattaway and Borough Councillor Hancox have both been contacted by a number of residents about the proposals. There appears to be some support for restrictions at the junctions but overall there are a number of concerns about the proposals. The following objections have been received from both residents and businesses in the area:-

### **Objections**

The proposed restrictions will only allow for three cars to park in front of the Public House and this will affect the business [1]. My shop relies on customers in vehicles collecting goods and the proposals will certainly destroy my business [1]. As owners of the carpet shop we are worried that the restrictions will cause problems for parking, deliveries and loading/unloading [1].

The proposals will exacerbate already difficult parking conditions for residents [10]. Further restrictions are unnecessary [6]. No objection to restrictions at the junctions but the other proposals will create hardship [1].

Grass verges could be used for layby or angled parking [10]. Local residents park on the grass verges causing them to be churned up. Could they not be converted into parking bays to alleviate the problem? [2]. Paved area from No's 64 to 86 is 12 feet wide. This excess pavement could be turned into angled parking bays [2]

There are existing double yellow lines outside my property. I have to park on the opposite side but you are proposing double yellow lines there. I choose not to park in Orchard Street because of the history of vandalism to cars [1]. If there are double yellow lines on the south side parking will move to the other side where residents park on the wide footways and they will be boxed in [1].

Parking locally has only become a problem since the height barrier was installed and locked at the entrance to Bailey Park. Vans can't get under and therefore park on Marston Lane causing congestion [2].

### **5.3. Recommendation**

In view of the large number of objections that have been received and the obvious strength of local feelings it is recommended that the proposals be withdrawn and that further consultation be undertaken with the local community.

## **6.0 Oaston Road/Trent Road, Nuneaton - Proposed Extension of N1 Residents Parking Scheme (Plan in Appendix E)**

- 6.1 These are popular streets for commuters and others to park in for long periods. Most of the properties in these streets do not have off-street parking

available. The proposals are designed to give resident permit holders a better chance of being able to park relatively close to where they live.

6.2 The following objections have been received:-

#### **Objection [4]**

I have never been unable to park where I live. I object to paying for something that is not required, that I do not need and that I do not pay for at present. The cost of £15 is ridiculous. [1]. We are totally against the £15 per parking permit per annum because Coventry City Council do not impose any charges within their restricted parking zones [1]. I believe that as a resident I should not have to pay to park outside my own house [1]. What undertaking will be given that the charges will not rise by more than the rate of inflation and will not be used as a cash generator for the council? [1].

#### **Response**

There does appear to be broad support for the scheme from both the informal and formal consultation. The proposals include unrestricted lengths on both roads where permits will not be required although these will have to operate on a first come first served basis. Most local authorities impose charges for permits and in many cases these are considerably more than they are in Warwickshire. The charges are intended to cover the costs of administering the scheme and on this basis it cannot be guaranteed that there will be no increases in the future. However, none of the charges across the County have changed since the various schemes were introduced and there are no current proposals for these to rise.

#### **Objection [1]**

As a resident of Oaston Road I welcome the permit parking but why is it not on both sides of the street?

#### **Response**

Experience has shown that restrictions on one side of the road only in residents parking schemes is usually sufficient to meet the demand from residents and their visitors. This certainly appears to be the case in the nearby Wheat Street area. However, further restrictions can be considered if this proves to be necessary.

#### **Objection [1]**

The new buildings for the College were allowed to be built with totally inadequate parking spaces. If this scheme goes ahead the parking problem will simply move to the other end of the street.

## **Response**

There has always been a fairly heavy demand for on-street parking in this area from commuters and others and there may have been some displacement of long-term parking following the introduction of the residents parking scheme in the Wheat Street area. If further displacement causes problems elsewhere consideration will be given to appropriate measures to try and deal with this.

## **Comment [1]**

Could the part of Trent Road directly outside Eaton Court Apartments be included in the scheme? Residents have only one allocated parking space and those with two cars or have visitors have no alternative but to park in Trent Road. Removing the many all-day parkers from this length would help improve the traffic flow and reduce air pollution in the vicinity.

## **Response**

There would be a concern about where the all-day parking would be displaced to but the need for further restrictions will be added to the list of locations across the Borough to be investigated.

## **6.3 Recommendation**

It is recommended that the proposals shown on the plan in **Appendix E** be implemented as advertised.

## **7.0 Orkney Close, Nuneaton – Proposed Double Yellow Lines (Plan in Appendix F)**

- 7.1. Concerns have been raised about the level of parking on both sides of Orkney Close which it has been suggested has increased following the implementation of the residents parking scheme in Heath End Road. The road is not wide enough to accommodate parking on both sides. The proposals are designed to keep the junctions clear of parked vehicles and to improve access along the street.
- 7.2. The following objections have been received:-

## **Objection [2]**

A number of residents on the south side of Heath End Road with no off-street parking available rely on Orkney Close to park. I rely on being able to park my car there when there are no spaces available in Heath End Road [1]. My wife and I have parked in Orkney Close for over 20 years with no problems whatsoever. My wife can often be home very late with heavy briefcases and a laptop. I do not believe it is safe for her to walk at night an unacceptable distance to get safely home [1].

## Response

The proposals are considered to be the minimum necessary in the interests of road safety and traffic management. There is unrestricted parking available on a first come first served basis further along the road.

## Recommendation

It is recommended that the proposals shown on the plan in **Appendix F** be implemented as advertised.

### 8.0 Associated Timescales

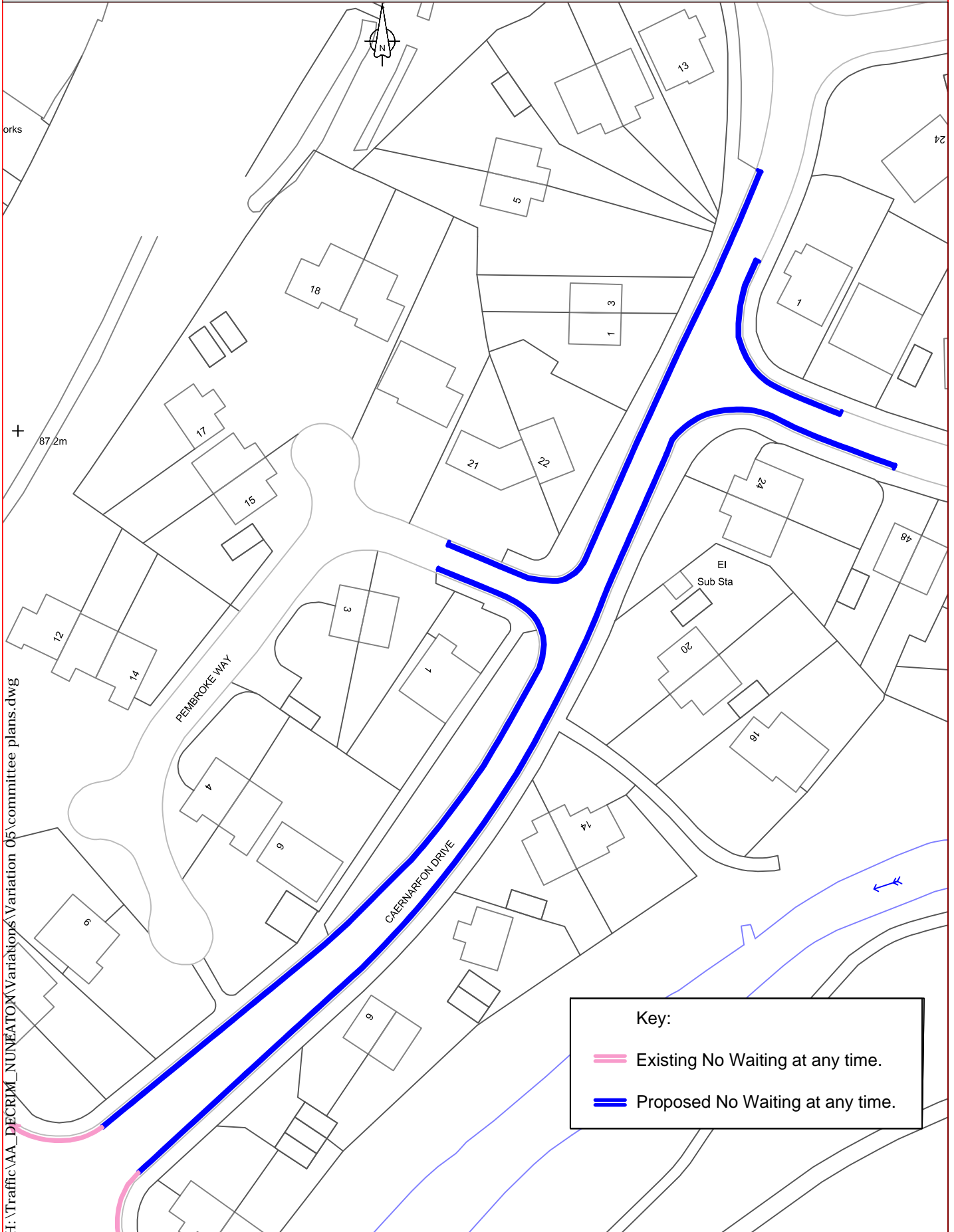
- 8.1 The aim will be for the parking restrictions to be implemented within 8-10 weeks of the decision.

### 9.0 Background Papers

- 9.1 Various letters and emails.

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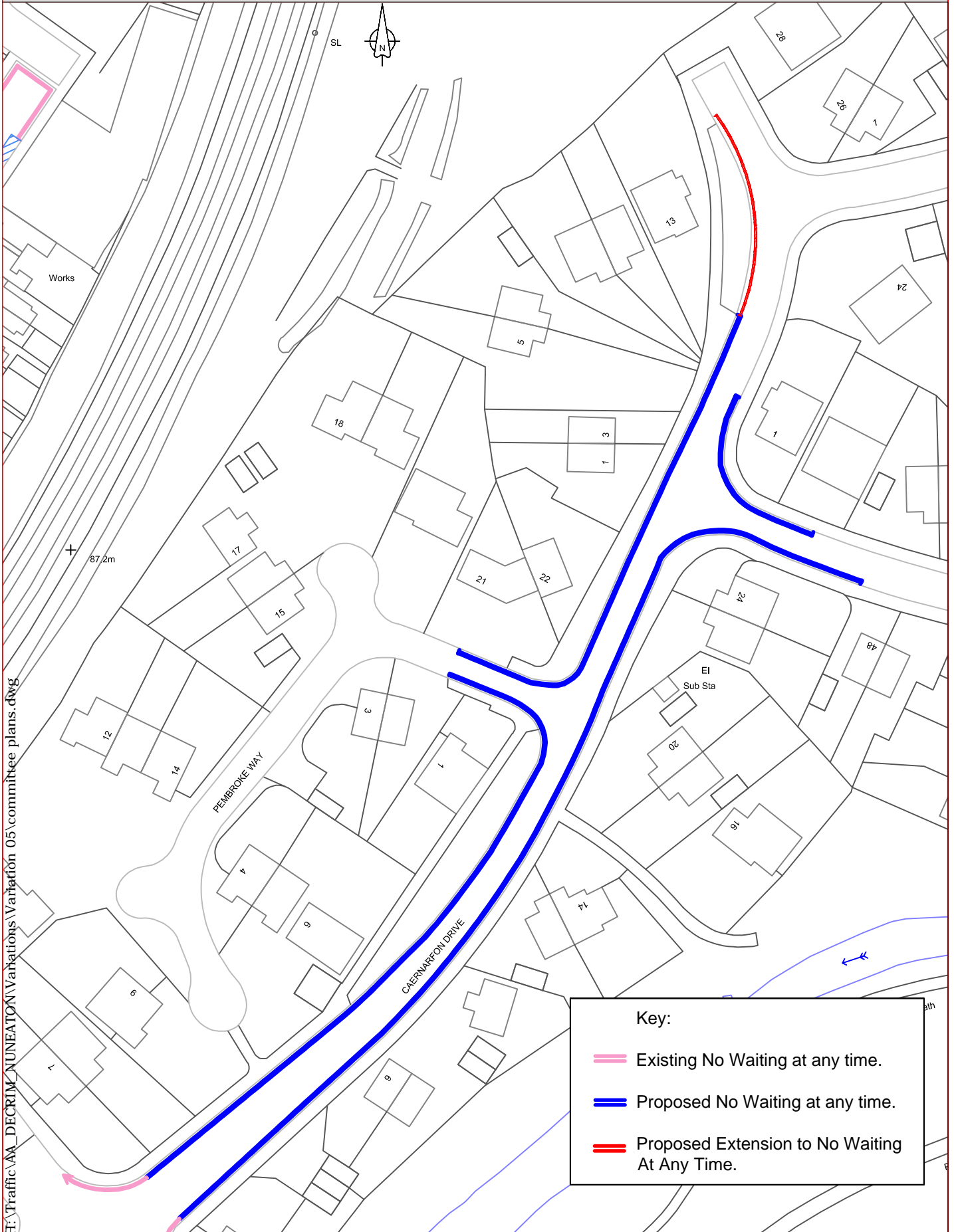
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## Transport and Planning - Portfolio Decision Caernarfon Drive, Nuneaton - Proposed No Waiting At Any Time - Appendix A - Plan 1

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# APPENDIX A



**Key:**

- Existing No Waiting at any time.
- Proposed No Waiting at any time.
- Proposed Extension to No Waiting At Any Time.

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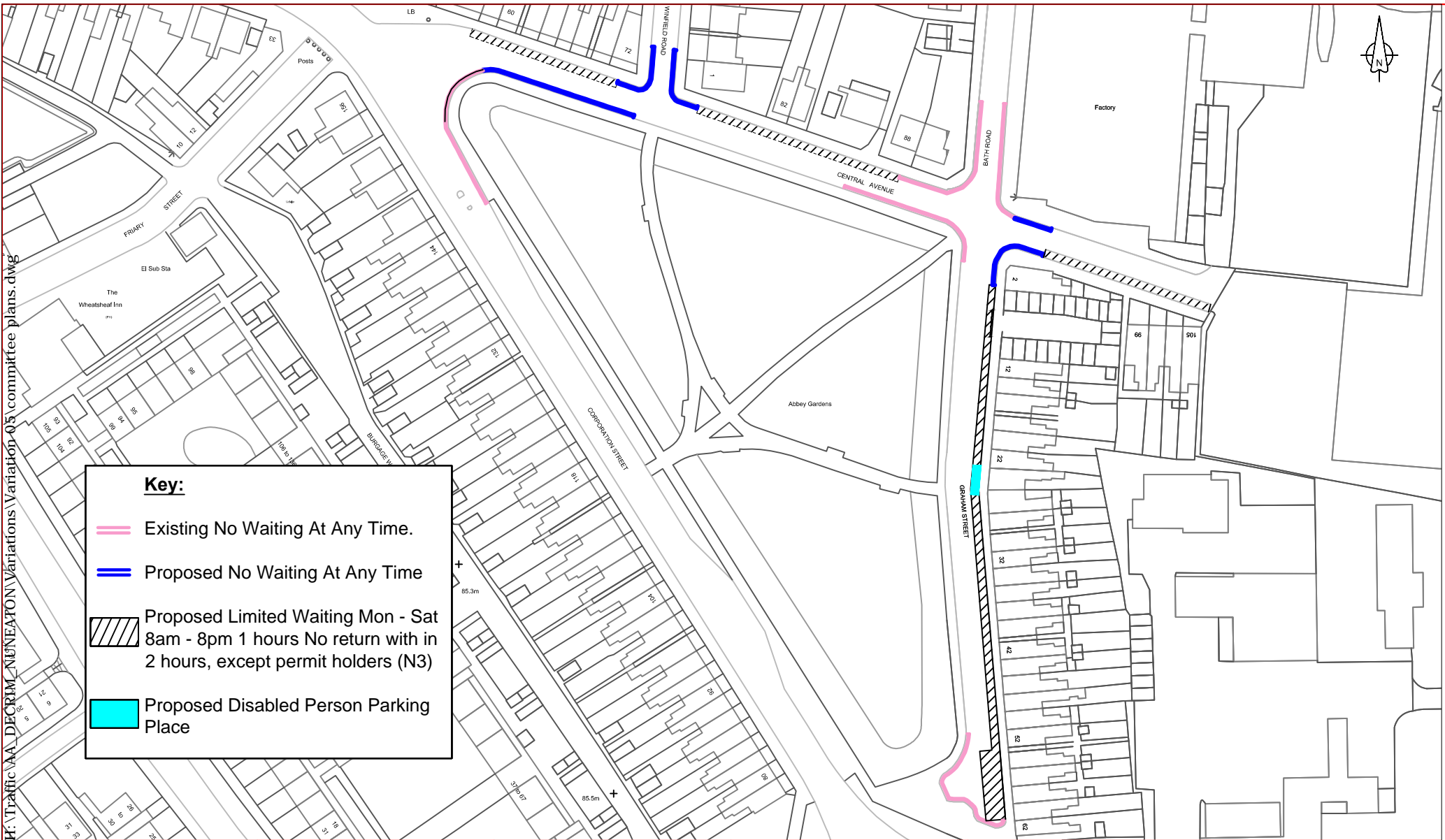
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## Transport and Planning - Portfolio Decision Caernarfon Drive, Nuneaton - Proposed No Waiting At Any Time - Appendix A Plan 2

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**Key:**

- Existing No Waiting At Any Time.
- Proposed No Waiting At Any Time
- / / / / / Proposed Limited Waiting Mon - Sat 8am - 8pm 1 hours No return with in 2 hours, except permit holders (N3)
- Proposed Disabled Person Parking Place

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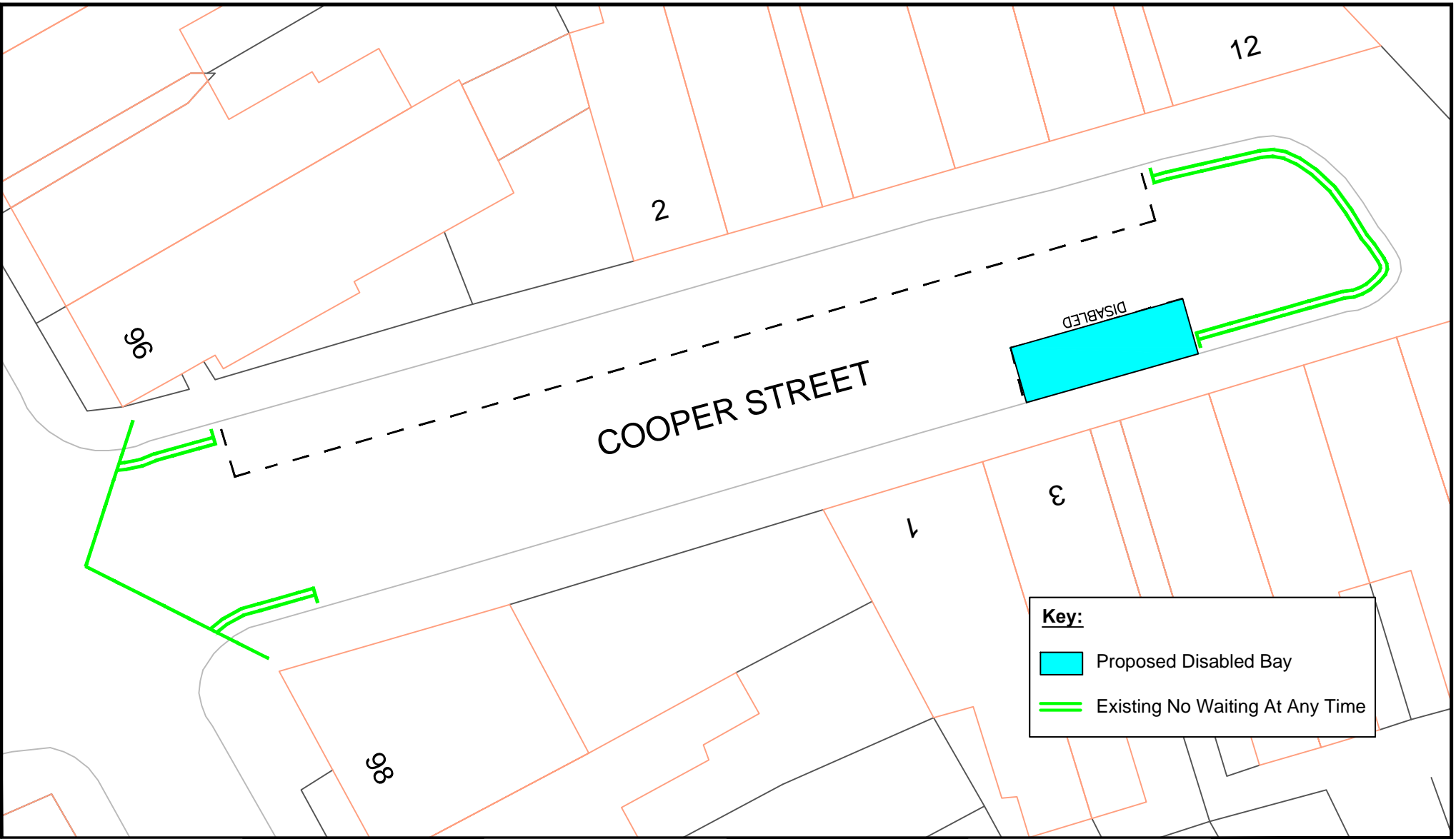
**Transport and Planning - Portfolio Decision**  
**Central Avenue and Graham Street, Nuneaton**  
**Proposed Limited Waiting/Residents Parking - Appendix B**

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**APPENDIX B**



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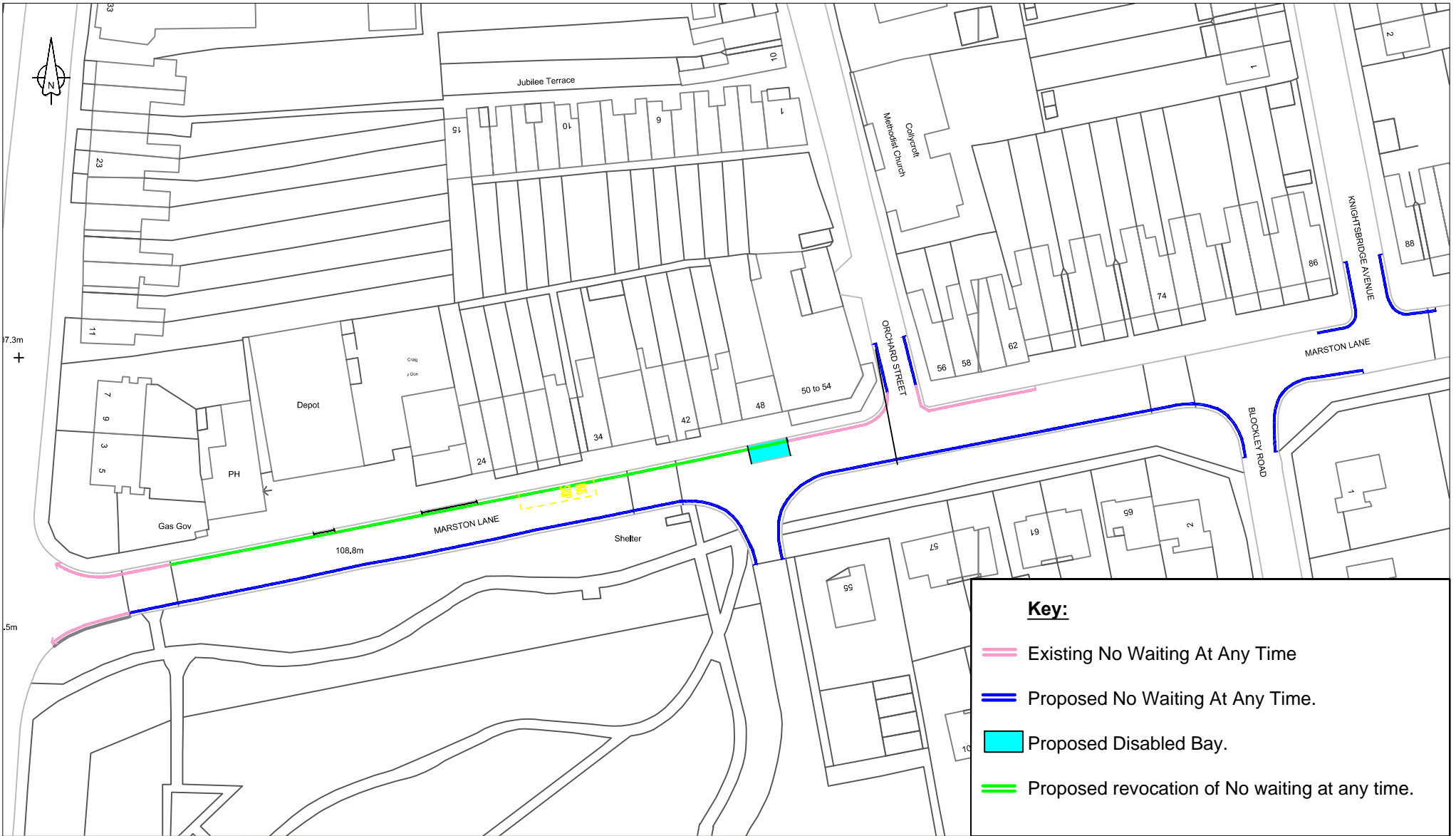
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**Transport and Planning - Portfolio Decision**  
**Cooper Street, Nuneaton - Disabled Person Parking Bay**  
**Appendix C**

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**Key:**

- Existing No Waiting At Any Time
- Proposed No Waiting At Any Time.
- Proposed Disabled Bay.
- Proposed revocation of No waiting at any time.

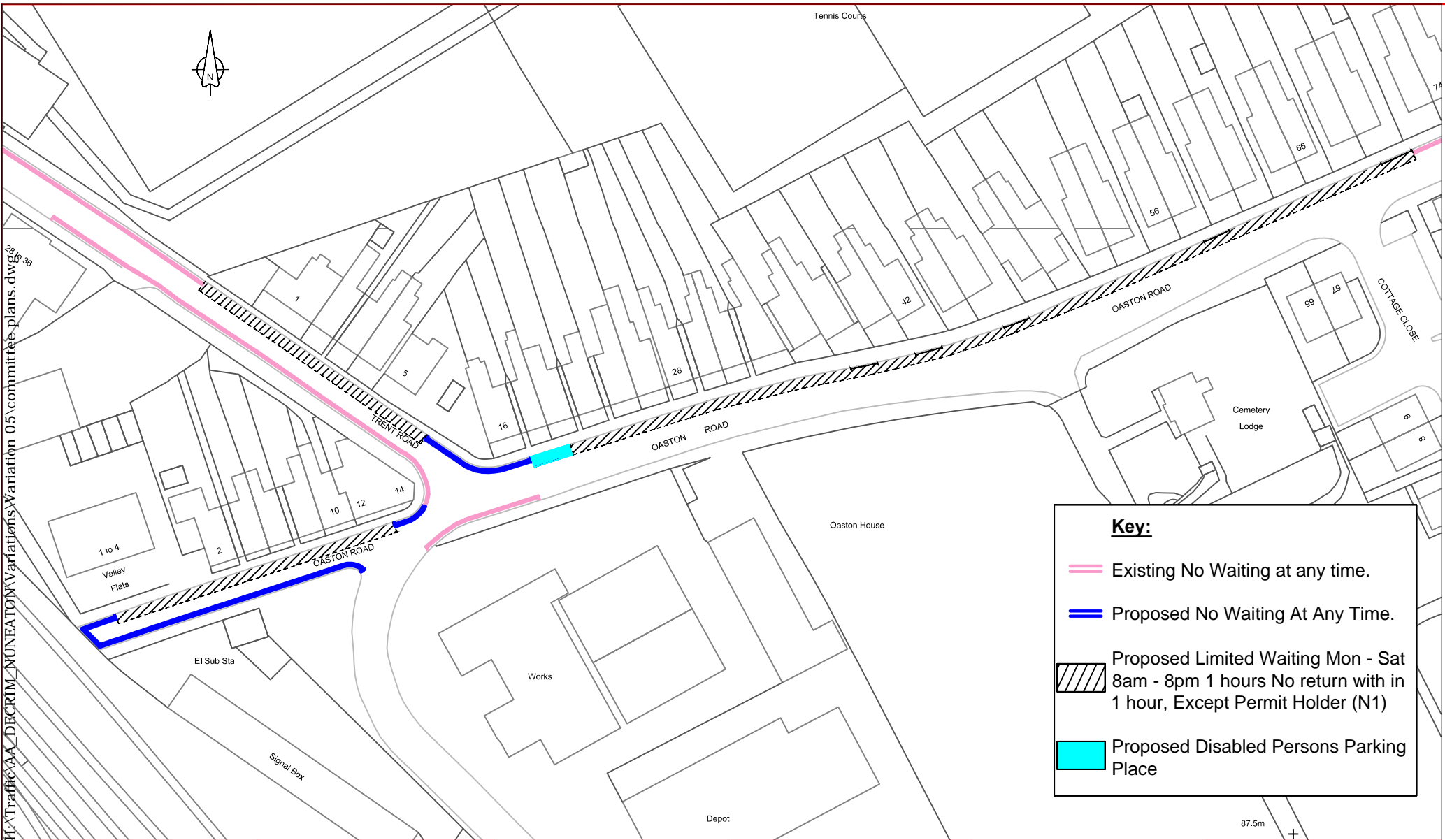
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**Transport and Planning - Portfolio Decision**  
**Marston Lane, Nuneaton - Proposed No Waiting at Anytime**  
**Appendix D**





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**Key:**

-  Existing No Waiting at any time.
-  Proposed No Waiting At Any Time.
-  Proposed Limited Waiting Mon - Sat 8am - 8pm 1 hours No return with in 1 hour, Except Permit Holder (N1)
-  Proposed Disabled Persons Parking Place

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Plan number :

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**Transport and Planning - Portfolio Decision**

**Oaston Road and Trent Road, Nuneaton - Proposed Limited Waiting and Residents**

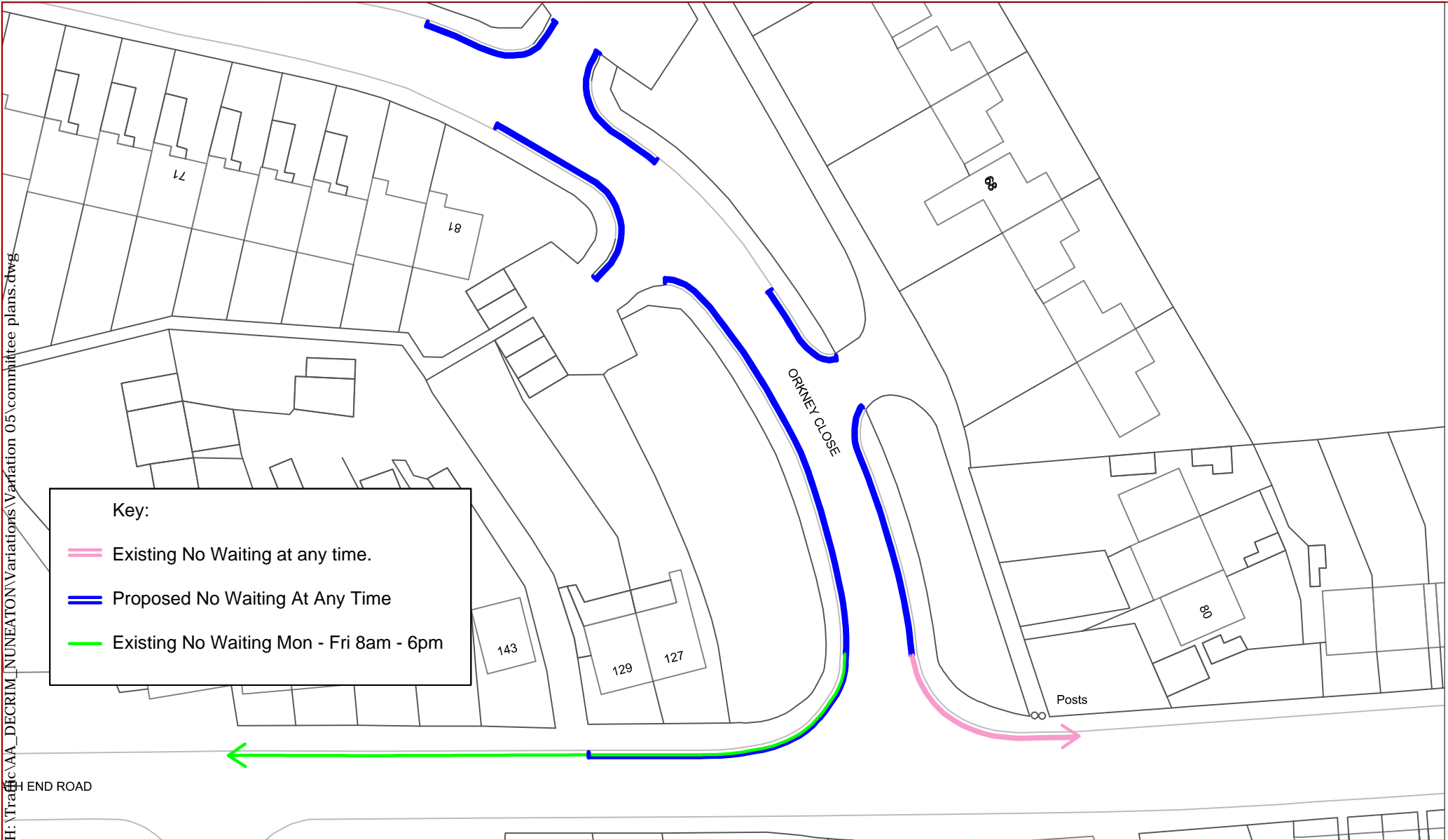
**Parking - Appendix E**

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**Key:**

- Existing No Waiting at any time.
- Proposed No Waiting At Any Time
- Existing No Waiting Mon - Fri 8am - 6pm

Plan number : **TP/9999**      Drawn by: **MKH**      Checked by: **RB**

**Transport and Planning - Portfolio Decision**  
**Orkney Close, Nuneaton - Proposed No Waiting At Any Time**  
**Appendix F**

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## Appendix G of Item No

### Proposed Decision to be taken by the Portfolio Holder for Transport and Planning on or after 21 June 2013

#### Various Roads, Nuneaton and Bedworth Proposed Waiting Restrictions

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

The Road Traffic Regulation Act 1984 enables the Council to implement Traffic Regulation Orders (TROs) for one or more of the following purposes:-

- (a) avoiding danger to persons or traffic;
- (b) preventing damage to the road or to buildings nearby;
- (c) facilitating the passage of traffic;
- (d) preventing use by unsuitable traffic;
- (e) preserving the character of a road especially suitable for walking and horseriding;
- (f) preserving or improving amenities of the area through which the road runs;
- (g) for any of the purposes specified in section 87(1)(a) to (c) of the Environment Act 1995 in relation to air quality.

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.

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.

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.

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.

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.

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).

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

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- (a) avoiding danger to persons or traffic;
- (b) preventing damage to the road or to buildings nearby;
- (c) facilitating the passage of traffic;
- (d) preventing use by unsuitable traffic;
- (e) preserving the character of a road especially suitable for walking and horseriding;
- (f) preserving or improving amenities of the area through which the road runs;
- (g) for any of the purposes specified in section 87(1)(a) to (c) of the Environment Act 1995 in relation to air quality.

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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.

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- (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.

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.

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.

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).