

**Decision Record – Various Roads, Nuneaton and Bedworth Borough
Proposed Waiting Restrictions**

Cabinet Portfolio Holder taking the decision	Cllr Peter Butlin Transport and Planning
Date of Decision (not before: 21 st June 2013)	24/06/2013

Decision Taken

That I, as 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- i) The proposals for Marston Lane, Bedworth be withdrawn and further consultation with the local community be undertaken;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** (in published decision report) be implemented; and
- iii) The proposal for the Blue Badge Holder Only bay in Cooper Street, Nuneaton be withdrawn.

Reasons for Decisions

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.

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 [].

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

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. 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.

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

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

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. 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.

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

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

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

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

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.

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].

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.

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

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. 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.

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

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

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. 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.

Background Information

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.

Financial Implications

None given.

Report Author	Roger Bennett
Head of Service	Graeme Fitton
Strategic Director	Monica Fogarty
Portfolio Holder	Councillor Peter Butlin

Checklist

Urgent matter?	No
Confidential or Exempt? (State the category of exempt information)	N/a
Is the decision contrary to the budget and policy framework?	No

List of Reports considered - please attach a copy of the report

Published report from report author and appendices.

List of Background Papers - please include a contact for access to background papers

Various letters and emails.

Members and officers consulted or informed – please include any comments

Portfolio Holder – Councillor Peter Butlin
 All Strategic Directors
 Legal – Ian Marriott, Serena Cammish, Ian Marriot
 Finance – Liz Firmstone
 Equality – Minakshee Patel
 Democratic Services – Georgina Atkinson

 All relevant Local Members