

Portfolio Holder - Highways and Transport

Proposed Decision to be taken by the Portfolio Holder for Transport and Planning on or after 25 October 2015

Recommendations

- (1) That the Portfolio Holder for Transport and Planning approves that the Warwickshire County Council (District of Warwick) (Permitted Parking Area and Special Parking Area) (Waiting Restrictions, On-Street Parking Places and Residents' Parking) (Consolidation) (Variation No. 20) Order 2013 be made as advertised but subject to the following:-
- (i) consultation upon revised proposals for Antelope Gardens and St Michaels Road as described in paragraph 2.1 below;
 - (ii) amendment of restrictions adjacent to the Dun Cow public house as described in paragraph 3.1 below;
 - (iii) withdrawal of proposal for a disabled parking bay in Westgate Close as described in paragraph 6.1 below;
 - (iv) withdrawal of proposals relating to Lower Villers Street etc. as described in paragraph 9.1 below; and
 - (v) amendment of restrictions on Cloister Crofts as described in paragraph 17.1 below.

1. Key Issues

- 1.1 Proposals for waiting restrictions in various locations in Warwick District were advertised on 5th September 2013. Objections to a number of the proposals were received. The report considers the objections and recommends how they should be dealt with.
- 1.2 A number of proposals were included in the advertisement with no objections being received, and therefore it is proposed to implement these as advertised.
- 1.3. The proposals which attracted objections or comments are in the following locations:-
- i. Antelope Gardens / St. Michaels Road, Warwick
 - ii. Birmingham Road, Warwick
 - iii. Castle Street, Warwick
 - iv. Greville Road, Warwick
 - v. Westgate Close, Warwick
 - vi. Old Warwick Road, Lapworth
 - vii. Acre Close, Whitnash

- viii. Villiers Street, Leamington Spa
- ix. Shrubland Street, Leamington Spa
- x. Trinity Street, Leamington Spa
- xi. Wincote Close, Kenilworth
- xii. Priory Road, Kenilworth
- xiii. High Street, Warwick
- xiv. High Street, Kenilworth
- xv. Saltisford, Warwick
- xvi. Cloister Crofts, Leamington Spa

2. Antelope Gardens / St. Michaels Road, Warwick (Appendix A)

- 2.1 The proposals are for Residents Parking Only in Antelope Gardens and a section of St. Michaels Road. There are also sections of No Waiting At Any Time (double yellow lines) and No Waiting Monday – Friday 8am – 6pm. These are intended to prevent all day commuter parking in St Michaels Road but allow parking for all vehicles at weekends and in the evenings.

Two letters of objection have been received.

Objection (1)

The proposal will limit the number of spaces for visitors at all times. Can the No Waiting At Any time be changed to No Waiting Monday – Friday 8am – 6pm giving residents visitors/home carers options of parking on single yellow lines in the evenings.

Response

Following objections from a number of residents a resolution to the objections has been found, there is still requirement to prevent commuter parking in Antelope Gardens and St. Michael's Road for traffic management and visibility concerns.

Recommendation

It is recommended to propose No Waiting Monday – Friday 8am – 6pm in Antelope Gardens and St. Michaels Road except around the junctions. This would allow all vehicles, including residents and care workers to park without receiving parking penalties at weekends and after 6pm while alleviating the current parking problems of all day commuter parking. Warwickshire County Council will re-consult with residents and if no objections are received implement the amended proposal.

Objection (2)

The current proposals allow for two disabled parking bays I am requesting a further disabled parking bay.

Response

The proposals are above the current standard of 6% minimum provision for disabled badge holders in relation to parking on street.

Recommendation

It is recommended that the current proposals of two disabled bays in Antelope Gardens and one on St. Michaels Road are implemented as advertised.

3. Birmingham Road, Warwick (Appendix B)

- 3.1 On Birmingham Road and Saltisford it is intended to extend the current restrictions of No Waiting At Any Time through to Wedgnock Lane. This is to prevent unsafe commuter parking on the A425 and to introduce Limited Waiting 2 Hours No Return 4 Hours 8am-8pm Except Permit Holders (W2) adjacent to properties No. 124 – 152.

One letter of objection was received.

Objection (1)

The proposals of No Waiting At Any time will close down the public house. As a business they rely on trade from people who now drive to the premises. They object to No Waiting At Any Time but would like a compromise of No Waiting Monday – Friday 8am – 6pm still allowing for trade in an evening and weekend. Their customers park fully on the footway because it is wide enough to do so without causing an obstruction.

Response

Given the details provided regarding the potential closure of a Local convenience in Warwick, there is an agreement that reducing the proposed restriction to No Waiting Monday – Friday 8am – 6pm will not hamper the business but will still stop commuter parking on the Birmingham Road.

Recommendation

It is recommended to amend the current proposals outside the Dun Cow to No Waiting Monday – Friday 8am – 6pm. Warwickshire County Council will re-consult with businesses in this area and if no objections are received implement the amended proposal.

4. Castle Street, Warwick (Appendix C)

- 4.1 It is proposed to introduce a Loading Bay and revoke a Doctors Parking bay and replace this with a Disabled Parking Bay.

One letter of objection was received.

Objection (1)

We object to the proposals of a Loading Bay on Castle Street in Warwick because it is too narrow for large vehicles to Load and Unload. Having the loading bay will increase traffic into a what looks like a “pedestrianised” area. We have had damage to our property from vehicles loading in the bays.

Response

Following numerous site visits over a prolonged period there is a very low usage of the disabled bays in Castle Street. There is currently availability for three blue badge holders. This proposal is to reduce this to a large bay equating to two blue badge bays. Leaving a smaller area for Loading and unloading. There are number commercial premises on Castle Street that do not have the facility to currently carry out the loading and unloading of goods.

Recommendation

It is recommended to implement the proposals as advertised.

5. Greville Road / Dickins Road, Warwick (Appendix D)

- 5.1 No waiting at any time is proposed on Greville Road/Dickins Road. It is intended that the double yellow lines will improve visibility around the junctions. It is intended to introduce a Disabled Bay following concerns from residents and the Bus Service provider.

Two letters of objection have been received.

Objection (1)

The proposals will stop us from parking outside our property. I am in favour for the disabled parking bay to remain in the proposals outside number 96.

Response

The proposals are to help with traffic management. The properties have rear access with parking provision; there is conflict from vehicles driving on Greville Road overtaking parked vehicles and other traffic turning out of Dickins Road.

Recommendation

It is recommended to implement the proposals as advertised.

Objection (2)

The problems are not on Greville Road they are around the junction of Greville Road and Emscote Road.

Response

The proposals are to help with traffic management. The properties have rear access with parking provision; there is conflict from vehicles driving on Greville Road overtaking parked vehicles and other traffic turning out of Dickins Road.

Recommendation

It is recommended to implement the proposals as advertised.

6. Westgate Close, Warwick (Appendix E)

- 6.1 A request was received for a Disabled Parking Bay. It is proposed to introduce a Disabled Parking Bay in Westgate Close to allow Blue Badge holders use of a parking bay.

Two letters of objection were received.

Objection (3)

The introduction of the disabled bay will make parking more difficult than it already is. We will be losing 25% of parking allocation.

Response

Following objections it has come to light that the implementation of the disabled bay would reduce the parking spaces by 25%. Following consultation the applicant has withdrawn their application.

Recommendation

It is recommended to withdraw the proposal from the Proposed Order.

7. Old Warwick Road, Lapworth (Appendix F)

- 7.1 It is proposed to introduce No Waiting at Any Time on Old Warwick Road to prevent part carriageway part verge parking by residents damaging the verge.

Three letters of objection were received.

Objections (3)

The introduction of No Waiting At Any Time will restrict us having deliveries of Oil, and unloading our shopping from our vehicles.

Response

There is a clear traffic management concern on this stretch of carriageway and maintenance issues with verges becoming rutted due to vehicles parking on them in winter. Loading and unload is permitted on Double Yellow lines.

Recommendation

It is recommended to implement the proposals as advertised.

8. Acre Close, Whitenash (Appendix G)

- 8.1 It is proposed to introduce No Waiting at Any Time on Acre Close following safety concerns from residents and the Fire service regarding parking on both sides of the road. The proposal is for one side of Acre close to be protected by No Waiting At Any Time to allow emergency vehicles to access Acre Close and the community centre.

One letter of objection was received.

Objections (1)

The introduction of No Waiting At Any Time will restrict residents parking their vehicles on the road.

Response

The restrictions were proposed following concerns from the emergency services regarding an incident in Acre Close. The carriageway width is such that when two vehicles park either side of the carriageway no vehicles can pass causing an obstruction.

Recommendation

It is recommended to implement the proposal as advertised.

9. Lower Villiers Street, Leamington Spa (Appendix H)

- 9.1 No waiting at any time is proposed at the junctions of Lower Villiers Street / Upper Villiers Street, Lower Villiers Street / Hill Street, Lower Villiers Street / Norfolk Street and Lower Villiers Street / Suffolk Street. It is intended that the double yellow lines will improve visibility around the junctions.

One letter of objection was received.

Objections (21) (21 of 36 which were consulted)

The introduction of No Waiting At Any Time will restrict residents parking their vehicles on an already busy road.

There are 36 properties but parking would be reduced to around 15 spaces.

Visibility cannot be impacted one way or another by placing restrictions around the junctions.

Response

It is intended to reduce the parking restrictions around the junctions.

Recommendation

It is recommended to withdraw the proposal from the Order in the view of the number of objections and further consult Police / Fire Service / residents regarding a solution.

10. Shrubland Street, Leamington Spa (Appendix I)

- 10.1 No waiting at any time is proposed on Brunswick Street/Shrubland Street. It is intended that the double yellow lines will improve visibility around the junctions and either side of the residents' car park next to the medical centre.

One letter of objection was received.

Objections (1)

The introduction of No Waiting At Any Time will restrict 4 or 5 visitors vehicles parking on street some of whom are disabled and elderly.

Response

There is a clear traffic management and visibility issue at the junction of Brunswick Street and Shrubland Street and vehicles exiting from the Residents flats car park. Disabled blue badge holders can park on double yellow lines for a maximum of 3 hours.

Recommendation

It is recommended to implement the proposal as advertised.

11. Trinity Street, Leamington Spa (Appendix J)

- 11.1 Following consultation with residents and members it is proposed to introduce Limited Waiting Monday to Saturday 8am – 8pm 2 hours No return within 4 hours except for residents permit holders L1 on half of Trinity Street (Binswood Street End).

One letter of objection was received.

Objections (1)

The introduction of residents parking is not needed. There is no issue with commuter parking; I have never had any issue with parking outside or near my property.

Response

Following an informal consultation the consensus was to proceed with the proposals to provide greater availability for residents and visitors to park on street and to prevent all day commuter parking.

Recommendation

It is recommended to implement the proposals as advertised.

12. Wincote Close, Kenilworth (Appendix K)

- 12.1 No waiting at any time is proposed on Whitemoor Road / Wincote Close It is intended that the double yellow lines will improve visibility around the junctions.

One letter of objection was received.

Objections (1)

I am in full agreement with the proposals, but would like the restrictions extending around the bend of outside properties 8, 9, 10 and 11.

Response

The proposal is for basic junction protection and a greater consultation would be needed to establish if there was a consensus to introduce more restrictions than already advertised.

Recommendation

It is recommended to implement the proposals as advertised. If desired further restrictions could be considered in the future, through the normal process.

13. Priory Road, Kenilworth (Appendix L)

- 13.1 It is proposed to remove a section of Limited Waiting 30 mins No Return within 1 hour on Priory Road to facilitate the introduction of a pedestrian crossing. It is also proposed to introduce Limited Waiting 2 hours No Return within 4 hours except permit holders K2, on an un-restricted part of Priory Road to allow a turnover of parking in the area on the implementation of the crossing.

Three letters of objection were received.

Objections (3)

We object to the proposal to reduce the parking bay outside the shops on Priory Road. We would like to have an extra two spaces on Priory Road further down the road the other side of the new crossing.

Response

The proposal to reduce the short stay parking outside the shops is on the advice of a Road Safety Audit which showed the need for greater visibility when exiting the crossing. In order to provide additional short stay parking in the area we are proposing Limited Waiting 2 hours no return within 4 hours except for permit holders K2 parking bays on a currently unrestricted section of Priory Road (see plan 2 Priory Road). There is no capacity for time limited parking on Priory Road beyond that advertised in this proposal.

Recommendation

It is recommended to implement the proposals as advertised.

14. High Street, Warwick (Appendix M)

- 14.1 It is proposed to reduce the existing pay and display bay on the south side of High Street in order to facilitate the installation of a Puffin crossing facility.

One letter of objection was received.

Objection (1)

There is NO WAY WCC can remove a loading bay to put a puffin crossing in. Warwick's trade & commerce, restaurant/pub/cafe trade would cease and it would be a dead town.

Response

The Loading Bay will remain as it is currently on site. The Pay and Display will be reduced by 10 metres (two car lengths). This reduction is required to allow the installation of the crossing. No objections have been raised by traders in the town centre.

Recommendation

It is recommended to implement the proposal as advertised.

15. High Street, Kenilworth (Appendix N)

- 15.1 It is proposed to introduce the amalgamation of Zone K3 and K4 for residents making Zone K4 redundant. This follows issues being raised by residents from both zones being unable to park in the other zone despite their proximity to each other. An extension to the existing Zone K3 by 35 metres is proposed to maximise parking.

One letter of objection was received.

Objections (3)

We would like to formally object to your proposal of amalgamating K4 and K3 residents parking. As residents living directly within the K4 zone we already have to share our parking allocation with several businesses including 2 hotels, 1 pub, busy bike shop, 2 hairdressers, post office, butchers - soon to become a cafe to name just a few. In addition the increasing usage of the Parochial Hall as a community 'hub' has a major impact on parking particularly evenings from 5pm onwards. Hence parking is already tight without allowing residents from further up the High Street to also access those spaces.

Response

The proposal to amalgamate Zone K3 & K4 is intended to relieve the pressure for permit holders of K4 who currently cannot park in K3 due to capacity issues within K4.

Recommendation

It is recommended to implement the proposals as advertised.

16. Saltisford, Warwick (Appendix O)

- 16.1 It is proposed to introduce No Waiting 6am – 10am to prevent parking in a Limited Waiting Bay, allowing more capacity for queuing in the morning peak.

One letter of objection was received.

Objections (1)

My reasons are:

- 1.The existing retraction is appropriate.
- 2.There is an agreed strategy for town centre traffic management as a condition of Planning Permission and the proposed change is contrary to this Planning Condition.
- 3.Discussions are taking place with the County Councillors for Warwick to agree detailed proposals. Any change now would be premature and expected to be contrary to future proposals.
- 4.This parking area serves a takeaway and other hard to let shops and would be detrimental to business.
- 5.The present parking restrictions have a beneficial effect on traffic flow.

I request that no action be taken with regard to the existing restrictions but that the situation be reviewed as part of the wider town centre strategy.

Response

In the morning peak between 7.30am – 9.30 am there can be a large number of vehicles moving in and around the Warwick area. Currently if any vehicle is parked the bay this causes a bottle neck for the vehicles turning right onto Theatre Street. This restriction is timed to allow vehicles to park in the bay at the times when the businesses have highest demand. None of the businesses have raised an objection to the proposals. There is capacity at busier times to allow two lanes of traffic to queue giving more capacity. In the event that further changes are required in accordance with the local strategy then these can be formally proposed as appropriate.

Recommendation

It is recommended to implement the proposals as advertised.

17. Cloister Crofts (Appendix P)

- 17.1 No waiting at any time is proposed on Cloister Crofts/Kenilworth Road. It is intended that the double yellow lines will improve visibility around the junction and prevent verge damage.

One letter of objection was received.

Objections (1)

No objection to the idea of implementing No Waiting At Any Time, but the length be reduced from 60 metres to 40 metres.

Response

There is a clear traffic management concern on this stretch of carriageway. Visibility at the junction of Kenilworth Road and Cloister Crofts can be limited when vehicles park near the junction.

Recommendation

It is recommended to amend the proposed restriction from 60 metres down to 40 metres. Warwickshire County Council will re-consult with residents and if no objections are received implement the amended proposal.

18. Timescales associated with the decision/Next steps

- 18.1 The aim will be for the twentieth variation of the Consolidated Traffic Regulation Order to be introduced within 6-8 weeks of the decision.

19. Finances

19.1 All variations to Traffic Regulation Orders can be funded from within existing budget provisions

20. Appendices

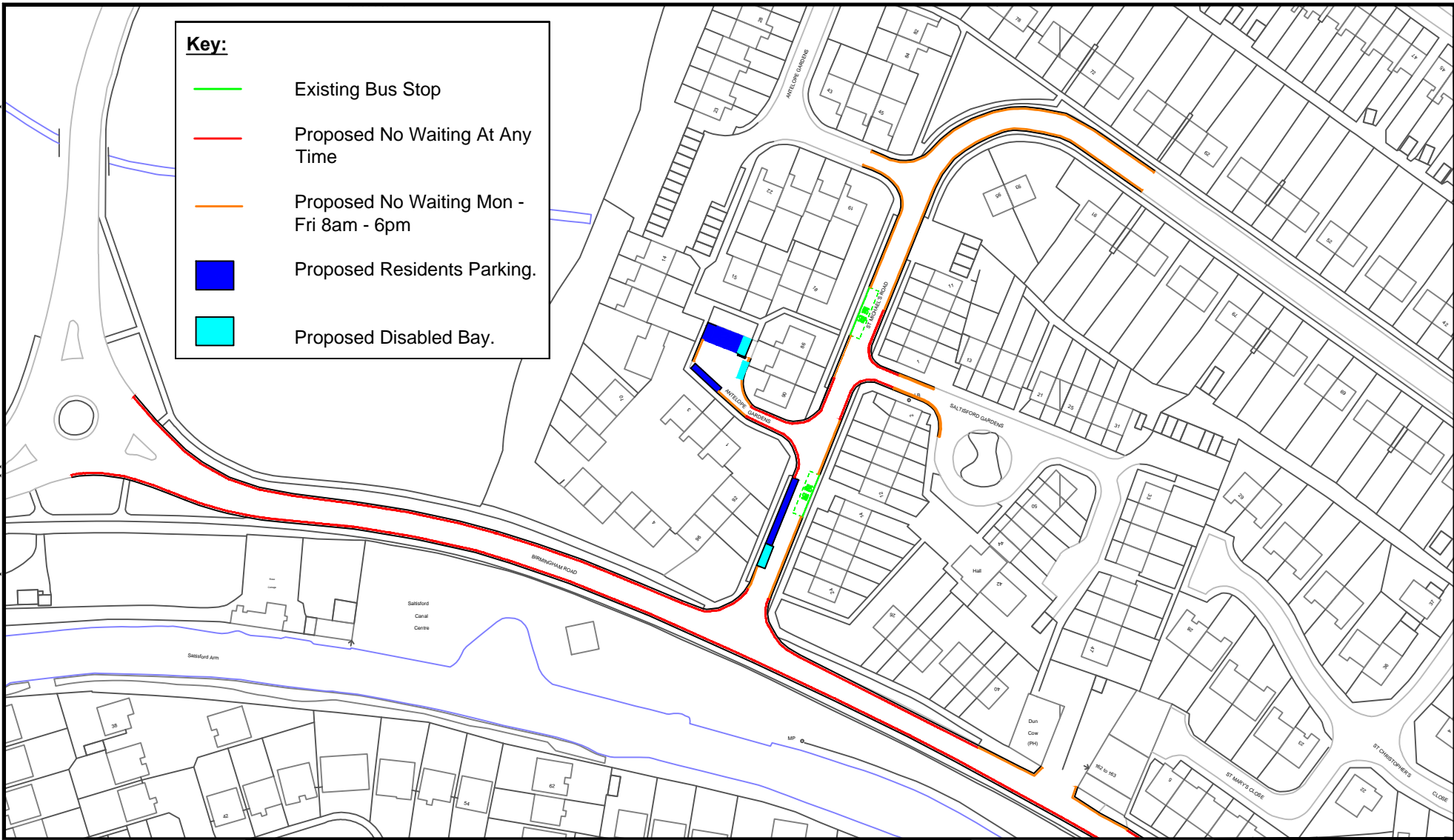
20.1 Plans regarding the proposals in sections 2-16 are included in Appendix A – Appendix P.

20.2 The Statutory Criteria relating to Traffic Regulation Orders is included as Appendix Q.

21. Background Papers

21.1 Various letters and e-mails

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Portfolio Holder	Peter Butlin	peterbutlin@warwickshire.gov.uk



Plan number :

TR/9018

Drawn by:

MKH

Checked by:

GP

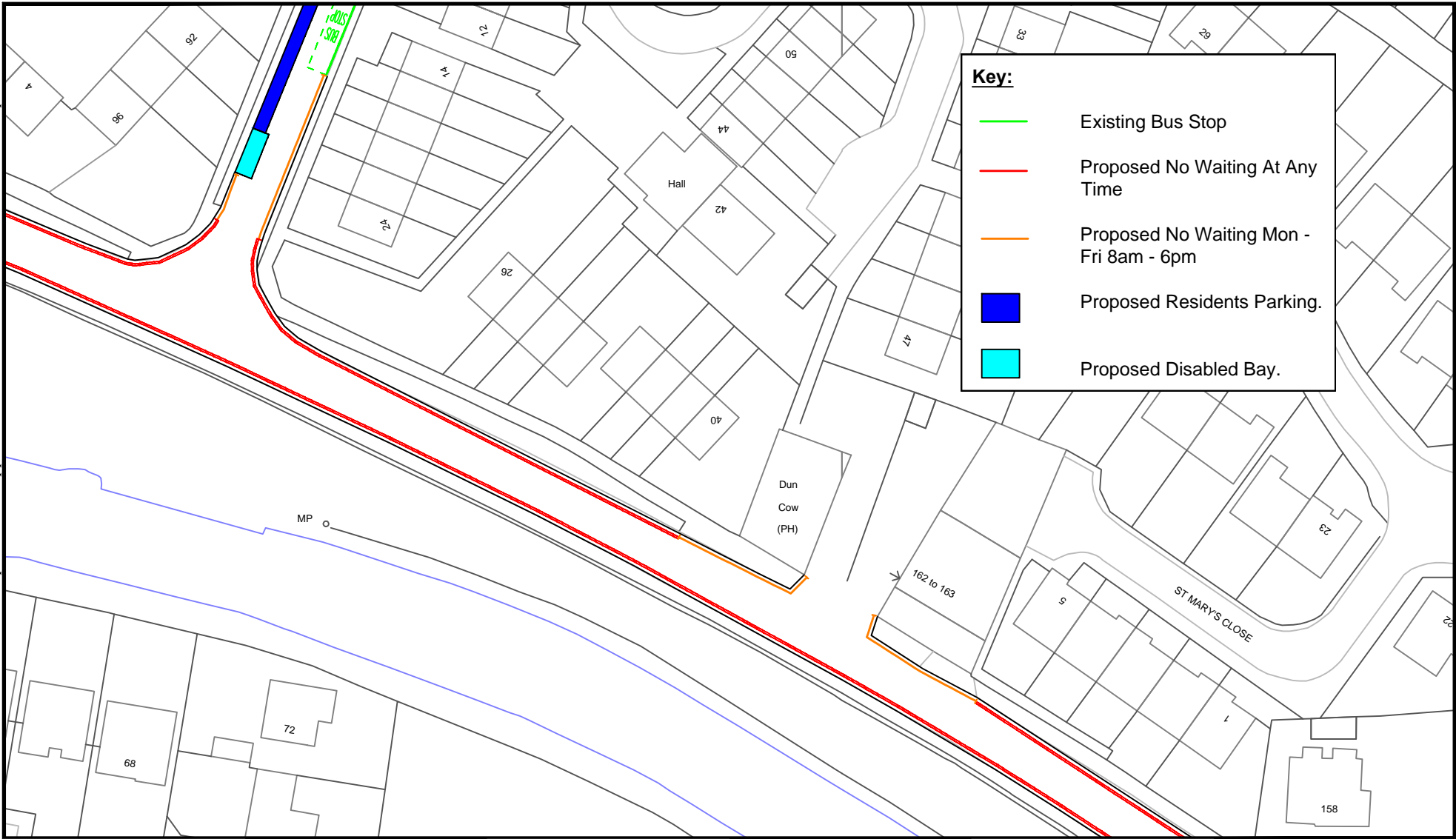
Highways And Transport - 25 October 2013

Antelope Gardens / St. Michael's Road / Birmingham Road - Warwick

Warwick Variation 20

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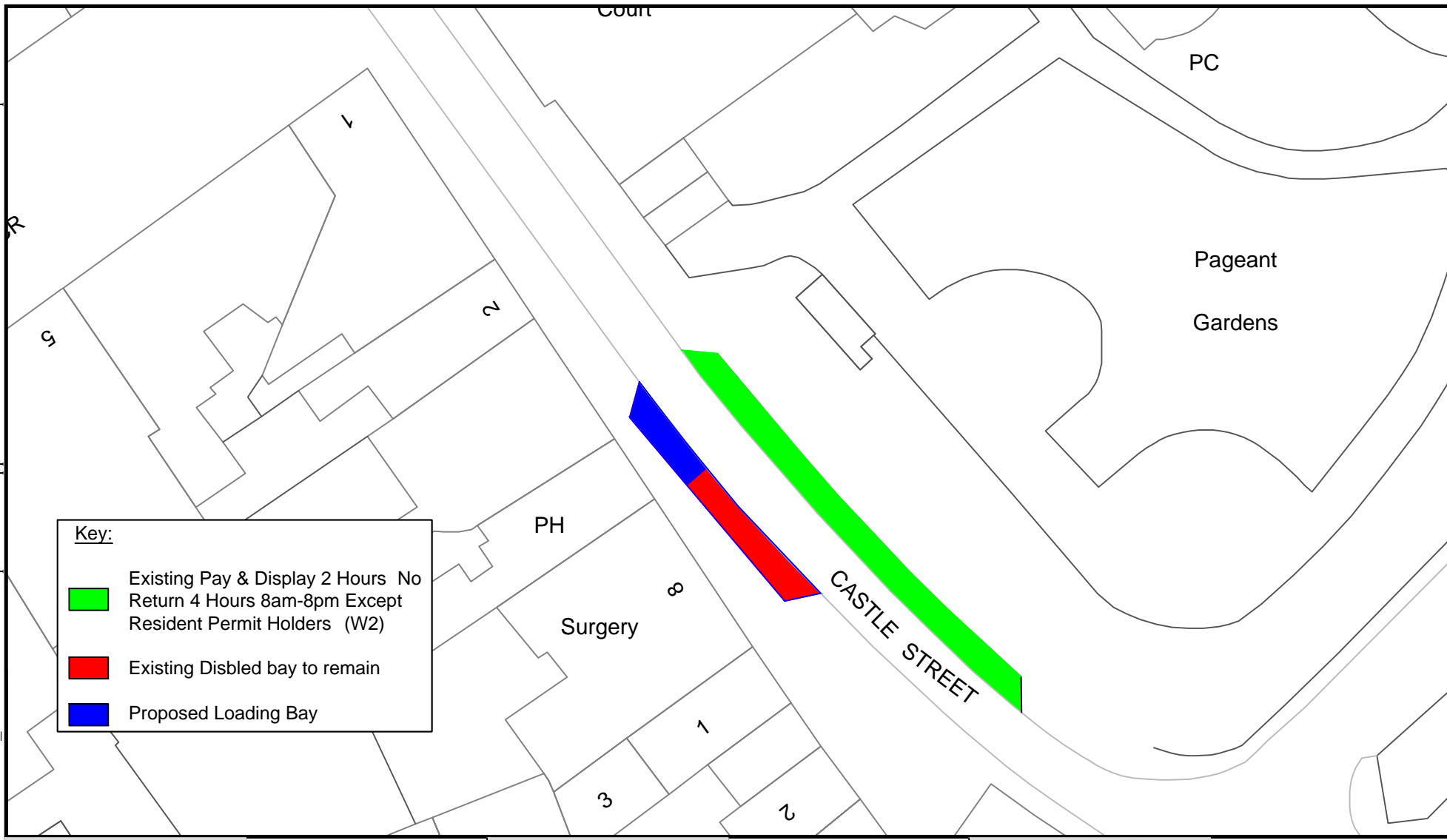
- Existing Bus Stop
- Proposed No Waiting At Any Time
- Proposed No Waiting Mon - Fri 8am - 6pm
- Proposed Residents Parking.
- Proposed Disabled Bay.

Plan number : **TR/9019** Drawn by: **MKH** Checked by: **GP**

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Birmingham Road / Saltisford - Warwick
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Castle Street - Warwick
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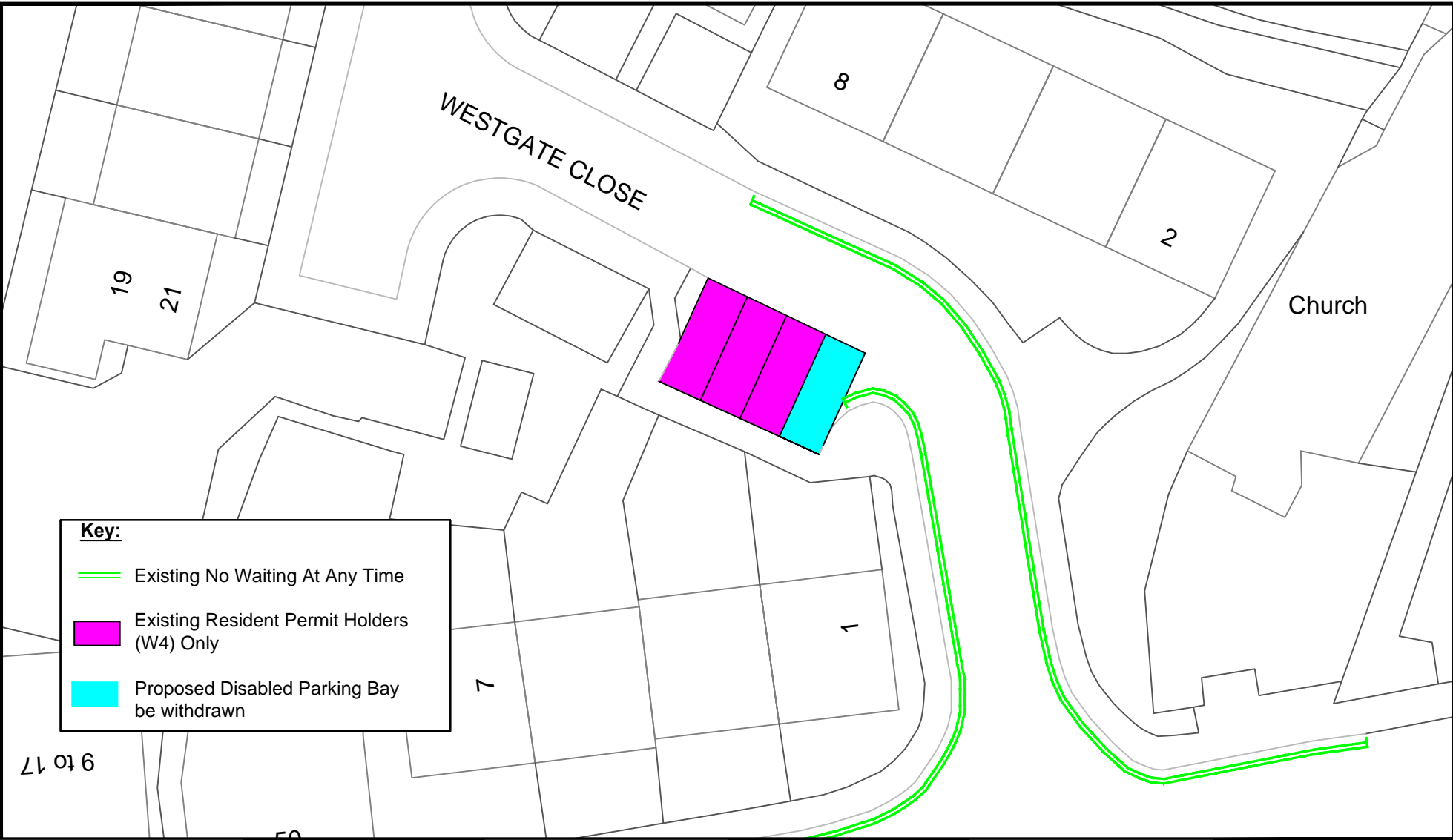
- Proposed No Waiting at Any Time.
- Proposed Disabled Persons Parking Bay.
- Existing No Waiting At Any Time.
- Existing Disabled Persons Parking Bay to be removed.

Plan number : **TR/9021** Drawn by: **MKH** Checked by: **GP**

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Greville Road - Warwick
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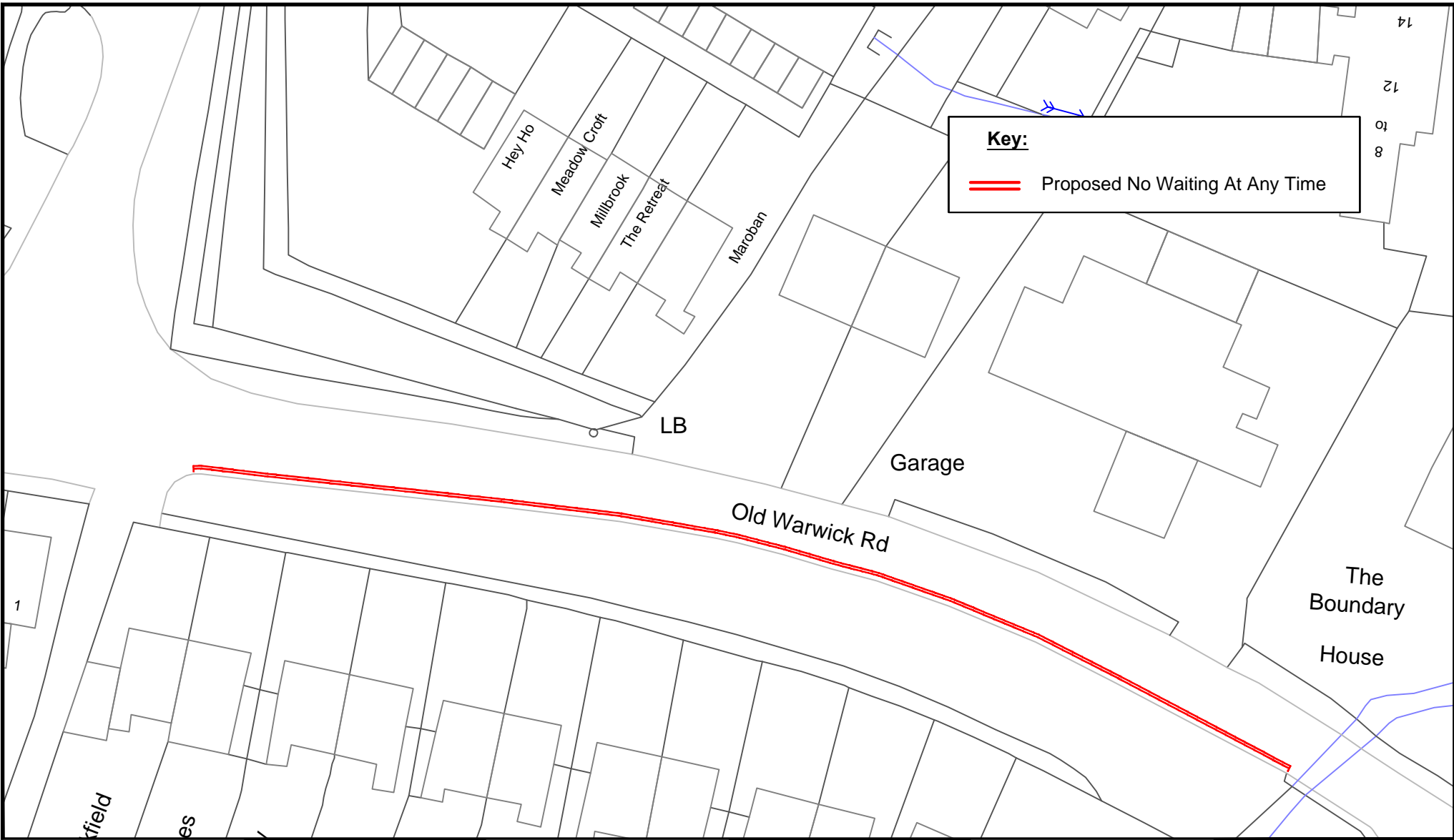


Plan number : **TR/9030** Drawn by: **MKH** Checked by: **GP**


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Westgate Close - Warwick
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Key:

 Proposed No Waiting At Any Time

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Old Wawick Road, Lapworth
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Plan number :

TR/9017

Drawn by:

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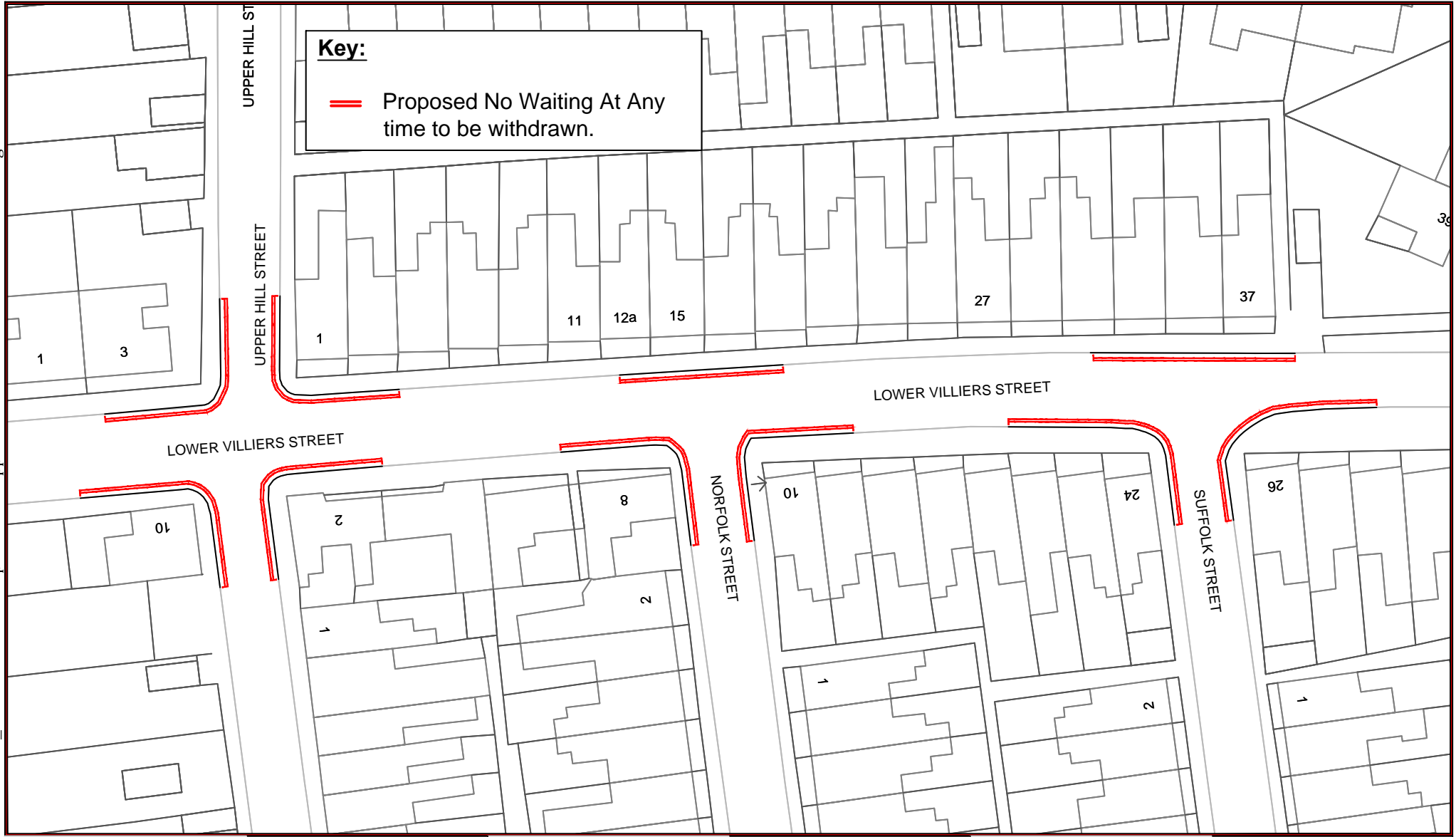
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Acre Close, Whitnash

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Plan number :

TR/9024

Drawn by:

MKH

Checked by:

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Lower Villiers Street, Leamington Spa

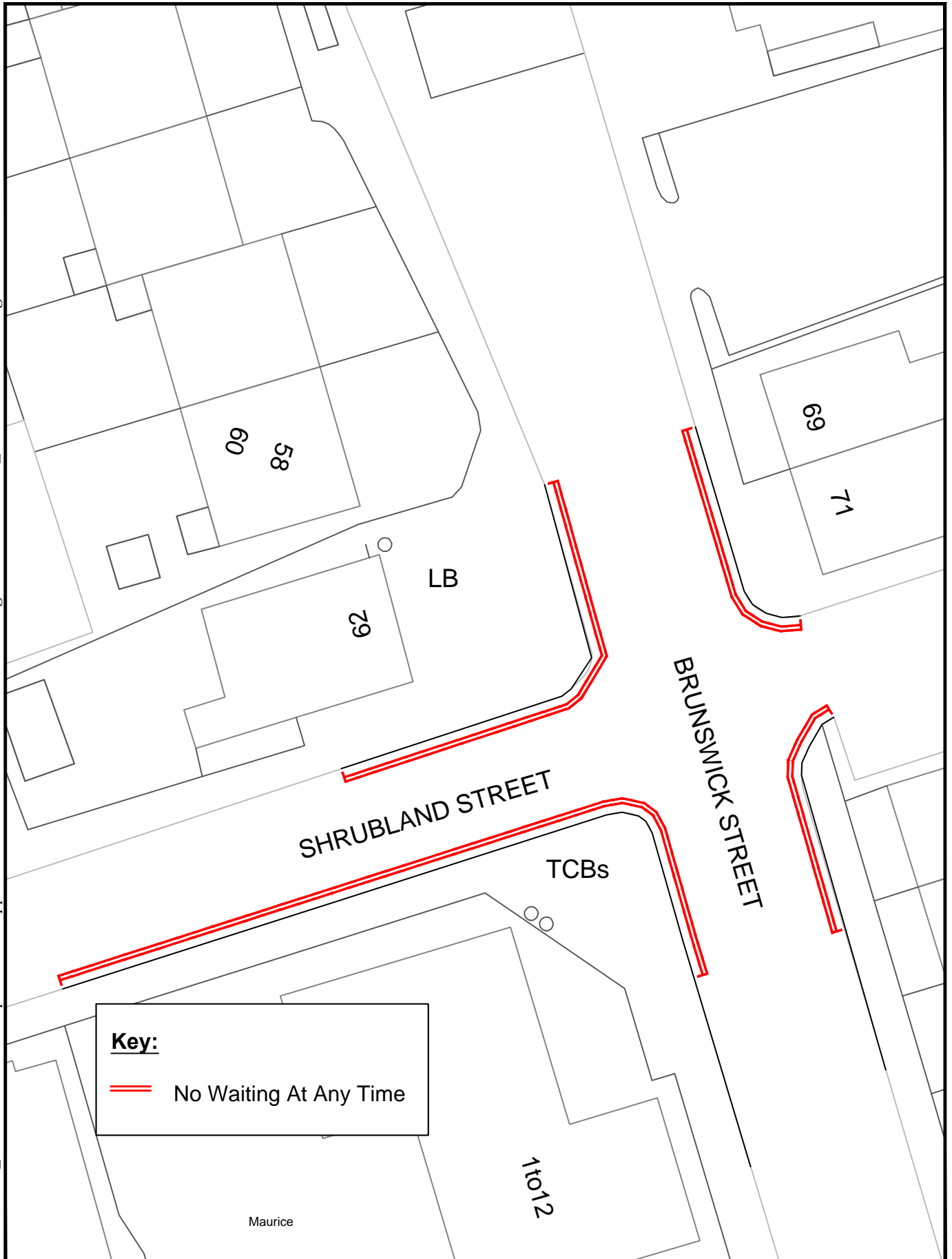
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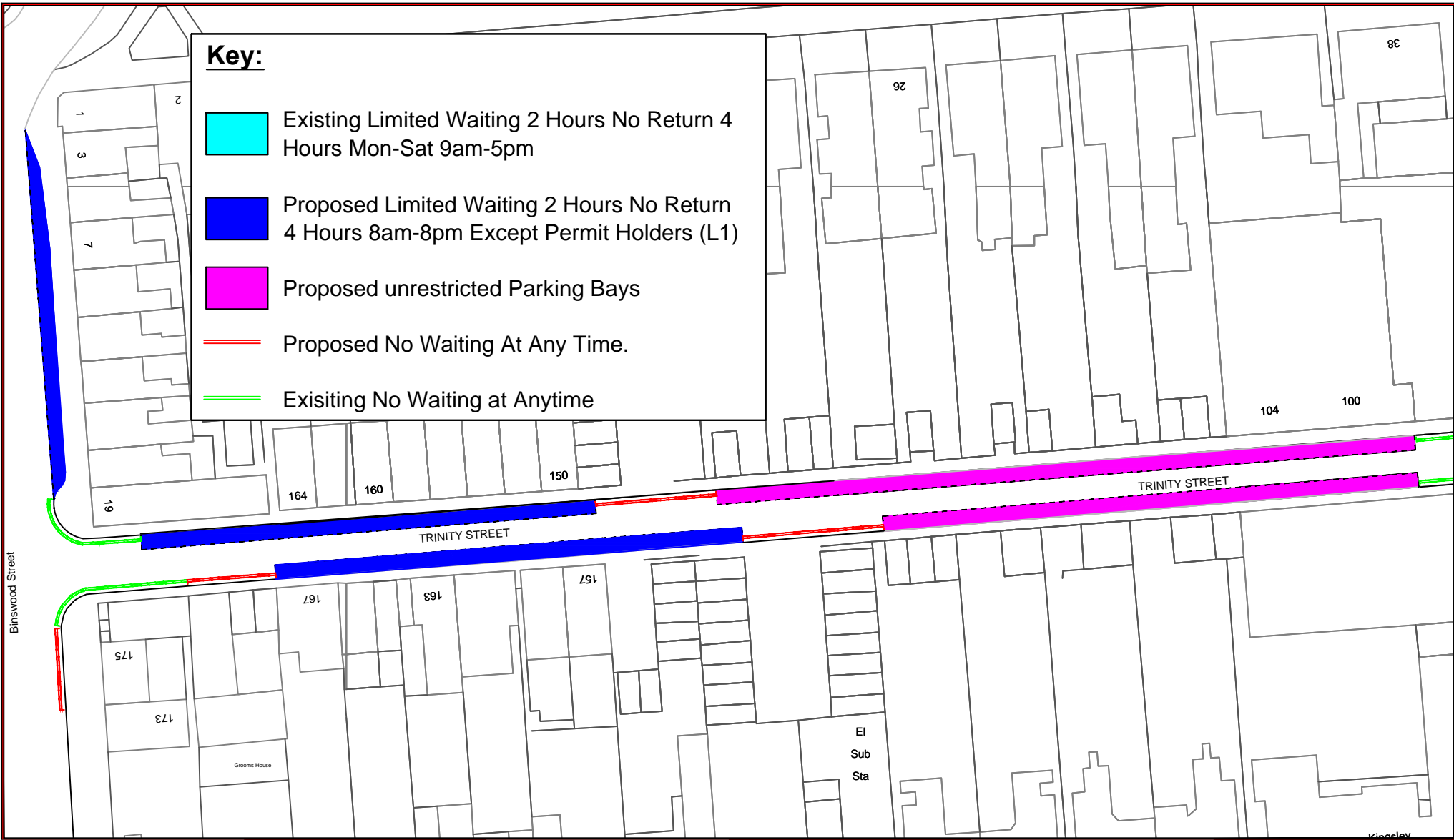
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 No Waiting At Any Time

Reference No.:	TR/9028	Drawn by:	MKH	Checked by:	GP
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Brunswick Street/Shrubland St.
Warwick Variation 20

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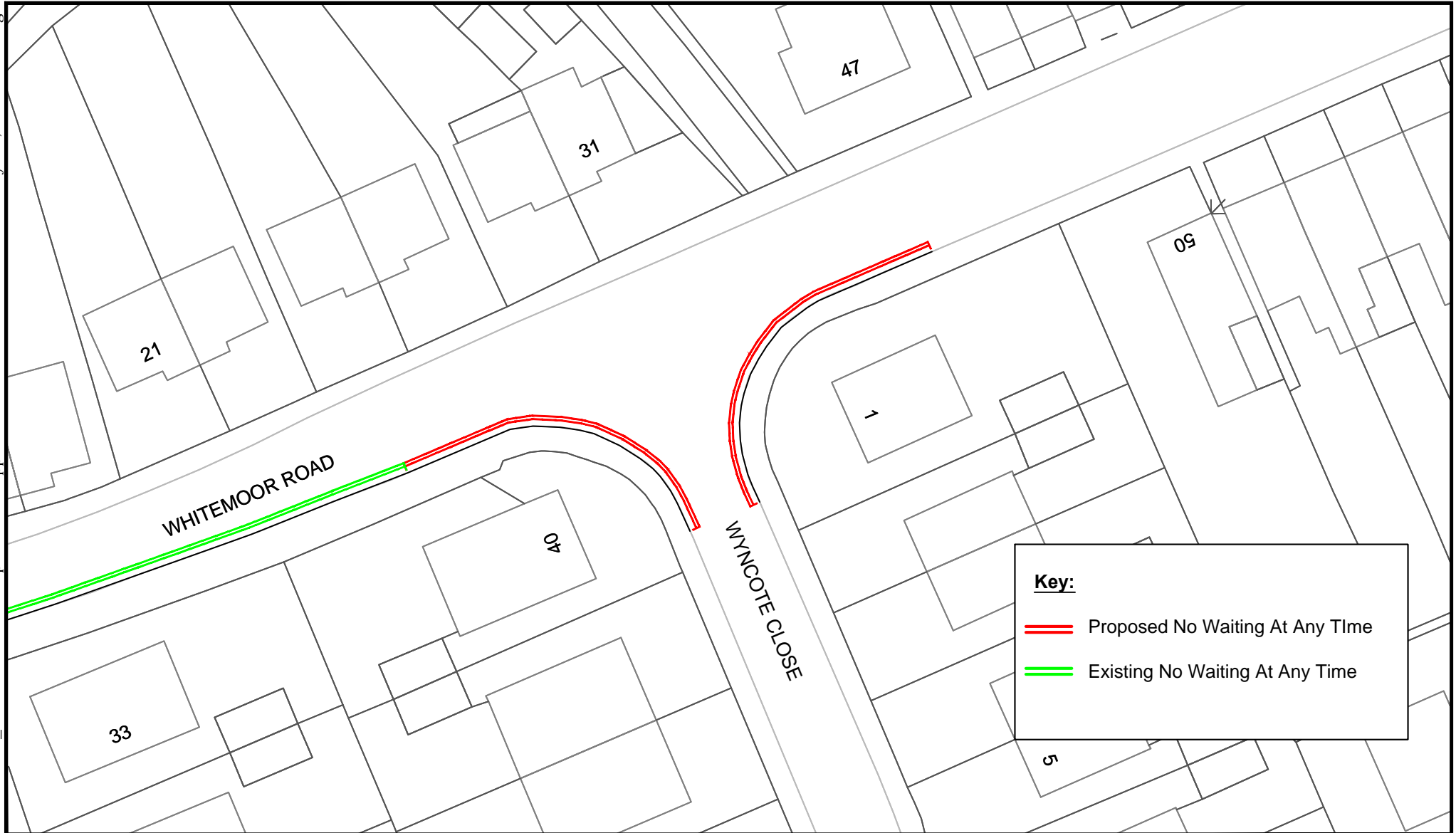
- Existing Limited Waiting 2 Hours No Return 4 Hours Mon-Sat 9am-5pm
- Proposed Limited Waiting 2 Hours No Return 4 Hours 8am-8pm Except Permit Holders (L1)
- Proposed unrestricted Parking Bays
- Proposed No Waiting At Any Time.
- Existing No Waiting at Anytime

Plan number : **TR/9029** Drawn by: **MKH** Checked by: **GP**

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Trinity Street, Leamington Spa
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Key:

- == Proposed No Waiting At Any Time
- == Existing No Waiting At Any Time

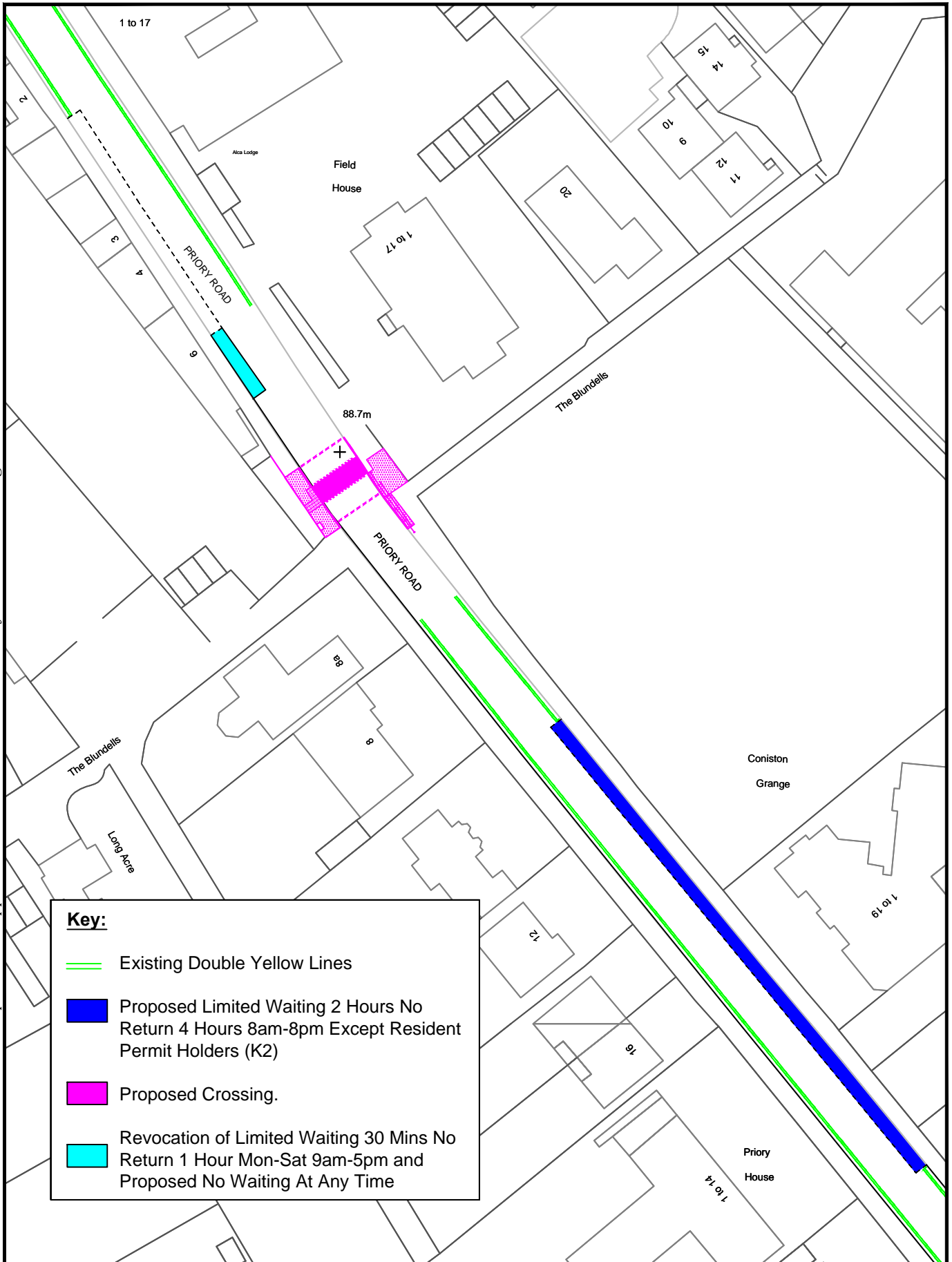
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Wincote Close, Kenilworth
Warwick Variation 20

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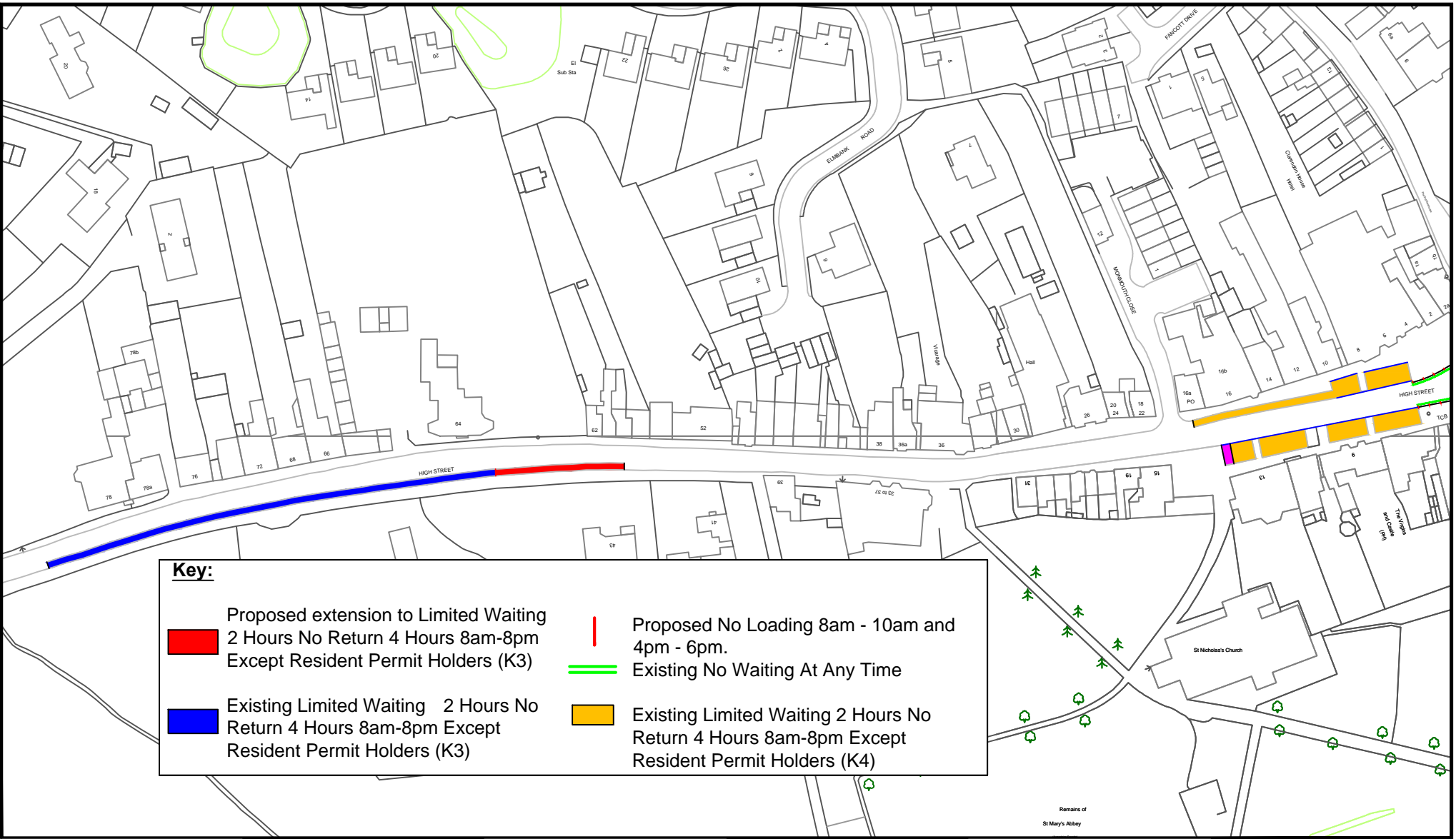
- Existing Double Yellow Lines
- Proposed Limited Waiting 2 Hours No Return 4 Hours 8am-8pm Except Resident Permit Holders (K2)
- Proposed Crossing.
- Revocation of Limited Waiting 30 Mins No Return 1 Hour Mon-Sat 9am-5pm and Proposed No Waiting At Any Time

Reference No.: **TR/9026** Drawn by: **MKH** Checked by: **GP**






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Priory Road, Kenilworth
Warwick Variation 20

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Key:

	Proposed extension to Limited Waiting 2 Hours No Return 4 Hours 8am-8pm Except Resident Permit Holders (K3)		Proposed No Loading 8am - 10am and 4pm - 6pm.
	Existing Limited Waiting 2 Hours No Return 4 Hours 8am-8pm Except Resident Permit Holders (K3)		Existing No Waiting At Any Time
	Existing Limited Waiting 2 Hours No Return 4 Hours 8am-8pm Except Resident Permit Holders (K4)		






Plan number : **TR/9023** Drawn by: **MKH** Checked by: **GP**

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High Street, Kenilworth
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Key:

-  Existing Pay & Display 30 Mins No Return 1 Hour 8am-8pm
-  Revocation of Pay & Display 30 Mins No Return 1 Hour 8am-8pm
-  Proposed new crossing area.
-  Existing Loading Only 8am-8pm
-  No Waiting At Any Time

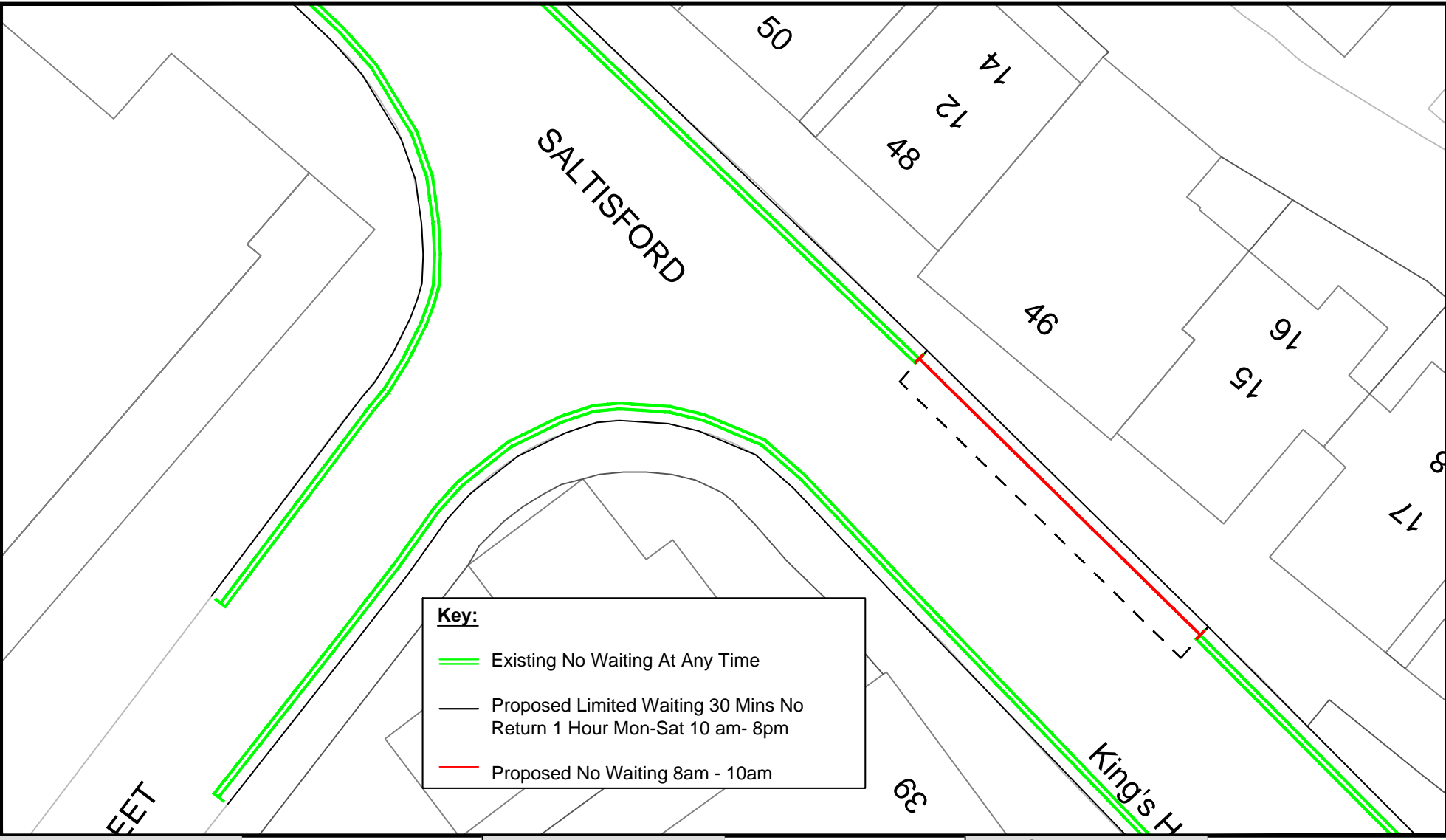


Plan number : **TR/9022** Drawn by: **MKH** Checked by: **GP**

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Acre Close, Whitnash
Warwick Variation 20

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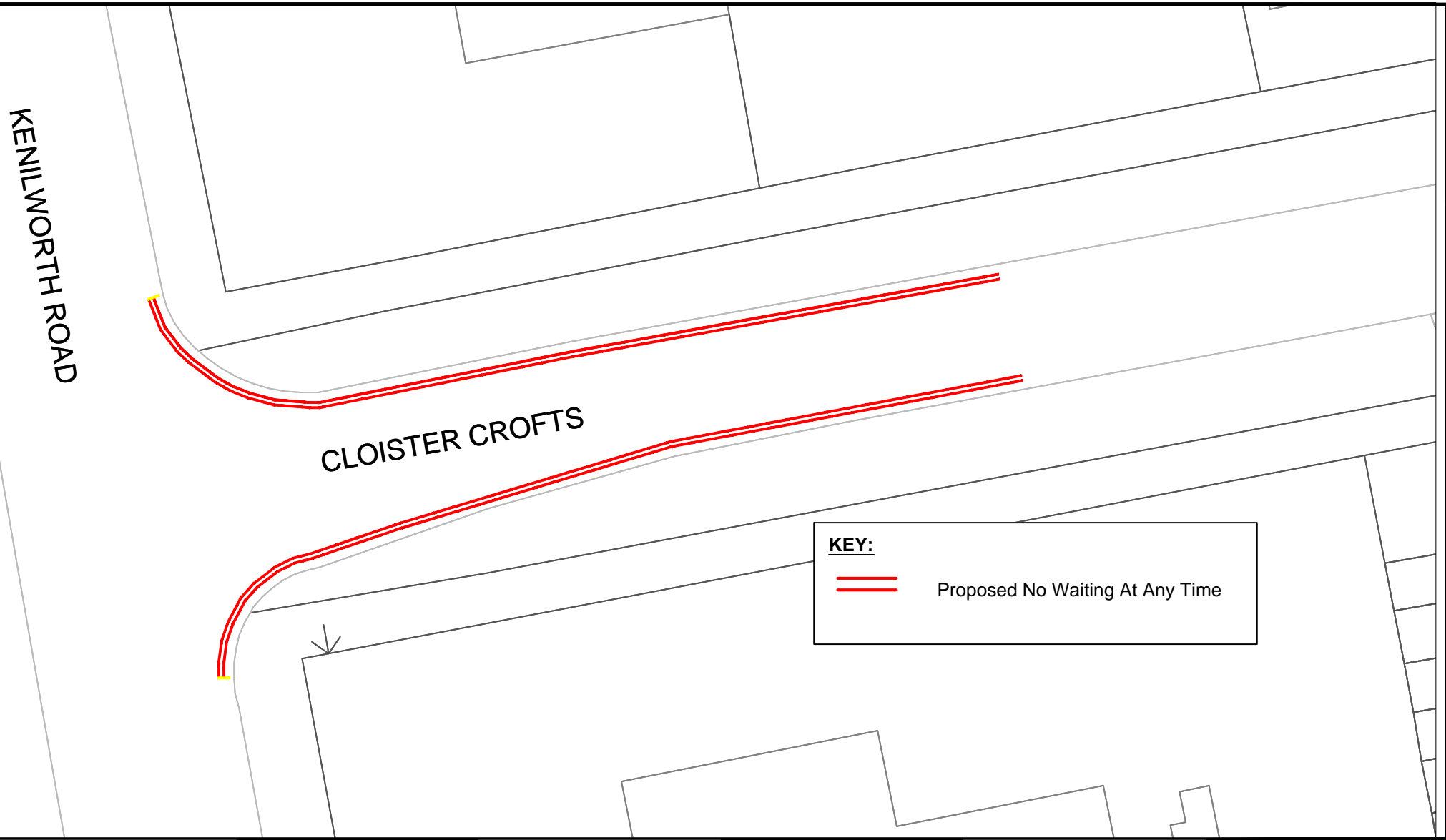


Plan number : **TR/9027** Drawn by: **MKH** Checked by: **GP**

Highways And Transport - 25 October 2013
Saltisford, Warwick
Warwick Variation 20

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Plan number :	TR/9039	Drawn by:	MKH	Checked by:	GP
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Cloister Crofts, Leamington Spa
Warwick Variation 20

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Appendix P

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:-

- the desirability of securing and maintaining reasonable access to premises
- 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
- the national air quality strategy prepared under section 80 of the Environmental Protection Act 1995
- 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
- and 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).