

**Proposed Decision to be taken by the
Portfolio for Transport and Planning
on or after 21st March 2014**

**Various Roads, Rugby Borough -
Proposed Waiting Restrictions, On-Street Parking Places and
Residents' Parking Permits**

Recommendation

That the Portfolio Holder for Transport and Planning approves that the 'Warwickshire County Council (Borough of Rugby) (Permitted Parking Area and Special Parking Area) (Waiting Restrictions, On-Street Parking Places and Residents' Parking) (Consolidation) (Variation No. 18) Order 2014' be made as advertised with the exception of:

- i) the proposals relating to St John's Avenue, which are to be made as modified; and
- ii) the proposals relating to Worcester Street, which are to be withdrawn.

1.0 Introduction

1.1 Proposals for waiting restrictions at various locations in Rugby Borough were published in the Rugby Observer on the 28th November 2013 and 12th December 2013. Objections to the following proposals have been received.

- Oxford Street – Proposed Resident's Parking & Double Yellow Lines.
- Worcester Street – Proposed Residents' Parking.
- Duke Street – Proposed Residents' Parking & Double Yellow Lines.
- St John's Avenue / Fareham Avenue – Proposed Double Yellow Lines.

1.2 A number of other proposals were included in the advertisements with no objections being received. It is recommended that those proposals be implemented as advertised.

1.3 The comments, suggestions and objections that have been received are discussed below, together with the reasons for the proposals. The number of objections received are shown in brackets [].

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

1.5 Drawings showing published restrictions which have attracted objections are found in **Appendix B**.

1.6 Drawings showing proposed alterations to advertised restrictions are found in **Appendix C.**

2.0 Oxford Street, Rugby – Proposed Residents’ Parking and associated Double Yellow Lines (Plan 1 in Appendix B)

2.1 Oxford Street lies on the southern and eastern edge of Residents Parking Zone R2, and was proposed to be included within this Zone.

2.2. The following objections/comments have been received.

Objections [5]

Comments in favour [1]

Other Comments [1]

Objection 1

There is plenty of room to park through the day but no room at night. There is not enough room for 1 car per household, let alone 3 so I would be surprised if it solved the problem. I would not like to pay for a permit and still have nowhere to park.

Response: Site visits have found that parking is an issue in the day on lengths of Oxford Street and Residents’ Parking would alleviate long stay parking by non-residential vehicles. The cost of a permit is intended to cover the cost of administration as is standard practice. It is accepted that not all residents will be in favour of implementation on these grounds.

Objection 2

I do not wish to pay for a parking permit. A parking permit is not necessary.

Response: The issue of parking and specifically the introduction of Residents’ Parking was initiated by some residents on Oxford Street, and further site visits have found a Residents’ Parking Scheme on this road would be beneficial to residents. The cost of a permit is intended to cover the cost of administration as is standard practice.

Objection 3

We are both elderly and have one car, which we hope can be parked outside our house.

Response: The introduction of Residents’ Parking would not necessarily mean parking would be available outside their house, but it would increase the overall availability of parking spaces during the hours of operation.

Objection 4

While it is sometimes difficult to park, this is due to the number of vehicles owned by householders and will not be solved by parking permits or the like.

Response: It is accepted that Residents' Parking would not alleviate the problem of properties with multiple vehicles and the issue of capacity in general; however, the introduction of limited waiting would prevent long stay commuter parking, thus increasing the chances of residents being able to park during the hours of operation. Residents with an R2 permit would also be able to park on other residential streets in the zone without being subject to restrictions. This will increase the available parking options.

Objection 5

Inability to park outside own property on-road at present and therefore cannot justify paying for a residents (and/or) visitors parking permit when ability to park in close proximity to own property is denied because of pre-installed traffic-calming measures outside property which leads to homeowner (me and my wife) having to park wherever a space is available.

Response: The safety features cannot be removed as part of any Traffic Regulation Order works, and would unlikely be considered to be removed as part of any other scheme. Whilst they do stop parking directly outside of certain properties, it is not an excessive distance for residents to park either side of them.

Comments in favour

I'm currently living in oxford street at the bottom by cross street, there is a cross roads there which are all R2 permit holder parkings. Now the people who don't pay for there permits all park along oxford street where it's free. This is forcing all the people who live on oxford street to park on the double yellow lines at night time and move it early morning before the traffic warden arrives or alternatively risk it as such and park in an R2 zone...
...so I would like to see these plans go ahead and finally have something done about this whole situation...

Other Comments

A request for a Disabled Bay to be installed outside of property 83 Oxford Street

Response: A Disabled Persons Parking space request form has been sent to the owner to return to us. Once this is received, it will be included within the next variation.

2.3. Recommendation

That the Portfolio Holder approves that the proposals be implemented as advertised.

3.0 Worcester Street, Rugby – Proposed Residents' Parking (Plan 2 in Appendix B)

3.1 Worcester Street lies on the northern and western edge of Residents Parking Zone R1, and was proposed to be included within this Zone, as a result of a Resident's request.

3.2 The following objections have been received.

**Objections [7]
Comments [1]**

Objection 1

...I live here and I think it's a waste of time because its at night time that's the problem! So theres no traffic people at night so all these people from Newbold road will still park there at night!...

Response: The problem of parking for residents on Worcester Street is a problem that occurs throughout the day. We are unable to offer 'residents only' parking and, as such, the most appropriate restriction would be to include this street within the existing residents parking zone. This will increase the availability of spaces during the hours of operation and allow residents to use their permits in the wider R1 Zone.

Objection 2

The points listed below are a summary of the main points received;

1. ...your plan shows a reduced section for proposed parking bays though it does not show the quantity of vehicle spaces...
2. ...with the entire road being 98.8m long and demarcation for emergency vehicles reducing the available parking it doesn't take a lot of intelligence to see there will not be enough space left to supply sufficient resident parking...
3. ...would an arrangement of angles parking bays on Worcester Street not create more parking spaces?

Response:

1. The plan does not show a reduced section of parking. It is proposed to introduce a restricted section of parking in the existing length of highway.
2. Capacity on Worcester Street is not sufficient for each household to park a vehicle on street. The proposals will not change this, but would allow for a limited waiting restriction to be enforced, allowing for a higher turn-over of non-residential vehicles, and give permit holders access to the rest of Zone R1.
3. There is insufficient carriageway/footway width.

Objection 3

...I'm amazed you're taking away parking bays which means it will be virtually impossible for everyone with a car to park when they come back from their work...

Response: The proposals do not take away any parking capacity.

Objection 4

Introducing permits is not going to ease the congestion in the evening & night times, and reducing the amount of parking spaces by introducing restrictions is complete madness!

Response: The introduction of restricted parking would allow for a higher turnover of vehicles up to 8.00 p.m. After this it will be unrestricted; however, this does give residents who return in the early evening hours, the time to return and park overnight. There will be no reduction of parking spaces.

Objection 5

The points listed below are a summary of the main points received;

1. ...I have seen the plans and feel quite concerned as the double yellow lines outside my house in which they have been wavered by the council some time ago, seem to be on your plans to put them back, in which we will be losing 7 parking spaces outside my house and across the road...
2. ...all in all 14 spaces if not more we are going to lose...
3. ...Also I don't want a turning point outside my house...

Response:

1. The double yellow lines have never been removed from the Traffic Regulation Order and the introduction of a Residents' Permit scheme on Worcester Street will not affect this.
2. No parking spaces will be lost because of the introduction of Residents' Parking.
3. The turning area at the top end of Worcester Street is an historical restriction, and needs to remain to allow vehicles to safely turn.

Objection 6

The points listed below are a summary of the main points received;

1. Would residents on Newbold Road and Worcester Court and the private flats be able to buy a permit for Worcester Street? If so, parking would be further exacerbated.
2. Warwickshire County Council has recently taken back on-street parking enforcement services from Rugby Borough Council. This appears to be an

act of income generation by the County Council when parking enforcement is meant to be a non-profit making function...

3. ...the double yellow lines will be re-instated at the opposite end to Newbold Road. This will reduce the number of parking spaces by at least 7..."

Response:

1. The properties on Worcester Street are the only additional properties proposed to be entitled to permits within R1.
2. Warwickshire County Council has not as yet taken this role from Rugby Borough Council. The scheme is intended to benefit residents of Worcester Street.
3. The Double Yellow Lines have never been removed from the Traffic Regulation Order. The proposals will not remove any legitimate parking on Worcester Street. It may be possible to reduce some of the existing Double Yellow Lines on Worcester Street.

Objection 7

The points listed below are a summary of the main points received;

1. There are currently 46 houses on the street if the yellow lines are re-enforced, 8 houses would lose parking and there is insufficient room on the street for them to park if lines are enforced.
2. At the Newbold road end of the street there are two areas which you have marked we can park in and this is incorrect and there are two drop curbs with private parking which loses us another four spaces.
3. The issue regarding turning area on our street for emergency vehicles is a laughable matter, even if these lines were enforced they still would not be able to turn and would make us the only dead end road in the area...
4. If the lines come into force as a member of the emergency services myself I would be unable to park at night time as there would be no space and the lights on our street are switched off which would be dangerous and make me feel threatened.
5. ...I do have objections as they are only functional between 8am-8pm when the street is relatively quiet...

Response:

1. There are 42 houses that would become eligible for a permit.
2. The lengths of parking bays need to be marked in a continuous length on the street, otherwise the restriction would be un-enforceable. 'H' markings will be placed at the dropped kerbs for access to off street parking. Spaces will not be lost as the dropped kerbs have existed for some time, and parking would never have occurred at these locations as a result of vehicles using them to access off-street parking.
3. The Double Yellow lines at the top end of Worcester Street need to remain in sufficient capacity to allow all vehicles to be able to turn safely. It may be possible to reduce the current provision.
4. We are not proposing to remove any capacity on Worcester Street.

5. We are unable to introduce restrictions other than what is existing in terms of Residents' Parking Zones in the area. Therefore, this time period is all that can be introduced unless in the future, the Zone areas are reconsidered.

Comment 1

This comment was taken via the telephone, as the resident told us that they are dyslexic and unable to write to us. I confirmed we could not take this as an objection unless we had this in writing, and did offer to meet the resident and have the comment written on their behalf and made into an objection. The resident confirmation that they were happy to leave it as a comment.

The resident's comment was that if the Residents' Parking was put in place, it would not leave enough space for residents to park.

3.3. Recommendation

It is recommended that the proposal be withdrawn so that further investigation can take place regarding the suitability of the existing double yellow lines on Worcester Street. This is with a view to advertising amended proposals in the future.

4.0 Duke Street, Rugby – Proposed Residents' Parking (Plan 3 in Appendix B)

- 4.1 Duke Street is within Residents' Parking Zone R1 and it is proposed to introduce parking bays and Double Yellow Lines.
- 4.2 The following objections have been received.

Objections [1]

Objection 1

If this proposal is adopted, it will leave me with nowhere to park. For this reason, I have to object to the proposal as it stands.

Response: Property no. 43 has not been previously been eligible, as well as property numbers 45 to 51 Newbold Road. It is proposed to create another Variation once Variation 18 has been made to make properties 43-51 Newbold Road eligible for permits in Zone R1.

4.3 Recommendation

That the implementation of these restrictions be delayed until eligibility for no.43 - 51 has been formally proposed.

5.0 St John's Avenue, Rugby – Proposed No Waiting At Any Time (Plans 4 and 5 in Appendix B and Appendix C)

5.1 St John's Avenue is a residential Street in close proximity to a Primary school and Nursery.

Objections [1]

Objection 1

...having double yellow lines immediately outside our property is going to seriously restrict our parking, and I believe is likely to have a detrimental effect on the value of our property...

Response: Double yellow lines were planned at this location in order to facilitate the safe passage of delivery vehicles accessing the school. It has since been agreed with the school to reduce double yellow lines on the southern kerbline. This has meant that the Objector has withdrawn their initial objection.

An amended plan is shown in Plan 5 in Appendix C.

5.2 Recommendation

That the Portfolio Holder for Transport and Planning approves that the proposal be implemented as per amended the plan shown in Appendix C.

6.0 Background Papers

6.1 Letters, email objections and large scale plans if required.

7.0 Financial Implications

7.1 All works will be carried out from within existing 2014/15 budget allocations.

Appendices:

Appendix A - Traffic Regulation Orders statutory criteria

Appendix B – published restrictions which have attracted objections

Appendix C – proposed alterations to advertised restrictions

	Name	Contact Information
Report Author	Philip Salter	philipsalter@warwickshire.gov.uk Tel: (01926) 412809
Head of Service	Graeme Fitton	graemefitton@warwickshire.gov.uk
Strategic Director	Monica Fogarty	monicafogarty@warwickshire.gov.uk
Portfolio Holder	Councillor Peter Butlin	cllrbutlin@warwickshire.gov.uk

**Proposed Decision to be taken by the
Portfolio Holder for Transport and Highways
on or after 21st March 2014.
Various Roads, Rugby Borough
Proposed Waiting Restrictions.**

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




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).



H:\Traffic\A_Parking Management\Rugby Borough\CPE Variations\Variation 18\Drawings\Committee Drawings\Committee Drawings.dwg

Key:

-  Existing No Waiting at any time.
-  Proposed No Waiting at any time.
-  Proposed Residents Parking Limited Waiting 1 hour no return within 2 hours Mon-Sat 8am-8pm except Permit Holders (R2)

Reference No.: **TR/9128** Drawn by: **PAS** Checked by: **GP**

Transport and Planning - Portfolio Decision Oxford Street, Rugby - Proposed Residents Parking and NWAAT- Appendix B Plan 1

Based on Ordnance Survey mapping with the permission of the Controller of HMSO © Crown Copyright and database right 2011. Ordnance Survey 100019520. All rights reserved. Unauthorised reproduction infringes copyright and may lead to prosecution or civil proceedings. Warwickshire County Council.





H:\Traffic\A_Parking Management\Rugby Borough\CPE Variations\Variation 18\Drawings\Committee Drawings\Committee Drawings.dwg

FAREHAM AVENUE

ST JOHN'S ROAD


12

122.2m

25

4

1

	<p>Key:</p> <p>Proposed No Waiting At Any Time</p>
--	--

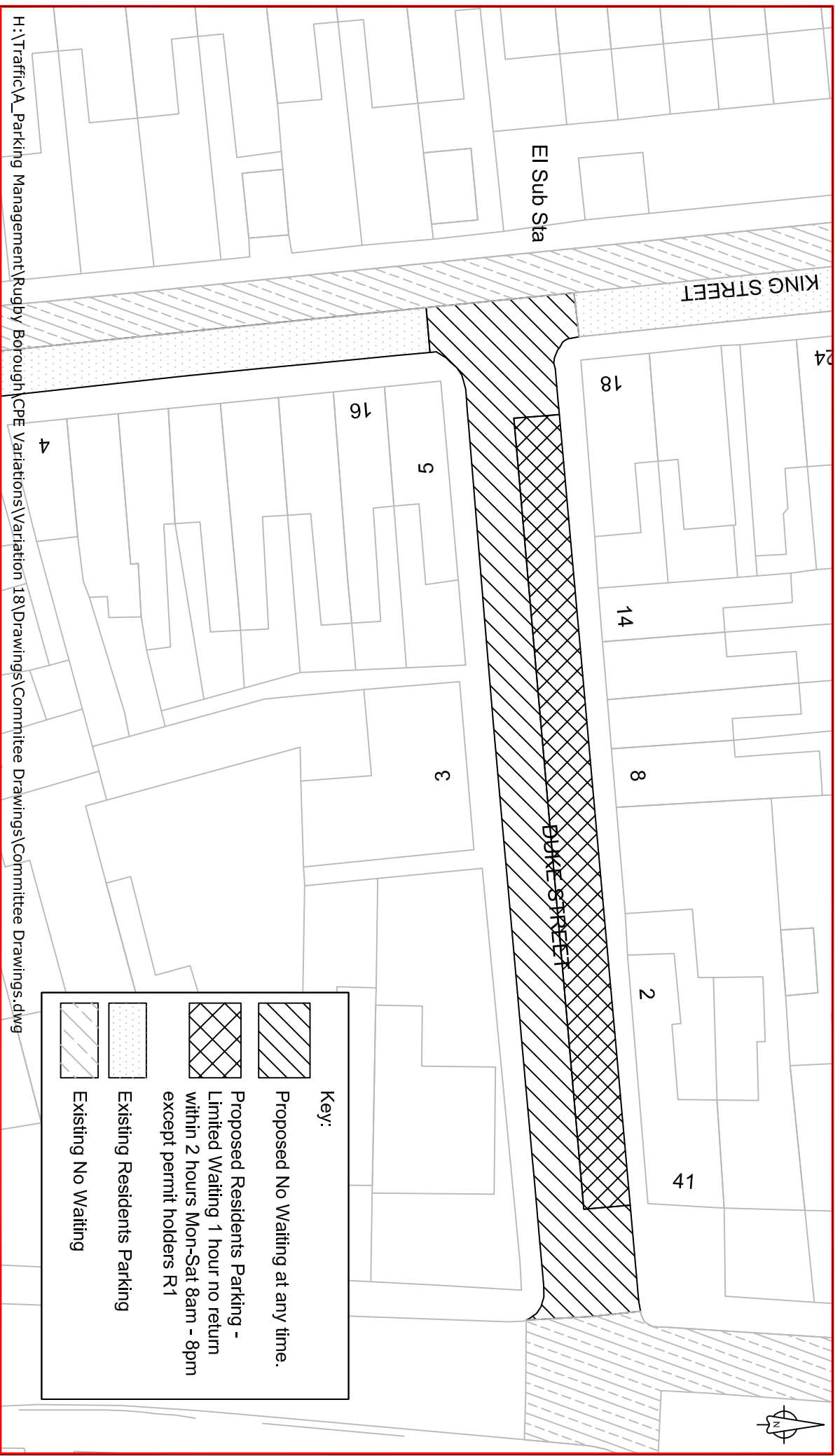
Reference No.:	TR/9129	Drawn by:	PAS	Checked by:	GP
----------------	----------------	-----------	------------	-------------	-----------

Transport and Planning - Portfolio Decision

St John's Avenue - Proposed No Waiting At Any Time - Appendix B Plan 2

Based on Ordnance Survey mapping with the permission of the Controller of HMSO © Crown Copyright and database right 2011. Ordnance Survey 100019520. All rights reserved. Unauthorised reproduction infringes copyright and may lead to prosecution or civil proceedings. Warwickshire County Council.





H:\Traffic\A_Parking Management\Rugby Borough\CPE Variations\Variation 18\Drawings\Committee Drawings\Committee Drawings.dwg

Plan number :

TR/9130

Drawn by:

PAS

Checked by:

GP

Transport and Planning - Portfolio Decision

Duke Street, Rugby - Proposed Residents Parking and NWAAT

Appendix B Plan 3

Based on Ordnance Survey mapping with the permission of the Controller of HMSO © Crown Copyright and Ordnance Survey 100019520. All rights reserved. Unauthorised reproduction infringes copyright and may lead to prosecution or civil proceedings. Warwickshire County Council.





H:\Traffic\A_Parking Management\Rugby Borough\CPE Variations\Variation 18\Drawings\Committee Drawings\Committee Drawings.dwg

FAREHAM AVENUE

ST JOHN'S ROAD

12


122.2m

25

4

1

Key:



Proposed No Waiting At Any Time

Reference No.:	TR/9134	Drawn by:	PAS	Checked by:	GP
----------------	---------	-----------	-----	-------------	----

Transport and Planning - Portfolio Decision

St John's Avenue - Proposed No Waiting At Any Time - Appendix C Plan 1

Based on Ordnance Survey mapping with the permission of the Controller of HMSO © Crown Copyright and database right 2011. Ordnance Survey 100019520. All rights reserved. Unauthorised reproduction infringes copyright and may lead to prosecution or civil proceedings. Warwickshire County Council.

