

**Proposed Decision to be taken by the
Portfolio for Transport and Planning
on or after 25th April 2014**

**Various Roads, Nuneaton and Bedworth 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 Nuneaton and Bedworth) Permitted Parking Area and Special Parking Area) (Waiting Restrictions, On-Street Parking Places and Residents' Parking) (Consolidation) (Variation No. 6) Order 2014' be made as advertised with the exception of the proposals relating to Carisbrook Road which are to be made as modified and with the exception of the proposal relating to Coventry Road which is to be withdrawn and investigated further.

1.0 Introduction

1.1 Proposals for waiting restrictions at various locations in Nuneaton and Bedworth Borough were published in the Nuneaton Tribune on the 6th February 2014. Objections to the following proposals have been received.

- **Carisbrook Road (Including Ryde Avenue, Brookdale Road)** – Double Yellow lines
- **Cavalier Close** – Double Yellow Lines
- **Coventry Road** – Residents' Parking
- **Edward Road (Including Croxhall Street, Chapel Street, The Grove, Cadman Close)** – Residents' Parking and Double Yellow Lines
- **John Street** – Double Yellow Lines
- **Woodford Close** – 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 numbers 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 Carisbrook Road / Brookdale Road / Ryde Avenue, Nuneaton – Proposed Double Yellow Lines (Plan 1 in Appendix B)

- 2.1 Carisbrook Road / Brookdale Road / Ryde Avenue lie north of Nuneaton Centre and the restrictions are in the vicinity of a local School. It is proposed to introduce No Waiting Any Time on the junctions of Brookdale Road / Ryde Avenue, and Brookdale Road / Carisbrook Road, to avoid danger to persons or traffic.
- 2.2 The following objections/comments have been received.

Objections [2]

Objection 1

...if they bring the Double yellow lines up level with my path it means that we will be blocking the wheelchair access ramp outside our Bungalow...

Response

The Double Yellow Lines will be reduced in length to ensure they do not interfere with the access ramp.

Objection 2

We will be severely restricted on where we can park our vehicle as the proposed restricted parking area will be at the end of our footpath, 96 Carisbrook Road.

Response

The Double Yellow Lines will be reduced in length to the boundary of 96/109 to allow vehicles to park outside property no.96.

2.3 Recommendation

That the Portfolio Holder agrees that the proposal be implemented, as per the amended Plan 1 shown in **Appendix C**.

3.0 Cavalier Close, Nuneaton – Proposed Double Yellow Lines (Plan 2 in Appendix B)

- 3.1 Cavalier Close sits within Attleborough, south-east of Nuneaton centre and is in the vicinity of a preparatory School and Nursery, and a Dentist. It is proposed to introduce sections of No Waiting At Any Time on Cavalier Close, to facilitate the passage of traffic.
- 3.2. The following objections/comments have been received.

Objections [1]

Comments [1]

Objection 1

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

1. ...restricted parking within Cavalier Close would compound the parking issues around the Lutterworth Road area...
2. Parking in this area allows parents with young children the chance to park close to the Nursery and safely transport their young and immobile children from the car to the care facility.
3. Placing parking restrictions in this area will heighten the use of our already busy parking facility on the Nursery location and thus placing children's lives at risk.
4. I feel the addition of parking restrictions will have a direct effect on local businesses and would not be in the interest of the area.

Response

1. The restrictions were designed to allow the safe passage of vehicles in and out of the close. It was also designed to help stop vehicles driving onto private property at no. XX Cavalier Close. A consequence of this is that parking is reduced.
2. It is accepted that the restrictions will remove the opportunity for vehicles to park and transfer young children to the Nursery directly outside of the nursery. However there is adequate parking off street for parents to park and transport children to the entrance.
3. The restrictions will heighten the use of the car park; however it will be a matter for the Nursery to manage safety in the car park.
4. There will still be available parking in Cavalier Close and other local roads.

Comment 1

We the (Occupiers) of XX, Cavalier Close (approve) the yellow lines with no waiting at any times.

3.3 Recommendation

That the Portfolio Holder agrees that the proposal be implemented, as advertised.

4.0 Coventry Road, Bedworth – Proposed Residents' Parking (Plan 3 in Appendix B)

- 4.1 Coventry Road is located south of Bedworth centre, and is in the vicinity of Bedworth United Football Club. It is proposed to introduce Residents Parking on sections of Coventry Road, in order to facilitate the passage of traffic.
- 4.2. The following objections/comments have been received.

Objections [3]

Objection 1

I live at no. XX Coventry Road, and have not been included in the residents parking permit scheme. I assume that this is due to the fact that I have vehicular access to the side of my house. Unfortunately, my access is just behind the white stop line for the Coventry Road/Park road traffic lights and Pelican Crossing, and it is very difficult to exit or access my property in a safe manner. In order to avoid being involved in another traffic accident, I normally exit my property early in the morning (6.00am to 6.30am) and park my car in Coventry Road until late evening when access is much safer. Unfortunately, if parking is restricted to permit holders (with me being excluded) I shall be unable to continue with what I consider to be a sensible and more importantly a safer way of exiting and accessing my property.

Response

Road Safety Engineering team looked into the issue of safety and recommend that a permit should be issued in this case.

Objection 2

...I would like to object to the number of permits you are considering issuing per household. Some of the properties numbered on your website already have rear vehicular access to their properties, and therefore should not be considered for a permit.

Response

Up to 3 permits are issued to each household within a Residents' Parking Zone in each District in Warwickshire. Not all households will buy all 3 available permits.

The access to the rear of the properties is not easily accessible, and therefore they were included within the eligible properties.

Objection 3

1. At present community members are able to use the parking spaces while (residents) are out to work or other activities during the day time.
2. Visitors – friends – relatives visit daily or weekly.
Do they have to move the car in restricted time?
3. In front of no.40 there is disabled marking – which is faded. It's very convenient to take my disabled mother (85 years) in to car in front of the house to go to G.P, hospital and religious worship.
4. In very near future I am opening off-License-Shop-customers will have problem to park to come into the shop.

Response

1. The option for non-residents to park would still be available if Residents Parking was implemented.
2. Visitor's vehicles displaying a Visitor's Permit would be permitted to park for the same duration as vehicles with Resident's Permits.
3. We can consider a proposal for a Disabled Persons Parking Place when we revisit the proposals.
4. If the restrictions were implemented it would benefit the customers of the shop as they would have more chance of parking due to the limited waiting, and the higher turnover of vehicles. There are no restrictions within the parking bays after 8pm.

4.3. Recommendation

It is recommended that the proposal be withdrawn and investigated further due to the issue of eligibility of properties and the lack of parking space.

5.0 Edward Road (Including Croxhall Street, Chapel Street, The Grove, Cadman Close), Bedworth – Proposed Residents' Parking and Double Yellow Lines (Plan 4 in Appendix B)

- 5.1 Edward Road including associated roads is situated in the centre of Bedworth. It is proposed to introduce Residents Parking and No Waiting at Any Time on sections of Edward Road, including Croxhall Street, Chapel Street, The Grove, and Cadman Close, in order to facilitate the passage of traffic.
- 5.2 The following objections/comments have been received.

Objections [2]

Comments [1]

Objection 1

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

1. ...it leaves the workforce at the delivery office stranded with no place to park their vehicles outside their place of work. Many of the staff begin work particularly early, before public transport is available but due to their early start are normally able to park their vehicles without impeding on the parking area of any local residents...
2. ...Currently, there is enough room directly around the delivery office that is away from residential spaces for my staff to use...
3. ...I might suggest that better road markings may alleviate some of the parking issues and prevent the public from parking absurdly on the corners surrounding the office...

Response

1. Although the proposed restrictions would stop the parking of vehicles by non-residents for periods longer than 1 hour, there are other local car parks in Bedworth where staff could park their vehicles all day. There is also non-restricted parking from 8pm to 8am Monday to Saturday, and no restrictions on Sunday if proposals were implemented.
2. If Residents Parking was introduced, other measures including Double Yellow Lines would need to be introduced on sections away from areas where Residents park to avoid congestion and inappropriate parking, including the areas around the delivery office.
3. The proposed restrictions are considered an integral part of the Residents' Parking Scheme, and are placed on areas of the highway including corners on Croxhall Street to stop inappropriate parking.

Objection 2

...If this street is going to become permit holders only then the charity would require permits to be able to continue to work effectively...

Response

The scheme is aimed at removing commuter parking. In this case Carers working for the Charity would be able to park in the local car parks available in Bedworth. When transferring people from the centre they would be allowed to park on the Double Yellow Lines to pick up and drop off passengers.

Comment 1

A resident of XX Edward Road would like a formal Disabled Persons Parking Bay placed outside of the property.

Response

An application form has been received, and it will be consulted on during the next variation.

5.3 Recommendation

That the Portfolio Holder agrees that the proposal be implemented, as advertised.

6.0 Woodford close, Nuneaton –Double Yellow Lines (Plan 4 in Appendix B)

6.1 Woodford Close is located west of Nuneaton centre. It is proposed to introduce No Waiting at Any Time to facilitate the passage of traffic.

6.2 The following objections/comments have been received.

Objections [1]

Objection 1

The above proposed area is the only safe and easy accessible parking area for me and my wife to park...

Response

The restrictions will not remove all parking from Woodford Close. It is proposed to introduce the Double Yellow Lines at the junction to improve visibility for vehicles exiting the close.

6.3 Recommendation

That the Portfolio Holder agrees that the proposal be implemented, as advertised.

7.0 Background Papers

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

8.0 Financial Implications

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

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**Proposed Decision to be taken by the
Portfolio Holder for Transport and Highways**

on or after 25th April 2014.

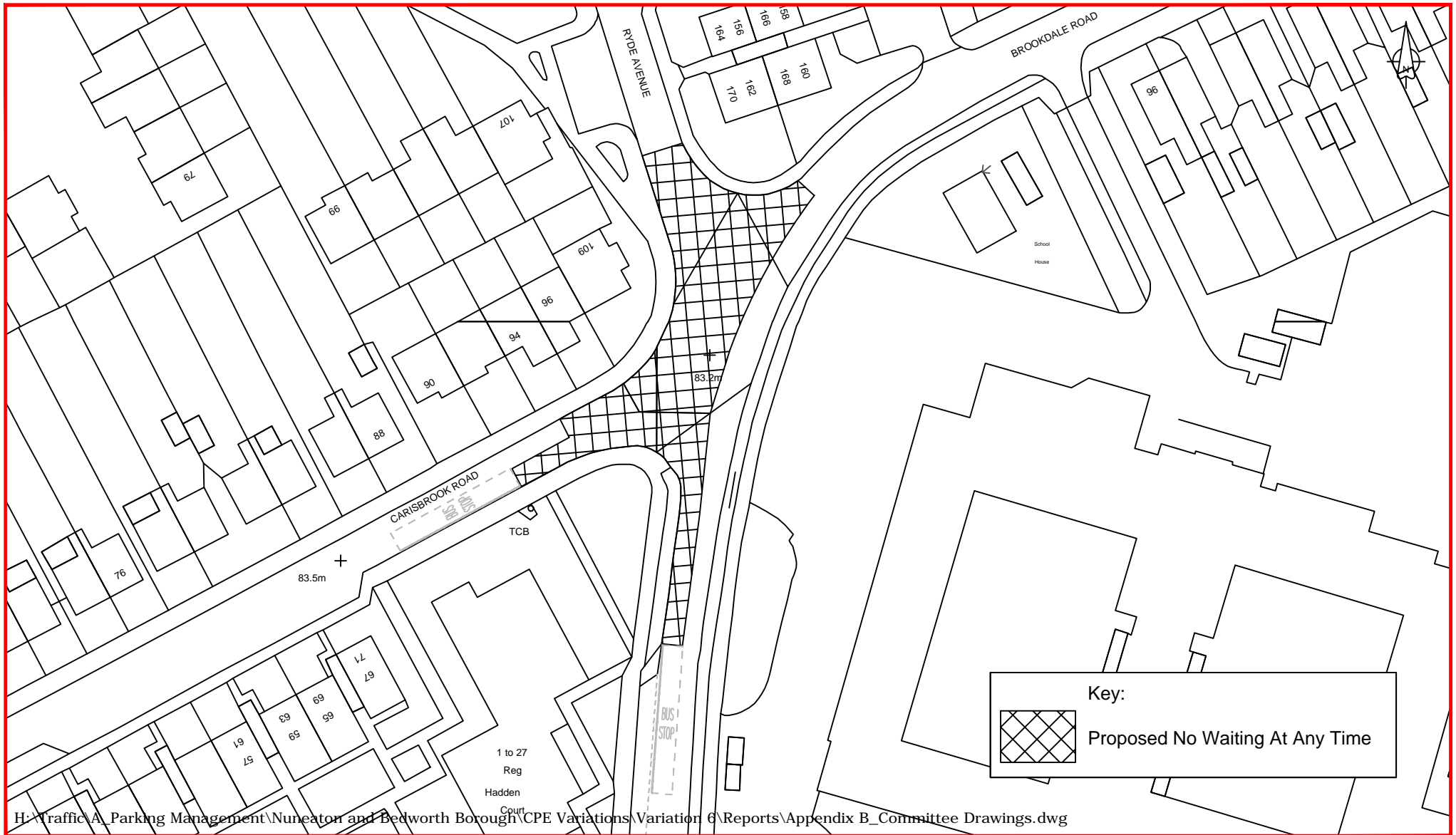
Various Roads, Nuneaton & Bedworth Borough

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).



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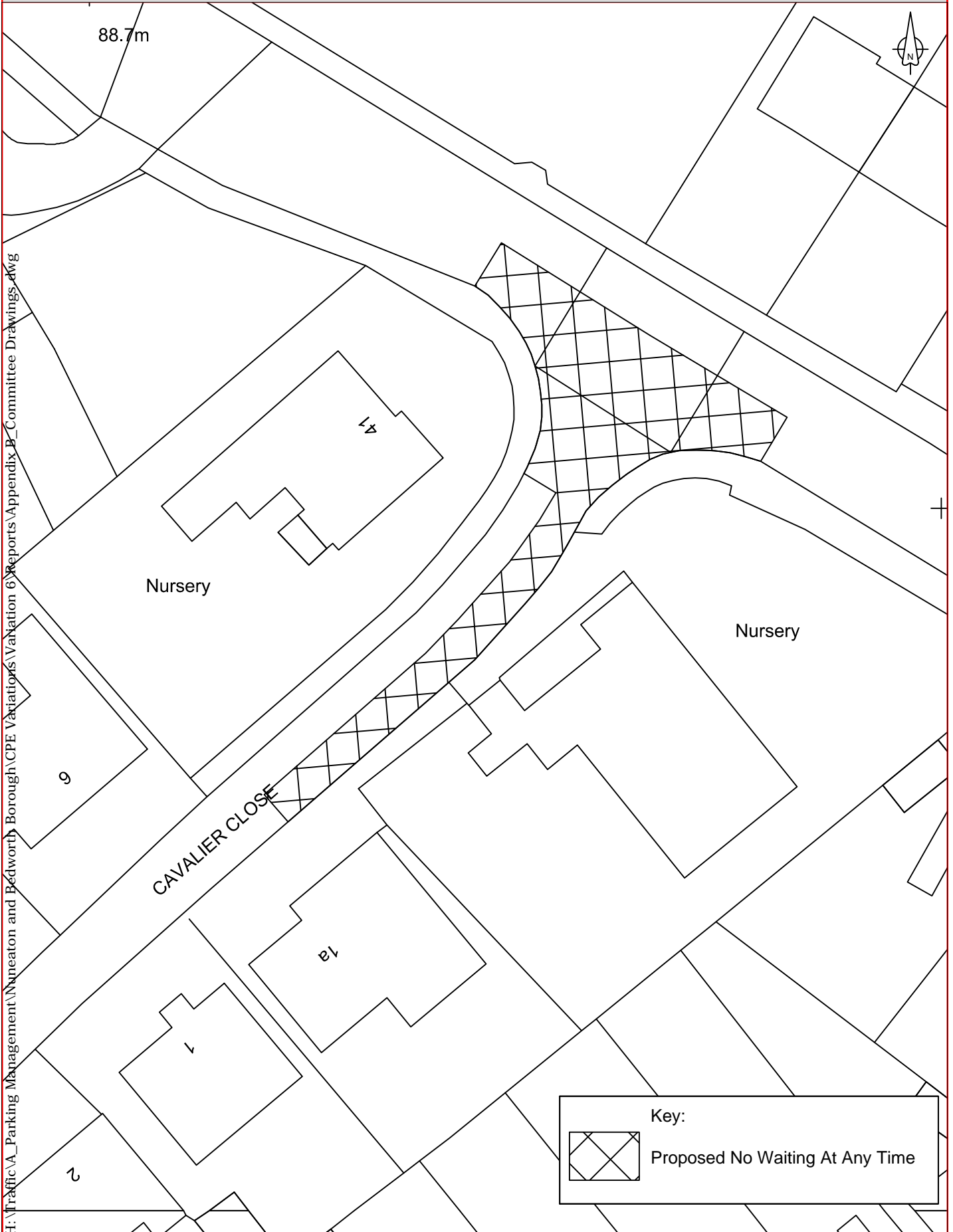
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Transport and Planning - Portfolio Decision
Carisbrook Road etc, Nuneaton - Proposed NWAAT
Appendix B Plan 1

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APPENDIX B



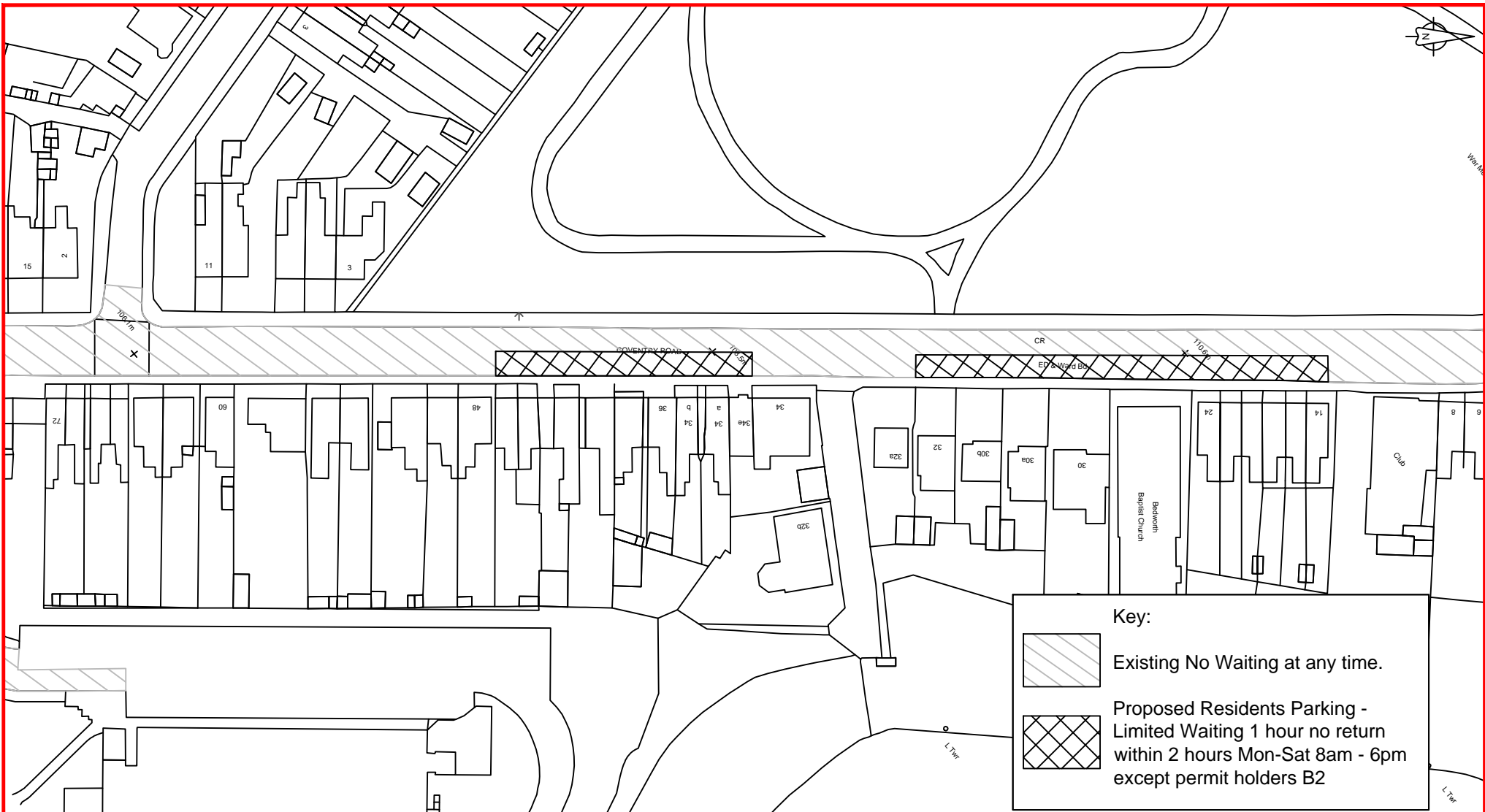
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Transport and Planning - Portfolio Decision Cavalier Close - Proposed No Waiting At Any Time - Appendix B Plan 2

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Key:

-  Existing No Waiting at any time.
-  Proposed Residents Parking - Limited Waiting 1 hour no return within 2 hours Mon-Sat 8am - 6pm except permit holders B2

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Transport and Planning - Portfolio Decision
Coventry Road, Bedworth - Proposed Residents Parking and NWAAT
Appendix B Plan 3

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Plan number :

Plan 5

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Transport and Planning - Portfolio Decision

Whittleford Road / Woodford Close, Nuneaton - Proposed NWAAT

Appendix B Plan 5

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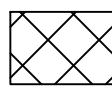
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APPENDIX C



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Key:



Proposed No Waiting At Any Time.

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Transport and Planning - Portfolio Decision

Carisbrook Road etc - Proposed NWAAT

- Appendix C Plan 1

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