

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

**Various Roads, Warwick District –
Proposed Waiting Restrictions, On-Street Parking Places and
Residents' Parking Permits**

Recommendations

That the Portfolio Holder for Transport and Planning approves that the 'Warwickshire County Council (District of Warwick) (Permitted Parking Area & Special Parking Area) (Waiting Restrictions, On-street Parking Places & Residents' Parking) (Consolidation) (Variation nos. 23a and 23b) Orders 2014' be made as advertised, with the exception of the proposals relating to Gas Street / Priory Street which are to be withdrawn.

1.0 Introduction

1.1 Proposals for waiting restrictions at various locations in Warwick District were published in the Leamington Spa Courier on 24th April 2014 and 22nd May 2014. Objections to the following proposals have been received:

- Beaconsfield Street (Double Yellow Lines)
- Saltisford (Double Yellow Lines / Residents' Parking)
- Millers Road (Double Yellow Lines / Revocation of Disabled Bay)
- St Michael's Road (Double Yellow Lines / Residents' Parking)
- Saltisford Gardens (Double Yellow Lines)
- Lansdowne Road (Double Yellow Lines)
- Antelope Gardens (Double Yellow Lines / Residents' Parking)
- Priory Street (Double Yellow Lines)
- Gordon Street (Double Yellow Lines)
- All Saints Road (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 or comments 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 Beaconsfield Street, Leamington Spa – Proposed Double Yellow Lines (Plan 1 in Appendix B)

- 2.1 Beaconsfield Street is a residential street to the East of Leamington Spa. It is proposed to introduce Double Yellow Lines to facilitate the safe passage of traffic, and to enable the Fire Service to enter the street.
- 2.2. 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. Restricting parking along the north side of Beaconsfield Street would create enormous pressure on parking for the rest of the street...
- 2. While we can understand the request from the fire service, there does not currently seem to be an issue with refuse lorries coming up the street...

Response

- 1. There are several accesses to off street parking on the north side of the street. Vehicles cannot park across these accesses at any time, so the levels of actual parking space available that would be restricted is less than it would be if Double Yellow Lines were to be introduced on the south side of the road, hence keeping disruption to the absolute minimum.
- 2. The vehicles that the Fire Service uses have rear steering, which we have been advised makes it very difficult to negotiate streets with double parking.

Comments

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

...In the day parking is fine but return to your house after 4pm and the only place to park would be where the double yellow lines will be placed...
...when the double yellow lines come into effect I may have to park in another street. This gives me concerns as the lighting is not that effective and it could be I have to walk two or three streets away...

Response

Warwickshire County Council is unable to guarantee drivers a space outside their own property.

2.3 Recommendation

That the Portfolio Holder for Transport and Planning approves that the proposal be implemented, as advertised.

3.0 Saltisford, Warwick – Proposed Double Yellow Lines / Residents' Parking (Plan 2 in Appendix B)

3.1 Saltisford is a main route into Warwick, with high levels of commuter parking. It is proposed to introduce Double Yellow Lines and Residents' Parking on sections of the road to facilitate the safe passage of traffic.

3.2. The following objections/comments have been received.

Objections [1]

Objection 1

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

...There are three contributing factors to on-street parking in this area:

1. The houses along Saltisford road have no dedicated drive or car park, so must use on-street parking. Each house will almost certainly have at least one car, if not, several.
2. The flats within Romani close and Birch Meadow Close only have one dedicated parking space, with very limited visitor or overflow parking available. Many of these flats are two-bedroom, so it would be safe to assume based on the type of accommodation that many will require an additional parking spot to the single allotted space.
3. There is a public footpath and woods adjacent to Romani Close which is popular with visitors to Warwick and leads onto the racecourse. At the moment there is a small free car park that is almost always full and has to share capacity between visitors, the blocks of flats and the houses opposite.

Increasing parking restrictions will make Warwick less accessible to the residents and our guests and I can see no clear incentive to introduce these measures other than to raise money.

Response

Response to numbered points;

1. Capacity is an issue at this location, as currently there are no restrictions in place, allowing commuters to park all day. By introducing the Residents'

Parking bays, it will allow the residents more of a chance to park close to their property.

2. It is inevitable that parking will be reduced as a result of the proposals; however it is not possible to increase the amount of parking available for residents' of Romani Close and Birch Meadow Close, as the restrictions are designed to facilitate the passage of traffic by moving vehicles away from Saltisford which has high levels of traffic.
3. The car park is non highway land and so no measures can be taken to increase capacity or alter it in any way.

The Residents' Parking bays will provide parking for all vehicles for 2 hours between 8am and 8pm, and unrestricted parking for vehicles holding a valid residents' permit or visitors permit.

3.3 Recommendation

That the Portfolio Holder for Transport and Planning approves that the proposal be implemented, as advertised.

4.0 Millers Road, St Michael's Road, Saltisford Gardens, Antelope Gardens, Warwick, and Lansdowne Road, Leamington Spa – Proposed Double Yellow Lines / Disabled Persons Parking Place, Residents Parking (Plan 3, 4, 5 in Appendix B)

- 4.1 **Millers Road (Plan 3)** is a main route into the Hospital in Warwick. It is proposed to introduce Double Yellow Lines to facilitate the safe passage of traffic, as well as the removal of an existing Disabled Persons Parking place.

St Michael's Road, Saltisford Gardens, Antelope Gardens (Plan 4) is a residential estate catering mainly for the elderly and vulnerable. It is proposed to introduce Double Yellow Lines and Residents Only Parking to remove commuter parking and to facilitate the safe passage of traffic.

Lansdowne Road (Plan 5) is located near to the centre of Leamington Spa. It is proposed to include several properties within Residents Parking Zone (L3) and to extend Double Yellow Lines.

- 4.2 17 Objections were received using the same letter template, objecting to all of the roads as above.

The summary of the objections are detailed below.

Objections [17]

Comments [1]

Objection 1 (1-17)

I would like to strongly object to increased parking regulation proposed for Millers Road, St Michael's Road, Saltisford Gardens, Lansdowne Road and Antelope Gardens...

...As it stands we are already suffering from people parking for free all day (usually from 8.15am until 5pm) as the adjacent streets towards the hospital have parking restrictions. We would like the same restrictions proposed applied to Wedgenock Green...

Response

It is worth noting that Lansdowne Road is a considerable distance from all the other roads mentioned and forms no links with these, and so is assumed it was written in error by the letter template author.

It is also clear from the letter, that the main objection is that Wedgnock Green has not been formally proposed to receive a Residents' Parking Zone. This area was considered for such proposals at the Transport Seminar in Jan 2014, however it was not chosen for formal consultation. Due to the level of responses from Residents, it will again be considered for inclusion in the programme for 2015/2016.

Comments

I agree with the Parking Zone on Millers Road.

4.3 Recommendation

That the Portfolio Holder for Transport and Planning approves that the proposal be implemented, as advertised.

5.0 Priory Street, Leamington Spa – Proposed Double Yellow Lines (Plan 6 in Appendix B).

5.1 Gas Street / Priory Street are linked roads off Tachbrook Road. Due to a request from the Refuse collection team at Warwick District Council, Warwickshire County Council has proposed the introduction of restrictions to allow for access. It is proposed to introduce Double Yellow Lines to facilitate the safe passage of traffic.

5.2. The following objections/comments have been received.

Objections [5]

Objection 1

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

1. It should be noted that there is very minimal passage of traffic along Priory Street and it is also highly unusual for traffic to be passing in both directions at once. This is largely because Priory Street doesn't really go anywhere. The same applies for Pedestrian traffic.
2. Parking is currently permitted on substantially both sides of Priory Street and passage of traffic has not been significantly impeded. It is notable that every

week the refuse collection truck reverses down Priory Street to get to Gas Street because the passage of traffic is far easier by this route than directly along Gas Street. If a refuse truck can reverse down it, pretty much any vehicle could pass.

3. However, on infrequent occasions, less than sensible parking on both sides of Priory Street simultaneously has indeed impeded the flow of traffic. Double Yellow Lines on just one side of Priory Street would therefore appear to be sufficient to ensure no impediment to the passage of any traffic whatsoever, hence adding double yellow lines to both sides would appear to gain nothing and consequently be impossible to justify in terms of the purported reason for the proposal.
4. The residents of numbers 6 and 8 Priory Street have no off street parking and would be hugely disadvantaged by double yellow lines outside their properties. Additionally, the kerb and pavement opposite these properties is lowered to the level of the carriageway, providing adequate width for large vehicles, as illustrated by the weekly passage of refuse and recycling trucks. On the other (North) side of the carriageway properties have off street parking and would therefore not appear to be disadvantaged by double yellow lines, indeed double yellow lines here may even be an advantage in preventing blocking of access to the off street parking.

Response

1. It is accepted that traffic volumes on Gas Street / Priory Street are low.
2. Currently refuse vehicles have to mount the footway to negotiate the roads. This poses a risk to pedestrians.
3. If Double Yellow Lines were placed on one side of the road, this would allow vehicles to park on the other side of the road. Due to the narrow width of the carriageway this would cause vehicles to mount the footway.
4. The lowered kerb is to allow access to off-street parking for properties on Tachbrook Road. It is not designed for vehicles mounting the footway and to proceed along the footway to negotiate Priory Street.

Objection 2

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

1. I object to the proposed plans for double yellow lines in the whole of Priory Street on the basis that firstly the reasoning seems bizarre – ‘to facilitate the flow of traffic’ – Priory Street is a tiny road off a main road, Tachbrook Road, and leads on to Gas Street...
2. ...it seriously disadvantages residents in respect of parking...

Response

1. The main issue and reasoning behind the proposals is to facilitate the passage of refuse vehicles to safely enter and exit both streets without mounting the footway, in order to reduce the risk to road users including pedestrians.
2. We have allowed as much parking as is feasible on Gas Street and would provide sufficient spaces for Residents’ vehicles. Currently there are 4

properties on Priory Street, one of which has off street parking provision. The proposals would allow for 7 spaces.

Objection 3

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

1. The problem is increased parking in Gas Street and the part of Priory Street at the back of the houses on Tachbrook Road by people leaving cars all day going to the train station.
2. We have two daughters with small children who live away so having yellow lines all round the roads would mean visitors would have to park some distance away as all parking on Tachbrook road is taken up with residents or people leaving cars to go to the station.

Response

1. If Double Yellow Lines were implemented on Gas Street only, it would push commuter vehicles onto Priory Road, create a bigger problem for residents, and create a potentially bigger problem for larger vehicles using Priory Street to exit onto Tachbrook Road.
2. There is provision for 7 vehicle parking spaces within the proposals on Gas Street. There is also unrestricted parking along Tachbrook Road.

Objection 4

The following objection was received following the site meeting with the Portfolio Holder for Transport and Planning, Cllr Jonathan Chilvers, officers from Traffic and Road Safety team and Warwick District, and residents.

The objector included the following within the email submission:

Although my main objection may be moot in light of today's developments from the on-site meeting I develop a somewhat novel argument based on road safety so I wish it be formally recorded. My apologies if it seems overly harsh, it was of course written before today's productive meeting when it appeared that an adversarial approach would be required to sway the mind of the Portfolio Holder.

The residents of Priory Street are generally happy with the way things appear to be moving forward and we look forward to hearing from you concerning any revised proposals.

The points listed below are a summary of the main points received in the objection:

1. They will devalue my and other residents' properties due to the loss of on-street parking.
2. They will cause a major decrease in road safety due to the new risk of life-changing or even life-ending accidents involving pedestrians in the older, narrower part of Priory Street. I believe this problem may have been

overlooked as I only became aware of the issue recently myself, despite it concerning my own property.

Response

1. The loss of parking is appropriate for the geometry of the street and is unavoidable for this type of restriction to be successful in allowing the safe manoeuvring of the refuse vehicle.
2. The restrictions should not adversely affect safety on Gas Street or Priory Street.

Objection 5

The following objection was received following the site meeting with the Portfolio Holder for Transport and Planning, Cllr Jonathan Chilvers, officers from Traffic and Road Safety team and Warwick District, and residents.

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

1. As parking both sides of Gas Street is the reason the refuse lorries cannot gain access to empty the bins we would like to suggest double yellow lines on one side of this road only.

Response

1. This is a contributing factor to the problems with access. Double Yellow Lines on both sides of the road would be needed to ensure there are no future problems with refuse vehicles being able to enter the area.

5.3 Engineer's Comments:

Proposals for waiting restrictions on Priory Street and Gas Street have been proposed as a result of Warwickshire County Council being advised that refuse collection is being disrupted by obstructive parking.

As has been highlighted in some of the objections received, both streets experience very little traffic flow and traffic speeds are also low. However, the layout of the streets does not allow for many vehicles to park without obstructing the carriageway, the footway or both.

The responsibility for carrying out enforcement against vehicles parked obstructively in these locations is currently that of the Police under the Highway Code, but for the suggested issue of access for refuse collection Warwickshire County Council would normally recommend that this remains the case.

Responses to the formal consultation have suggested that difficulties in refuse collection are a relatively rare occurrence and that the formalisation of waiting restrictions would be more inconvenient than the existing situation.

Following a site meeting with residents on 4th June 2014, an alternative proposal has been designed and is included in **Appendix C**. This proposal would remove obstructive parking from a section of Gas Street only, thus facilitating access for refuse collection. Parking on the remainder of the streets would continue to be at the drivers' discretion in accordance with the Highway Code and enforceable by the Police.

The Parking Management Team does not recommend the implementation of this scheme because the termination of Double Yellow Lines in a location where to park would be to cause an obstruction could be interpreted as tacit approval from Warwickshire County Council that such parking is permissible. However, it is acknowledged that the risks to drivers and pedestrians caused by obstructive parking will be somewhat mitigated by the low traffic volumes and speeds at this location.

5.4 Recommendation

That the Portfolio Holder for Transport and Planning approves that the original and amended proposals are withdrawn and that no further action is required.

6.0 Gordon Street, Leamington Spa – Proposed Double Yellow Lines (Plan 7 in Appendix B)

6.1 Gordon Street is located near to the centre of Leamington Spa and is mainly residential. It is proposed to introduce Double Yellow Lines on sections of Gordon Street to facilitate the safe passage of traffic, and was requested by the Fire Service.

6.2. The following objections/comments have been received.

Objections [2]

Objection 1

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

...people already park outside our flat just go up town or to visit offices or pubs in the area and block our parking...If the plan was to go ahead I would insist that there be permits issued in the street, and/or some kind of sign placed on our car park stating that it is for flat residents only...I believe issuing permits will reduce the number of cars on the street altogether as most don't even live here, and making our car park Gordon Court residents only will ensure that we can actually park outside our home...

Response

A Residents parking scheme for Gordon Street has been previously looked into but rejected due to the width of the carriageway. After the initial site visit carried out by Engineers, it was decided to extend the Double Yellow Lines on Gordon Street past the access to the off street car park used by residents of Gordon

Court to ensure that access is maintained, as previously we had received a complaint. We are unable to restrict or alter the parking arrangements on the car park as it is not highway land.

Objection 2

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

1. I write to express my objection to including no parking lines at the west end of Gordon Street...this area of Gordon Street is very rarely parked on. It is however of great use to vehicles especially larger ones when required by tradesman etc.....
2. There are also some garage entrances at that place and it would also not seem right for those using that garage if they placed a vehicle immediately outside to run the risk of a penalty notice when they are inconveniencing no-one nor obstructing anyone other than themselves.

Response

1. We have had previous correspondence from another resident asking that something be done regarding obstructive parking in this area, and so have proposed restrictions to alleviate this problem. It was also flagged as a problem area by the Fire Service.
2. Vehicles parking outside the garage entrances by the owners of the garages can do so if Double Yellow Lines are implemented as there is adequate width behind the highway which is private land.

6.3 Recommendation

That the Portfolio Holder for Transport and Planning approves that the proposal be implemented, as advertised.

7.0 All Saints Road, Warwick – Proposed Double Yellow Lines (Plan 8 in Appendix B)

- 7.1 All Saints Road is located to the east of Warwick centre, and is mainly residential. It is proposed to introduce Double Yellow Lines to facilitate the safe passage of traffic.
- 7.2 The following objections/comments have been received.

Objections [1]

Objection 1

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

1. In our view for the reasons to have a reasonable chance of successfully improving traffic issues, they would need to be enforced AND extend further northwards on the east side of All Saints Road (across the bridge and past

the front of our property and No.1 as proposed), but past No.2 and onwards, perhaps as far as the corner with Austin Edwards Drive. Here the road is becoming wide enough at this point for cars to be parked on the west side of All Saints Road AND to allow vehicles to pass each other on the road as well. As presently proposed, we would wish to object to the proposals, for the reasons of ineffectiveness cited above.

Response

The restrictions have been designed to cause the least amount of disruption for Residents of All Saints Road, whilst still providing an effective solution to the issue of cars parking inappropriately, causing visibility issues. Double Yellow Lines are proposed to extend to the access point for the school on the west kerb line, and allow for vehicles parking north of this point. The Double Yellow Lines proposed on the East side are extended from the Rail Bridge up to the off-street parking access of no.2 All Saints Road. This still allows for residents to park outside of their property, but also alleviates obstructive parking and increases visibility at the narrowest section of carriageway.

7.3 Recommendation

That the Portfolio Holder for Transport and Planning approves that the proposal be implemented, as advertised.

8.0 Background Papers

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

9.0 Financial Implications

9.1 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**

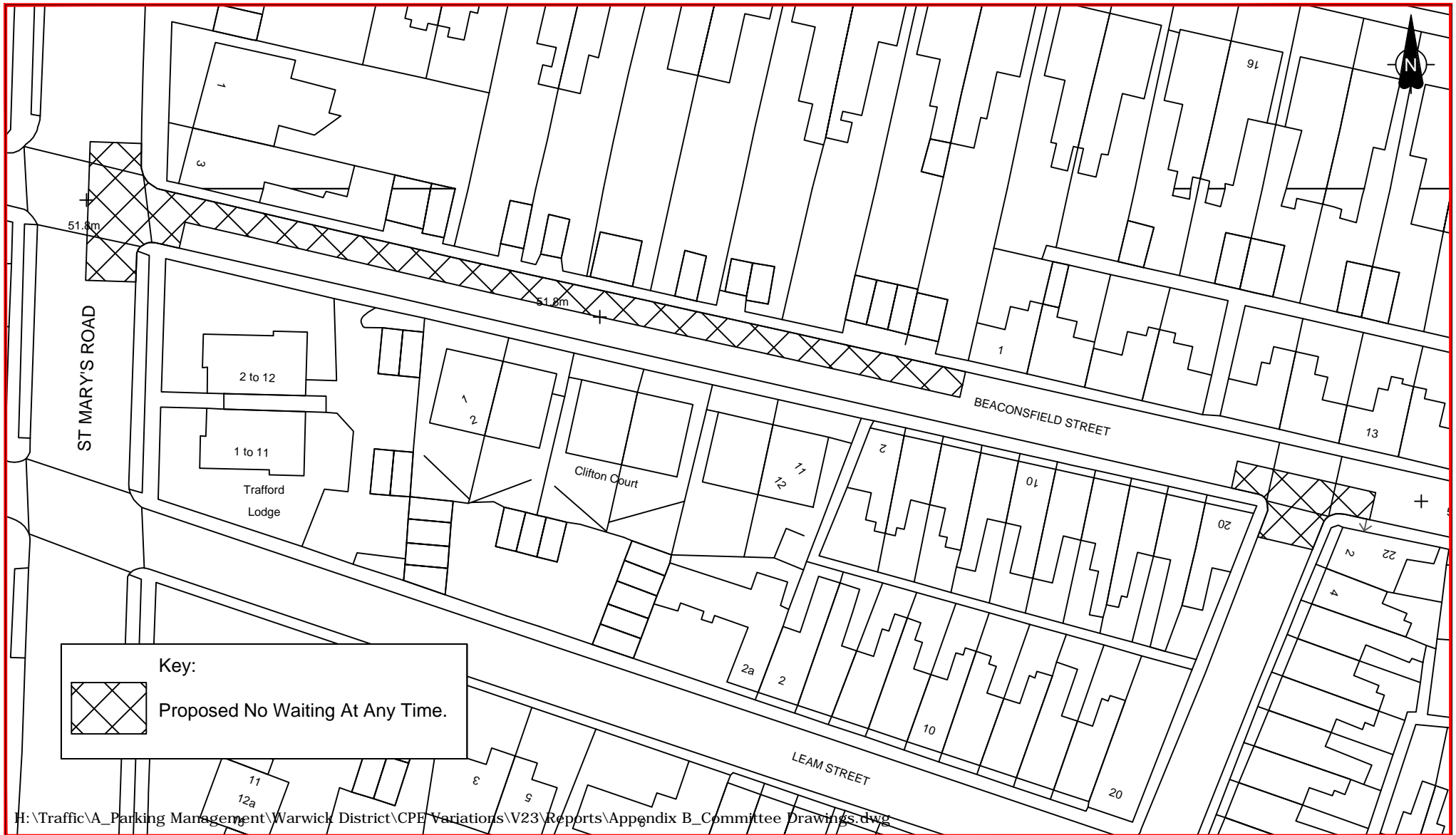
On or after 25th July 2014.

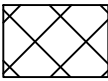
**Various Roads, Warwick District -
Proposed Waiting Restrictions, On-Street Parking Places
and Residents' Parking Permits**

**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).



Key:
 Proposed No Waiting At Any Time.

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Plan number :

TR/9222

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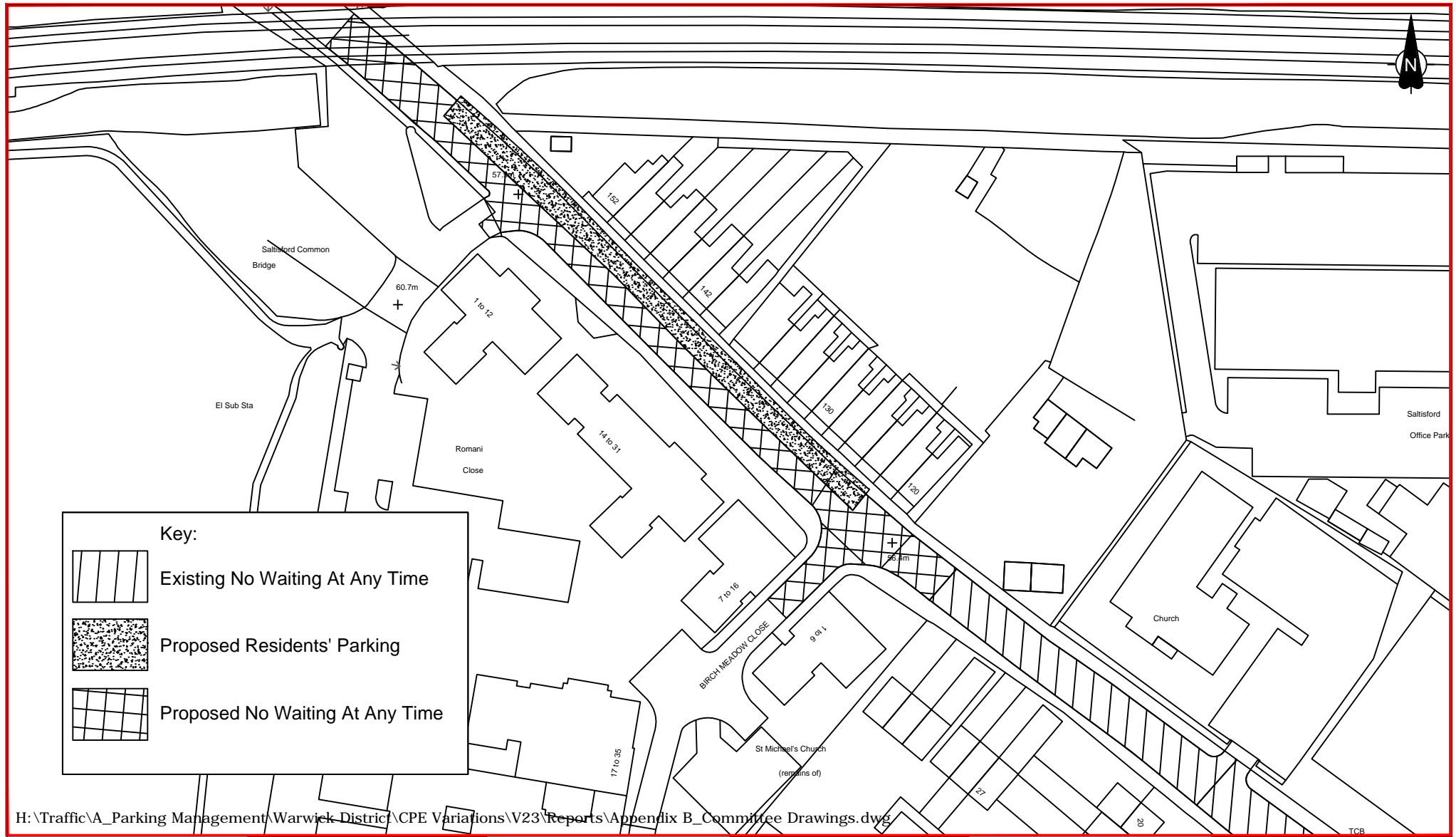
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Transport and Planning - Portfolio Decision
Beaconsfield Street, Leamington Spa - Proposed NWAAT
Appendix B Plan 1

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Plan number :

TR/9223

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Transport and Planning - Portfolio Decision
Saltisford, Warwick - Proposed NWAAT and Residents' Parking
- Appendix B Plan 2

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Transport and Planning - Portfolio Decision

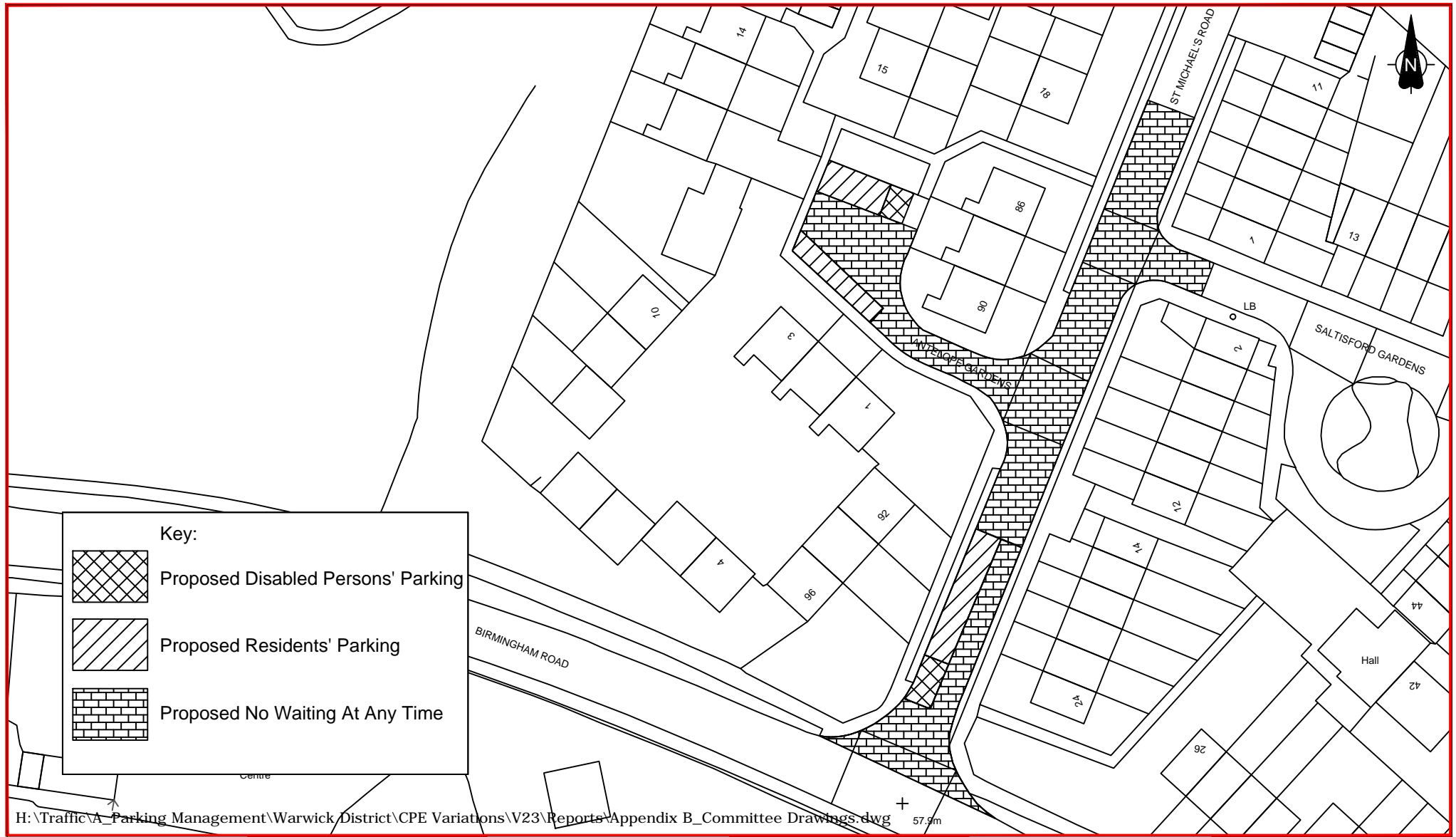
Millers Road, Warwick - Proposed NWAAT & revocation of Disabled Persons'

Parking Bay- Appendix B Plan 3

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Transport and Planning - Portfolio Decision
St Michael's etc, Warwick - Proposed NWAAT, Disabled Persons' Only
and Residents' Parking - Appendix B Plan 4

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Transport and Planning - Portfolio Decision
Lansdowne Road - Proposed NWAAT & eligibility for Zone (L3)
- Appendix B Plan 5

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Transport and Planning - Portfolio Decision
Gas Street / Priory Street - Proposed NWAAT
- Appendix B Plan 6

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Transport and Planning - Portfolio Decision

Gordon Street - Proposed NWAAT

- Appendix B Plan 7

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Plan number :

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Transport and Planning - Portfolio Decision

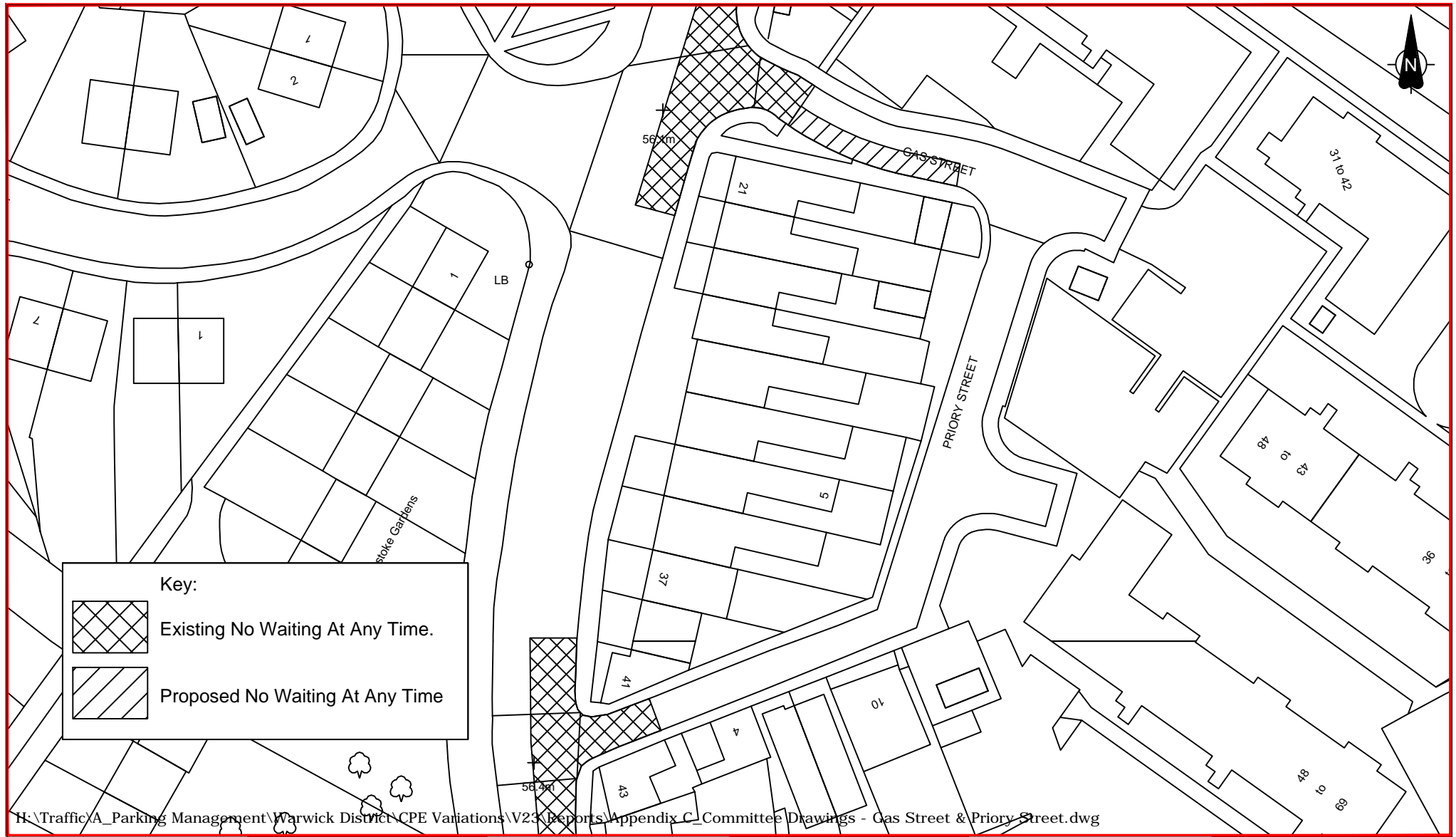
All Saints Road - Proposed NWAAT

- Appendix B Plan 8

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Plan number :

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Transport and Planning - Portfolio Decision
Gas Street / Priory Street, Leamington Spa - Proposed NWAAT
Appendix C Plan 1

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