

**The Residents of Mulberry Court
Mulberry Street
Stratford upon Avon
CV37 6RT**

February 2015

Mr C Latham
Traffic and Road Safety
P O Box 43
Shire Hall
Warwick
CV34 4SX

RECEIVED 24 FEB 2015	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

Dear Sir

I am writing on behalf of the residents of Mulberry Court to thank you for leaving the double line outside of the Electric Shop.

The flats of Mulberry Court benefit from them being there. Although on the opposite side of the road, it makes access easy and before they were there when cars parked opposite and close to the entrance, on occasions it made it impossible to get in.

Although not strictly for this purpose, they do act as a refuge when the road is down to single lane after 6.00pm which allows a passing place which stops cars coming from either direction head on and causing incidents of road rage like we see in Shakespeare Street.

RECEIVED 23 FEB 2015	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

[REDACTED]

20th Feb 2015

Ref:- Residents parking order 2015.

Dear Mr Latham

I have studied the plans for yellow lines in Bardswell Court. I was pleased to notice that the lines had been extended as discussed with Cllr Lloyd and passed to your department.

As you are aware I represent the flat residents on behalf of Mainstay Management Group. So far none of these residents have approached me offering any objections.

In the hope that plan for yellow lines goes ahead may I inform you that some of the vehicles that park in Bardswell Court appear to be there long term. I feel sure that you will inform all parkers well before yellow lines are painted in.

I thank you for your co-operation

Yours faithfully

[REDACTED]

Send To	[REDACTED]
Send From	civilenforcement
Copy to	
Subject	On-street parking relief - Stratford

Reply on : 17/02/2015 11:57:44

Dear [REDACTED]

Thank you for your comments regarding the proposed changes to the resident parking zones S7 & S8.

We do not have any control over the off street car parks in Stratford, these are under the control of Stratford District Council.

yours sincerely,

C. Latham
Senior Technician.

Reference No :201521410143 [REDACTED]

Your Comments :

I fully support the proposed sharing of zones S07 and S08 for residents in this area of Stratford upon Avon. I have an S07 parking permit and often have difficulty finding an available space because of Theatre and Restaurant traffic using these spaces in the evening. May I put forward the suggestion that permit holders for S07 and S08 zones be allowed to use the car park situated behind the Windmill pub on Church Street? This single change would result in more available street parking spaces for visitors and tourists during the peak season of April to September. Perhaps 20 or so designated spots at the very rear of the car park would suffice?

Warwickshire County Council,
Shire Hall, Warwick, CV34 4RA
<http://WWW.warwickshire.gov.uk>
Switchboard 0845 090 7000

F.A.O. please:-

MR. Christopher Latham.
Senior Technician
Traffic & Road Safety.
Warwickshire County Council.
P.O. Box 43. Shire Hall.
Warwick. CV34. 45X.

From:-

* STRATFORD UPON AVON
WARWICKS

16. February 2015.

Dear MR Latham.

RE: Zone 2 Parking Proposals.
Stratford-Upon-Avon.

Thank you so much for your informative letter of 09. February 2015 - in respect of the above Review, following on from the Residents' Survey, recently.

For myself - fronting onto St. William St^s and with parking space whatsoever (I am in mid-terraced cottage), I am delighted with the great improvements your proposals will afford myself and also my family / visitors / and I do → to

believe; actually, many of my near
neighbors agree with my very loud
and resounding - YES! please please.

Very good of you, plus [REDACTED]
to give your valuable time and much
expertise to our wishes!!

Thank you again.

Hoping yourself, and your team -
will enjoy an excellent 2015 - OUR
New Year, just beginning!

Kind regards.

Yours sincerely,

[REDACTED]
[REDACTED]



Chris Latham <chrislatham@warwickshire.gov.uk>

Proposed Parking changes S2

1 message

3 March 2015 at 09:59

To: chrislatham@warwickshire.gov.uk

Dear Mr Latham

Further to your letter dated 9th February regarding the revision to parking in Stratford upon Avon and particularly around Shakespeare Street, I wish to send my support for the changes.

As representative of Victoria Close, we are very pleased that the recent queries on the inclusion of Victoria Close in the permit scheme will now be settled in the formal inclusion of our residents in the scheme. As a resident for over 20 years and a permit holder for all that time I am very pleased to know this should now continue.

The addition of further day time spaces will prove to be very much appreciated by residents and I would imagine by the council with the potential additional day time revenue from these spaces.

We thank you very much for your efforts in this matter and look forward to the new scheme coming into force.

Kind Regards

[Redacted signature]



Chris Latham <chrislatham@warwickshire.gov.uk>

Parking

1 message

23 February 2015 at 20:59

Reply-To: [REDACTED]
To: chrislatham@warwickshire.gov.uk

Dear Mr Latham,
Thank you for your consultation letter of 9th February. I live in zone S2 and fully support your proposals.
Kind Regards,
[REDACTED]

Sent from Samsung tablet

[REDACTED]
[REDACTED]
Stratford upon Avon
[REDACTED]

RECEIVED 26 FEB 2015	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

Re: THE WARWICKSHIRE COUNTY COUNCIL (DISTRICT OF STRATFORD ON AVON)
(CIVIL ENFORCEMENT AREA) (WAITING RESTRICTIONS, ON STREET PARKING
PLACES AND RESIDENTS PARKING) (CONSOLIDATION) (VARIATION No 24) ORDER
2015.

Dear Mr Latham,

I write concerning the above proposals and would like to formally register my support for the proposals. I am glad that, should the proposals be agreed, Kerns Terrace will be formally adopted into the S2 Residents' Parking Zone and will therefore be eligible for permits.

If you need any further information from me please do contact me using the details below

Thank you for your efforts to date in this matter

Regards

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

To: Christopher Latham
Communities Group
Traffic & Road Safety

[REDACTED]
Stratford upon Avon
Warwickshire
[REDACTED]

[REDACTED]
[REDACTED]

Ref: Variation 24 Proposals

Dear Mr Latham

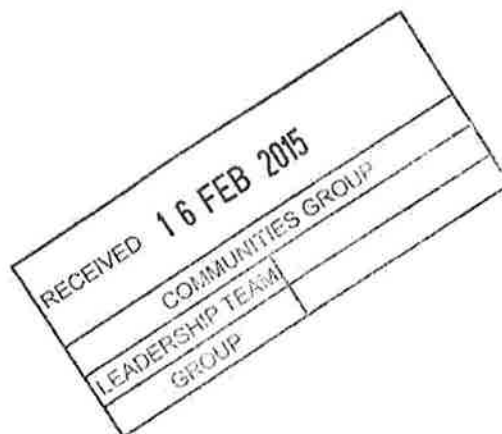
Thank you for your letter dated 9th February 2015.

I live in the S2 Residents Parking Zone. My wife & I fully support all of the proposals put forward that effect S2 only and also the proposals that effects S2 & S3 jointly.

I would like to take this opportunity to thank you and Cllr Lloyd for all the effort you have put into this recent review. The proposals suggested makes much better use of the space available, whilst allowing for smooth and safe traffic flow. Your comprehensive set of proposals will also stand the test of time.

Yours sincerely,

[REDACTED]
[REDACTED]
[REDACTED]



[REDACTED]
[REDACTED]
Christopher Latham
Traffic and Road Safety
PO Box 43, Shire Hall
Warwick CV34 4SX

16th February 2015

RECEIVED - 6 MAR 2015

COMMUNITIES GROUP

LEADERSHIP TEAM

Dear Mr Latham

Re. Residents' parking, Stratford upon Avon, proposed changes: Parking in Mansell St between 6.00pm and midnight should remain free and unrestricted.

We are writing in response to your letter (to 'The Occupier') inviting comments or objections to proposed changes to parking restrictions in Stratford upon Avon. We have read the consultation documents in the Library and wish to comment specifically on the proposed changes for Mansell Street, and on the way other changes will impact on our Residents' Parking areas in S2.

We currently pay £25 per year for a permit for S2 to allow us to park in Shakespeare Street, Mulberry Street, or Great William Street. If we have been out during the day and return to Stratford upon Avon after about 4.45 pm, there are hardly ever any spaces available in S2. The houses in this zone are almost all terraced properties with no off street parking and when people who live there are at home all the parking spaces are taken. Parking on the other side of the road does not start until 6.00pm. It is even worse at the weekend when few residents are at work.

When our car is parked during the day in S2, if we go out for the evening it is usually impossible to find a parking space when we return. This is due to the number of non-residents' cars parked there illegally until the pubs and clubs in the vicinity close, usually after 1.00am. On the rare occasions when we have arrived back in Stratford upon Avon after 1.00 am and can park on the other side of the road (ie in spaces where parking is allowed between 6.00pm and 8.00am), we have to be back to move the car by 8.00 am the following morning, and at that point there is often nowhere else to put it because the residents of the terraced houses on the Permit Holders' side of the road have not usually left until around 8.30 am.

In the past we often used to park on Western Road when there were no spaces in S2. It used to be free of time restrictions, although it was hazardous walking back home because the pavement was badly pot-holed and uneven and there were areas that were not well lit. If I parked on the part that led to the station, as a lone woman, pensioner, I did not feel safe walking back from such an isolated area. Since the alterations to the approach to the station, Western Road now has yellow lines and we cannot park there.

The premises next-door to us on Windsor Street have a Residents' permit for Mansell Street (S6). Many houses on Mansell Street have off street parking, and there are often spaces in the evening from the time shoppers and workers leave town, and before people arrive to visit restaurants, cinema, pubs etc. I have often paid for the first hour - from 5pm to 6pm - if there are no spaces in S2, but again I have to move the car by 8.00am the following morning and there is nowhere to put it until later, when residents in Shakespeare Street, Mulberry Street and Great William Street have left for work.

With regard to the changes to parking in Mansell Street, if there is a charge for parking until midnight, and only a 1 hour stay permitted, we will not be able to park there as described in the paragraph above. Furthermore, it will not benefit visitors to the cinema, or restaurants, or theatres, because all those activities last longer than one hour. We believe that the system will be abused by people willing to risk getting a parking ticket because they assume that traffic wardens are unlikely to patrol the area every evening until midnight. **Residents like ourselves who currently use spaces there from 6.00pm onwards when S2 is full, will no longer be able to do so.**

We are very disappointed that so little consideration appears to be given to residents' needs. It appears that the 'needs' or more accurately 'wants' of shoppers, workers and visitors are given much more priority, despite the fact that many of them could just as easily use the Park and Ride system, or for shorter visits like shopping trips, could use the paying car parks like Arden Street. As residents in the centre of town, we already have to tolerate the inconvenience of not being able to park near enough to the house to unload heavy bags or large items. It is unfair, and in my case, on a pension, just not affordable, to have to pay large amounts of money in parking meters when I have already paid for an annual Residents' Permit.

One reasonable option that would help, if you go ahead with your proposal to charge motorists for parking in Mansell Street between 6.00pm and midnight, would be to allow us to have a Residents' Permit for S6 as well as for S2. (We would have to display only one permit at a time, for the appropriate zone). This would increase the likelihood that we would be able to park in a permitted area, perhaps for 80% of the time. Since there are only about 10 houses on Windsor Street, and our next door neighbour already has an S6 permit, this could be granted to all the rest as a special measure without overburdening the parking spaces in Mansell Street. It might also ease the situation somewhat for people living in Shakespeare Street, Mulberry Street and Great William Street, who are irritated when they have to park a long way from their homes because the spaces are taken by people from Windsor Street.

Can we please urge you to take into consideration the fact that having some residential properties in the centre of town adds variety and preserves different aspects of its history. It makes for a more interesting town centre than one where all the Victorian terraced houses have been converted into business premises or knocked down.

It makes it increasingly difficult to live in them when so many concessions are made to other aspects of life, like blanket parking regulations.

A further point is that residents in this area will face even more pressure and competition for parking space when the new hospital is built. Increased numbers of staff as well as patients will make it even more difficult. By then both my husband and I will be in our mid seventies and we are not prepared to park the car in Shottery and walk home.

Yours sincerely

A large blacked-out redaction covering the signature and name of the sender.

Chris Latham
Communities Group,
PO Box 43
Shire Hall
Warwick CV34 4SX

5/3/2015

Dear Sir,

Re. WARWICKSHIRE COUNTY COUNCIL ROAD TRAFFIC REGULATION ACT 1984
THE WARWICKSHIRE COUNTY COUNCIL (DISTRICT OF STRATFORD ON AVON)(CIVIL
ENFORCEMENT AREA) (WAITING RESTRICTIONS, ON STREET PARKING PLACES AND
RESIDENTS PARKING) (CONSOLIDATION) (VARIATION No 24) ORDER 2015.

I write to state my objections to the above proposal regarding

Mill Lane Area Codes. HR37 HS37

"No waiting at any time. Limited waiting 2 hours no return 2 hours Mon-Sat 8am - 8pm except permit holders (S7).

At present Mill Lane is an unrestricted road with a narrow entry point. To improve access it is proposed to increase the extent of the double yellow lines and to introduce limited waiting along the unrestricted section"

The reasons given in the statement of reasons I submit, are not reasons - they are merely statements and there appears to be no logical or supported reasoning for the proposals.

Mill Road has no need of parking restrictions for residents parking reasons as all properties in this road have their own parking which is more than adequate. The statement indicates that Mill road has a narrow entry point, (to which access is already enabled with double yellow lines), and then further states that to improve access waiting restrictions are required at the existing parking area at a part of the road that has allowed parking for at least 40 years with no complaints or problems regarding access. This has no logic as waiting restrictions do not improve access as quite clearly vehicles can still park there! and neither does the logic of having an 8 a.m. to 8 p.m. two hour waiting restriction have any effect on access.

The reasoning has no supporting statements and I would submit is not a reason at all and the proposal is unnecessary.

It appears to me that it has just been decided Mill Road should have restrictions rather than it needs to have.

Perhaps the real reason for proposed restrictions is that it is hoped longer stays will be compelled to use pay car parks and the proposal is nothing other than an attempt to increase parking income and has no advantage for the town or residents as regards access or parking. It is possible longer stays that do use this road are more likely to use other parts of the town that do not have restrictions thus adding to the pressure for other Stratford residents.

And why 8 a.m. to 8 p.m. restrictions proposed? Again there seems to be no logic to this. And what about theatre/evening visitors to the town?

Both for access reasons and resident parking reasons this proposal has no merit and I strongly object.

As to the proposal to extend double yellow lines again as there is no supporting statement that the existing double yellow lines are inadequate re. access and are they really required thus reducing the number of available vehicle spaces?

Yours Sincerely





Chris Latham <chrislatham@warwickshire.gov.uk>

Re: Stratford on Avon Consolidated Road Traffic Regulation Order Variation 24

1 message

4 March 2015 at 16:36

To: Chris Latham <chrislatham@warwickshire.gov.uk>

Cc: jenny fradgley <jenny.fradgley@92ban.freeseve.co.uk>, keith lloyd <lloyd.keith17@ntlworld.com>, kate rolfe <katierolfe@ntlworld.com>

WARWICKSHIRE COUNTY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984
THE WARWICKSHIRE COUNTY COUNCIL
(DISTRICT OF STRATFORD ON AVON)(CIVIL ENFORCEMENT AREA) (WAITING RESTRICTIONS, ON
STREET PARKING PLACES AND
RESIDENTS PARKING)(CONSOLIDATION) (VARIATION No 24) ORDER 2015.

I wish to object to the proposed change to the disabled badge holder parking bay outside the Arden Medical Centre in Albany Road.

This email is copied to the County Councillors for Stratford upon Avon for their information.

For many years I have been consulted with proposed changes or provision of new disabled badge holder parking spaces in Stratford upon Avon. This has enabled WCC to achieve a balance of spaces for blue badge users with reasonable parking times and on each occasion there have not been objections to the relevant Traffic Regulation Orders. On this occasion I was surprised and disappointed not to have been consulted about a proposed change to the blue badge parking space outside Arden Medical Centre in Albany Road which has now led to my objection.

Your proposal refers to users of this disabled parking bay assisting disabled badge holders visiting the medical centre but has shown no consideration for Evesham Place Medical Centre, Evesham Place, CV37 6HT only a few metres away or many other small businesses nearby. Why are you assisting one business to the exclusion of others which means other businesses are not being treated equally. Surely, this is not what Warwickshire County Council should be doing.

Chris Latham told me that the Medical Centre had complained because there is no time limit on the disabled parking space in Albany Road which has on occasions been used as an all day parking space. I would fully support a change to the time allowed for parking and as the local authority responsible for this you are to blame for having allowed this to continue. However 1 hour for parking is not sufficient or reasonable and does not meet the national guidelines that have been achieved for disabled parking by working with disability user groups, Disabled Motoring UK, British Parking Services, hospitals, including South Warwickshire Foundation Trust, and others.

The parking time of 1 hour has to be extended to allow for parking, offloading, appointment time and loading again before departing. A person with a disability, which could be physical or visual and holding a blue badge needs to be allowed to park their vehicle, off load themselves and any aids they may have which could include walking sticks, a walking frame, a manual or powered wheelchair or a mobility scooter. They might then need assembling before leaving their vehicle for their appointment which may be the Arden Medical Centre but could be Evesham Place Dental Surgery or elsewhere nearby. For the Medical Centre and Dentist they would then check in before waiting for their appointment - which could be reasonably expected to be less time at the Medical Centre and longer at the Dentist. At the end of their appointment the blue badge user returns to their vehicle and then get themselves and any equipment back into it before departing. **One hour is not long enough to do all this.** This is the only allocated blue badge parking space in this area although there is the opportunity to use on-street parking in Albany Road and further away in Chestnut Walk.

A more realistic time for parking at this disabled parking space would be 2 hours and then no return for 2 hours between the hours of 8am-6.30pm which I ask that you consider for this Traffic Regulation Order.

Please acknowledge this objection.



On 10 February 2015 at 09:09, Chris Latham <chrislatham@warwickshire.gov.uk> wrote:
Stratford on Avon Consolidated Road Traffic Regulation Order Variation 24

Please find attached documentation regarding proposed Variation 24 to the Stratford on Avon District Consolidated Traffic Regulation Order.

These proposals will be advertised on the 12 February 2015 and be in formal consultation until 6 March 2015.

regards

Christopher Latham
Senior Technician
Parking Management
Traffic & Road Safety
Communities Group
Warwickshire County Council
Tel 01926 412071
Email: chrislatham@warwickshire.gov.uk
www.warwickshire.gov.uk

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Chris Latham <chrislatham@warwickshire.gov.uk>

Re: Parking in Stratford

1 message

24 February 2015 at 18:26

[REDACTED]
To: Chris Latham <chrislatham@warwickshire.gov.uk>

Dear Chris,

Where does that leave me? There are places to park in zone S1 and not zone S2. What happens when I can't find a space?

When did this consultation take place? I was never questioned. How many people did you ask and what was the outcome exactly?

Who is your boss and can I have their email address please? I would like/need a resolution to this otherwise what is the point in paying for a permit that does not benefit me when I am still having to pay for parking.

Please justify the reason for not changing my permit from S1 to S2.

Kind regards,

[REDACTED]
Sent from my iPad

On 24 Feb 2015, at 08:17, Chris Latham <chrislatham@warwickshire.gov.uk> wrote:

[REDACTED]
Thank you for your email, unfortunately there is no easy solution to the situation with the residents parking zones.

Consultation with residents showed no support for combining zones so the situation remains with regard to S2 zone eligibility.

yours sincerely

Christopher Latham
Senior Technician
Parking Management
Traffic & Road Safety
Communities Group
Warwickshire County Council
Tel 01926 412071
Email: chrislatham@warwickshire.gov.uk
www.warwickshire.gov.uk

On 21 February 2015 at 14:01, [REDACTED]

Dear Chris,

I am the owner of [REDACTED]
have been looking into the proposed changes to parking in Stratford.

I currently have a permit for zone S2, however there is already not enough space to park

therefore Monday - Thursday (after work) I park in Albany Grove and Wellesbourne Road. You are allowed to park there after 6pm - 8am. If the parking gets changed to midnight - 8am in those areas I won't be able to do that. I am aware that the area in S2 is planned to be increased but that doesn't help since the roads are even further for my flat.

Furthermore I live nearer to zone S1 so I would rather have a permit for that area. Why is that not possible if it's closer to where I live?

I look forward to your response with a solution to this problem.

Kind regards,



Sent from my iPad

This transmission is intended for the named addressee(s) only and may contain confidential, sensitive or personal information and should be handled accordingly. Unless you are the named addressee (or authorised to receive it for the addressee) you may not copy or use it, or disclose it to anyone else. If you have received this transmission in error please notify the sender immediately. All email traffic sent to or from us, including without limitation all GCSX traffic, may be subject to recording and/or monitoring in accordance with relevant legislation.



RE: Provision of traffic regulation orders
[redacted] to: civilparking

25/02/2015 10:23

Dear Mr/Ms Latham,
Please record my e-mail as a formal objection on behalf of Evesham Place Dental Practice. Although we are sympathetic to comments from Arden Medical centre that people are staying longer, we may find reducing the parking to one hour will mean every user will be overstaying as one hour does not give much time for wheel chair users to unload and load up again. As I previously stated, with our Dental Practice being on a main road the disabled parking in Albany Road is the closest to our practice but reducing parking to one hour would not be long enough for our patients.

Yours sincerely,
[redacted]
[redacted]

-----Original Message-----

From: systemmessage@warwickshire.gov.uk
[mailto:systemmessage@warwickshire.gov.uk] On Behalf Of
civilparking@warwickshire.gov.uk
Sent: 24 February 2015 08:40
To: [redacted]
Subject: Provision of traffic regulation orders

Dear [redacted]

Thank you for your email.

At the moment the disabled bay does not appear to be functioning as it should, the bay being occupied for long periods of the day by one vehicle.

The medical centre suggested that a 1 hour stay would be appropriate.

Blue badge holders are exempt from the restrictions in the resident parking bays on Albany Road and can park on double yellow lines for up to 3 hours provided they are not causing an obstruction.

It is not clear as to whether you are formally objecting to the proposals, please let me know if I should record your email as a formal objection.

yours sincerely

C Latham

Senior Technician.

Reference No :2015220915 [redacted]

Your Comments :

The proposed change of time limit of the disabled parking in Albany Road outside Arden Medical Centre will have a severe effect on our Dental patients.

Dental appointments can vary from 30 minutes to 2 hours so reducing the limit to 1 hour will make it very difficult for our disabled patients to

use
this

parking space. As our Practice is on a main road it is essential that there is suitable nearby disabled parking available to them.

Warwickshire County Council,
Shire Hall, Warwick, CV34 4RA
<http://WWW.warwickshire.gov.uk>
Switchboard 0845 090 7000



Chris Latham <chrislatham@warwickshire.gov.uk>

Residents Parking Zone S1

1 message

18 February 2015 at 14:09

To: "chrislatham@warwickshire.gov.uk" <chrislatham@warwickshire.gov.uk>

Further to our discussion this morning I would like to comment on the proposals for the alteration of the Residents Parking scheme in Albany Road, Stratford-upon-Avon.

Whilst not wishing to object, because I fully support the move to extend the period of operation of the parking restrictions, I am surprised that the proposals do not allow any parking alongside No9 Alcester Road within Albany Road.

The redevelopment of the property into flats, whilst recognising that only two of the flats will be entitled to parking permits within Albany Road, will create extra pressures on the space available for parking. (Those entitled to permits could have up to six permits - and there is no way of stopping visitor permits being lent to other residents within the flats who are not entitled to park in Albany Road)

Your comment that the space is needed for heavy vehicles entering Albany Road from Alcester Road is noted but not agreed.

I thought that there was a weight limit on vehicles in Albany Road.

Not many heavy vehicles enter Albany Road, and the road at that point is no narrower than along the rest of that portion of the road.

Vehicles can only enter Albany Road from the Alcester Road in they are travelling from the Town Centre. They would therefore need to swing over to the other side of the road away from the flats.

I do hope that you can reconsider this matter and provide extra parking spaces within Albany Road to help satisfy the demand for parking spaces.

Yours faithfully,

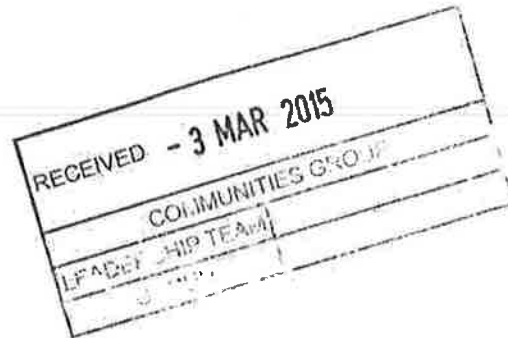

Sent from Windows Mail

Replied

3/3/2015

[REDACTED]
Stratford-upon-Avon
[REDACTED]
[REDACTED]

Chris Latham
Communities Group
PO Box 43
Shire Hall
Warwick
CV34 4SX



1st March 2015

Dear Mr Latham,

We are writing to you to formally object to the proposed changes to extend the 'No Waiting' zone on Bardswell Court, Stratford-upon-Avon. The proposal mentioned that this was necessary due to commuters parking on the road and causing an 'obstruction'. While many commuters use the road for parking near town, we have never found the road to be 'obstructed'. The road itself is usually very tidy, with only a single side of the road used for parking. Additionally, the road is not a through road, and is rarely used other than for residential access. In fact, a number of residents use the road for additional parking themselves.

We ourselves use the road for parking, as we have no off-road parking for our house at all. We have a single car for our household and we both live and work in Stratford. These changes would leave us without any place to park our car near our home, potentially leaving us to cause an obstruction elsewhere. This may additionally leave our car as target for burglary if we are forced to leave it in an unsupervised location.

Have other options, such as introducing a permit only zone been considered? If this is not possible, then maybe the no waiting zone could be extended to a single side of the road? Where, if this proposal is passed, would we park our car?

Yours sincerely,

[REDACTED]
[REDACTED]
[REDACTED]

Reply sent 4/3/2015

[REDACTED]
[REDACTED]
[REDACTED]
Warwickshire
[REDACTED]

RECEIVED - 4 MAR 2015	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
CHIEF	

Mr C Latham
Traffic & Road Safety
Po Box 43
Shire Hall
Warwick
CV34 4SX

03rd March 2015

Dear Mr Latham

RE: Extension of Double Yellow Lines at Bardswell Court

I am in receipt of your letter dated 9th February 2015 concerning the aforementioned case and would like to highlight a few concerns that I currently have:

Firstly, contrary to your statement, as far as I have been able to establish very few of the residents had any prior knowledge of this matter until receipt of your notification.

Secondly, although I do believe that the extension of the yellow lines will eventually resolve / alleviate the congestion issues that we face and the dangerous situation that this then places at the Birmingham Road junction to Bardswell Court I do not doubt that this will cause irreversible difficulties for ALL residents. There are already insufficient parking spaces available for the number of properties, conducive to their size, and any visitor spaces are strictly reserved for use by the residents of the flats and not the six 4bed houses that also exist here.

I have been advised that each of these houses, my own inclusive, have a minimum of two cars. The only property that has its own double driveway and not a single car port currently hosts a 4 car residency, again leaving their need for additional parking spaces also. I myself require the roadside directly in front of our house, this being one of the only two spaces that you are proposing to leave available to these six properties that actually require an additional 8 spaces. I can only imagine the aggravation and frustration this will cause with everyone trying to claim the one space as the other space you propose unrealistically would block the gentleman's car in his carport if used.

Thirdly, I do agree that the double yellow lines should be extended, but only in line with the entrance of the 1st car park on the left hand side. This not only alleviates the dangerous situation drivers are placed in on the Birmingham Road junction but also those to the pedestrians (especially the school children) that frequently cross here. On several occasions I am aware that our own refuse has not been collected and I myself have had deliveries delayed/refused due to inaccessibility by the vehicles as cars are parked on both sides of the road barely leaving enough room for a standard car to pass through.

With this in mind I am of the opinion that it would be more beneficial to introduce a monitored "parking permit" zone to the area for use by all the residents should they so require.

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]



Chris Latham <chrislatham@warwickshire.gov.uk>

Re: Proposed Parking Restrictions in Bardswell Court

1 message

3 March 2015 at 10:16

To: Chris Latham <chrislatham@warwickshire.gov.uk>

Dear Chris Latham

Thank you for your prompt reply.

I object most strongly to the proposal to extend the double yellow lines for the reasons given in my email 2March.
This would create an unworkable situation.

i can guess who the resident is and I can assure you there has been no discussion and no representation.

Please confirm that no decision will be made until there is a proper consultation. I am aware that other households are preparing a response before 6March

On Tue, Mar 3, 2015, at 08:52 AM, Chris Latham wrote:

- >
- > Thank you for your email.
- >
- > The proposed double yellow lines are as a result of repeated requests
- > from
- > a resident of Bardswell Court (reportedly representing the residents).
- >
- > All addresses in Bardswell Court. were included in the mail drop
- >
- > We have no proposals to introduce a residents permit scheme for this
- > location as residents have allocated parking within the development.
- >
- > Please let me know if you wish to object to the proposals.
- >
- >
- > yours sincerely
- >
- >
- >
- > Christopher Latham
- > Senior Technician
- > Parking Management
- > Traffic & Road Safety
- > Communities Group

> Warwickshire County Council
 > Tel 01926 412071
 > Email: chrislatham@warwickshire.gov.uk
 > www.warwickshire.gov.uk

> On 2 March 2015 at 21:32, [REDACTED]
 > wrote:

>
 >>
 >>

>> Dear Chris Latham

>>

>> The planning application to extend the double yellow lines to 90% of
 >> Bardswell Court has come as a surprise to many of the residents. I have
 >> had no consultation and neither have any of the other 5 house owners.
 >> The 9 visitor spaces already fill up quickly and are for apartments use
 >> only.

>>

>> The restriction would leave only 2 road spaces for 2nd cars , visitors
 >> and tradesmen/plumbers/ electricians/decorators etc. This is clearly
 >> insufficient for 6x4 bedroom houses and 22 apartments and would transform
 >> the current nuisance problem into an unworkable daily battle.

>>

>> A much more practical solution would be RESIDENTS PERMITS which could be
 >> purchased for a nominal sum. An occasional warden visit would suffice as
 >> residents would report any offenders.

>>

>> However the yellow lines should also be extended some 10 metres on both
 >> sides to prevent congestion at the entry to the close from the busy
 >> Birmingham Road.

>>

> [REDACTED]
 > [REDACTED]
 > [REDACTED]

>>

>>

>>

>> -- <http://www.fastmail.com> - Accessible with your email software
 >> or over the web

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Chris Latham <chrislatham@warwickshire.gov.uk>

RE: Bardswell Court Parking Restrictions

1 message

3 March 2015 at 11:37

To: Chris Latham <chrislatham@warwickshire.gov.uk>

Dear Chris

I don't understand why there are resident parking schemes throughout Stratford then ?

I wish to object to the double yellow scheme based on my reasons outlined below.

Kind Regards

[Redacted]

[Redacted]

[Redacted]

Please help save the environment, print only if necessary.

From: Chris Latham [mailto:chrislatham@warwickshire.gov.uk]

Sent: 03 March 2015 11:10

Subject: Re: Bardswell Court Parking Restrictions

Dear Ms Lucas.

Thank you for your email.

It is not County Council policy to introduce resident only parking.

The request was to introduce double yellow lines, we have no proposals to introduce a residents parking zone in this area.

If you wish to object to the proposals please let me know.

Please state the reasons for the objection, closing date is 6 March 2015.

yours sincerely

Christopher Latham

Senior Technician

Parking Management

Traffic & Road Safety

Communities Group

Warwickshire County Council

Tel 01926 412071

Email: chrislatham@warwickshire.gov.uk

www.warwickshire.gov.uk

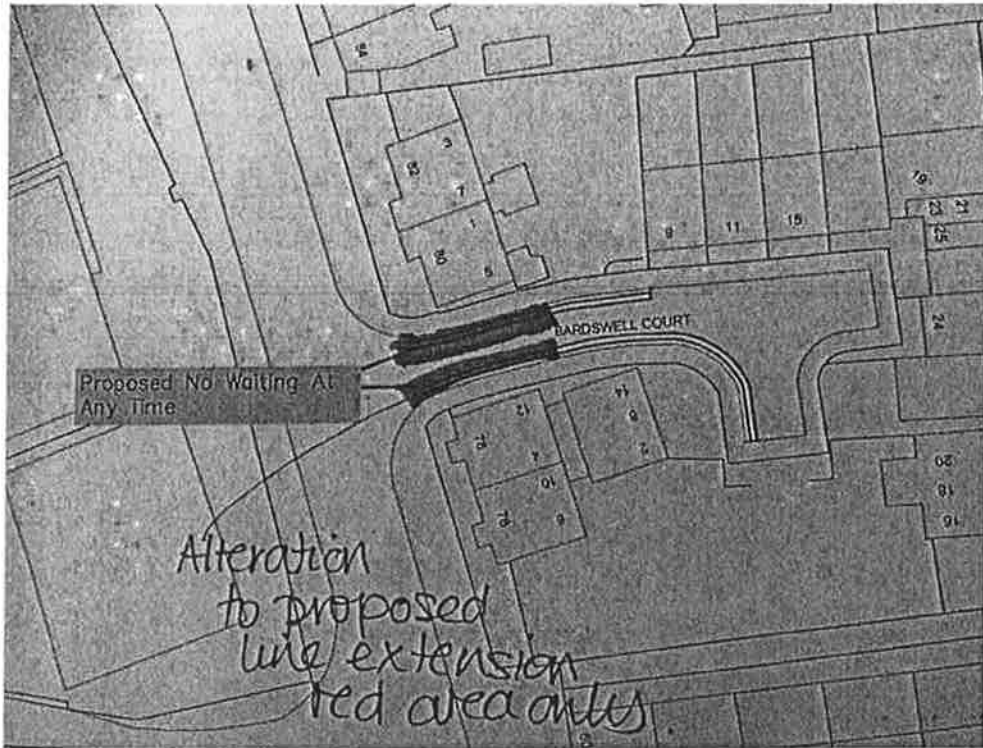
On 3 March 2015 at 10:33, [REDACTED]

Hi Chris

I live at number [REDACTED] which is one of the 6 houses in Bardswell Court. The parking situation has always been problematic, the primary reason being the close proximity to town and the resulting use by people who are neither residents or guests, who don't want to pay to use car-parking facilities.

Whilst the yellow line proposal will prevent the blockages that sometimes occur at the entrance of Bardswell Court, I'm not convinced it will help the misuse of parking, as the offenders will simply move to the back of the court or, worse still, start to use the actual parking areas. (I've actually spotted people periodically doing this, and that's just when I happen to glance out of the window)

It would seem much more effective to ring-fence the Bardswell Court area for residents/guests only by implementing the permit parking scheme, which is already widely in use for residential areas close to the town centre.





Chris Latham <chrislatham@warwickshire.gov.uk>

Proposed Parking Restrictions at Bardswell Court

1 message

4 March 2015 at 22:11

[REDACTED]
[REDACTED] <chrislatham@warwickshire.gov.uk>

Dear Chris Latham

In addition to my objection on 3 March I make the following observations

- 1 Most of the residents did not consider the implications of total double yellow lines. The main thought was to get rid of outsiders.
- 2 A number of residents are renting and not concerned about long term.
- 3 The actual owners of the rented properties are probably unaware or they would object strongly for future lettings. A mail drop is not satisfactory.
- 4 Some residents do not have a car so just want to exclude outsiders.
- 5 The main complainant is undergoing surgery (not related) and is unavailable for discussion. Obviously I wish him well.

Therefore there is little real support compared with the number of objections.

Please add add this to the objections

[REDACTED]

[REDACTED]



Chris Latham <chrislatham@warwickshire.gov.uk>

SOR Variation 24

1 message

26 February 2015 at 16:19

To: chrislatham@warwickshire.gov.uk

Dear Mr Latham

Further to our conversation regarding proposal to replace the existing single yellow lines (with a 8am-6pm no waiting restriction) with double yellow lines on Wednesday 25th February, I am writing to seek clarification of the highway rules concerning Bull St, Stratford-upon-Avon.

I spoke to a civil enforcement officer today [REDACTED] from NSL contracted by WCC) and she told me that her boss had instructed her to enforce no stopping whatsoever (including the dropping off or picking up of passengers) on the single yellow lines (between 8am and 6pm) and should the double yellow lines be introduced, this would result in an on the spot fine. Also they will be issuing fines in the forthcoming weeks for picking up and dropping off. You had indicated to me that the dropping off and picking up of passengers was currently allowed and would be allowed if the new proposal comes into force.

I also checked the highway code on waiting restrictions and found the following: "Waiting restrictions indicated by yellow lines apply to the carriageway, pavement and verge. You may stop to load or unload (unless there are also loading restrictions as described below) or while passengers board or alight. Double yellow lines mean no waiting at any time, unless there are signs that specifically indicate seasonal restrictions." This is contrary to what the civil enforcement officers have been told.

Secondly, could you please clarify why double yellow lines are required on both sides of the road? For a clear path for a fire engine, only one side would require double yellow lines.

I would appreciate if you could help me to understand the facts in time for me to lodge my objection to the proposal before 6th March.

Thanks.

Kind regards

[REDACTED]



Chris Latham <chrislatham@warwickshire.gov.uk>

Re: SOR Variation 24 - Objection (Bull St)

1 message

6 March 2015 at 12:16

To: chrislatham@warwickshire.gov.uk

Dear Mr Latham

Thank you for your reply of 3rd March, the information was very helpful.

I would like to object to the proposal regarding Bull St to replace the existing single yellow lines (with a 8am-6pm no waiting restriction) with double yellow lines. As many others do, I use this road for parking to visit the theatre and town after 6pm. Evening parking in this area supports the local trade of Stratford-upon-Avon.

To provide a clear path for a fire engine and other emergency vehicles, one side of the road with double yellow lines would be sufficient, instead of both sides as per the proposal.

Thank you for your attention.

Kind regards





Chris Latham <chrislatham@warwickshire.gov.uk>

Proposed Parking Restrictions on Bull Street Stratford upon Avon

1 message

5 March 2015 at 17:23

To: chrislatham@warwickshire.gov.uk
[Redacted]

Dear Mr Latham,

I write to formally object to the proposed changes to parking restrictions on Bull Street Stratford upon Avon within the consultation period which ends on March 6th 2015.

As a transport campaigner I'd like to remind you of legislation that has always been enshrined in The Town and Country Planning Act that children and disabled people should always be afforded safe entry and exit from vehicles regardless of parking restrictions. This is a seminal component of parking legislation that I've personally discussed with Communities Secretary, Eric Pickles, on a number of occasions and should never be denied to motoring consumers.

By placing double yellow lines on Bull Street, parents at the nearby school will face extreme difficulties in dropping and collecting their sometimes very young children. Situated where the school is on the corner of a busy road and with parking restrictions on adjoining streets, the placing of double yellow lines will significantly increase the road safety risk to these children. They will have to be walked across several busy roads and junctions to get to the school. The increased danger caused by any new double yellow lines is something I would urge you to consider carefully.

I understand that the reason for the proposed change in parking restrictions here is due to Fire Service recommendations and access of emergency vehicles. Bull Street is not of consistent width throughout its length and narrows considerably with resident parking at its end. Any parking restrictions at the upper end of the street on these grounds would be inconsistent and would therefore require the entire road to be double yellow lined to allow full emergency vehicle access.

Rather than double yellow lines (and the draconian enforcement of these by wardens) I would propose a short time limited loading bay outside the school to preserve the safety of children while also allowing emergency vehicle access throughout the day and night. I believe there's an extreme road safety and accountability risk contained in these proposed parking changes that needs serious consideration.

[Redacted]



Civil Enforcement <civilenforcement@warwickshire.gov.uk>

RE: Bull Street Re-surfacing

1 message

[Redacted] 17 March 2015 at 08:39
To: "civilenforcement@warwickshire.gov.uk" <civilenforcement@warwickshire.gov.uk>

Morning

Thanks for this. As a resident of Bull Street I am in favour of the lines becoming double yellow. The congestion and chaos caused by these parents is a real nuisance, especially as they don't have to pay to park (even though they can clearly afford it). It is also a pain when the Theatre is on and the top of Bull Street becomes almost impassable because of cars parked all the way along the top and out of the allocated spaces down by Narrow Lane

Regards

[Redacted signature block]

—Original Message—

From: systemmessage@warwickshire.gov.uk [mailto:systemmessage@warwickshire.gov.uk] On Behalf Of civilenforcement@warwickshire.gov.uk
Sent: 17 March 2015 08:29
To: [Redacted]
Subject: Bull Street Re-surfacing

Dear [Redacted]

The resurfacing of Bull Street was separate from the recent consultation on proposed double yellow lines for the northern end of Bull Street.

We have received objections to the proposals , these will be considered by the County Councils Portfolio Holder for Transport & Planning in due course.

yours sincerely

C. Latham.
Senior Technician.

Reference No :20153161055 [Redacted]

Your Comments :

hi, I was under the impression from the pre-wprk correspondence to residents of Bulls Street that the old single yellow lines were going to be replaced by double yellow lines,mainly to help with congestion currently caused by the Prep school parents. Are there any plans to change the lines?



Chris Latham <chrislatham@warwickshire.gov.uk>

Bull St, Stratford-upon-Avon - parking proposals

1 message

4 March 2015 at 23:50

[REDACTED]
Reply-To: [REDACTED]
To: chrislatham@warwickshire.gov.uk

Attn: Mr C Latham chrislatham@warwickshire.co.uk

Dear Mr Latham

I refer to your letter of 9 February (addressed to The Occupier), and to my phone call to you last week.

I confirm I am a part owner of the above property. I write on behalf of my Father, [REDACTED] and his partner [REDACTED] who reside there. The property has been in our family since 1990. I have personally lived there, and am a frequent visitor. Also my children currently attend Stratford Prep School opposite. As a family, we have had a continuous association with "Old Town" in Stratford since 1978, when my grandmother [REDACTED].

I write to communicate our strong objection to:

1. The placing of double yellow lines (No Waiting at any time) on both sides of Bull Street alongside the houses from 12 Chestnut Walk to 41 Bull Street, and
2. The extension of the Limited Waiting restriction to 8pm.

Double yellow lines proposal

As regards point 1, I would comment as follows:

- a. It has always been a very important part of the amenity of [REDACTED]

[REDACTED] to be able (i) to load and unload outside (or opposite) the house on the single yellow lines that have existed there for at least 25 years, and in particular (ii) to park and have visitors able to park between 6pm and 8am (weekdays) and at weekends.

- b. Without this facility, life for all residents of these houses, and particularly for elderly, infirm or disabled people and parents with young children, would be significantly degraded in my view.
- c. Also, on a practical level, the inability for residents of or visitors to park overnight or at weekends outside their houses will only put more pressure on the other parking spaces further up Bull Street.
- d. It is almost always the case that evening and weekend parking only occurs on the school side (ie east side) of the street, for the practical reason that the street is too narrow to accommodate cars parked on both sides. So we agree that on the (rare) occasions when cars happen to be parked on both sides this is a constriction on vehicle movement. Therefore we would support the placing of double yellow lines on the (west) side of the street closest to the houses.
- e. We would observe that parking on the school's side of the road does promote safety, in that it provides a form of traffic calming. This is good and necessary close to school, and also by the entrance to the street given that many pedestrians walk along Chestnut Walk towards Hall's Croft and Holy Trinity Church.
- f. From experience at school time, a particular point of constriction can occur at the point where the street widens outside 41 and 42 Bull Street. I have noticed that if a large car is parked in the last Limited Waiting space outside no 42, that can cause two-way traffic at this point to get stuck. It occurs to me that if this space were removed, or perhaps just half a car length taken out, such measure could improve the situation here.
- g. Your letter refers to a residents parking survey. I am not aware that we were asked to participate in this. Our immediate neighbours seemed not to know about it either. Can you please send me (i) the results of this survey, (ii) details of the questions asked, and (iii) confirmation that a proper process has been adopted in relation to resident consultation.
- h. I also understand from you that the double yellow line proposal results from Fire Service concerns about access (though the letter does not mention this). I would observe that I have on many occasions seen the refuse trucks successfully passing along Bull Street, even at 830-845am when the street is busy, especially with parents dropping off children to school. Also, I would put it to you that if the houses side (only) is double-yellowed, that should leave the street clear for fire engine access to this part of the street by eliminating the possibility of evening / weekend parking on both sides.

I trust that these points will be given due consideration by the Council in reaching a final decision concerning the double yellow lines.

Limited Waiting restriction proposal

As to point 2, it is very often the case that a visitor to our property will arrive late afternoon, say after 4pm. Currently, they can park in a Limited Waiting space at, say, 5pm and know that they can stay for the whole of the evening. The proposal means they would have to move the car to another space by 7pm. Is that really what residents of Bull Street and other neighbouring streets want? I would be obliged to know the

precise rationale for extending the restriction to 8pm.

Re-surfacing works

I note from the County Council's letter of 19 February that there are to be re-surfacing works in Bull Street in the week beginning 9 March. The letter states that "new road markings" are scheduled for 11 March.

However, you confirmed in our telephone conversation that the above proposals will not be implemented next week as part of these works. You explained that this is because the results of the consultation process ending 6 March will be considered by your office within the County Council, and then a report/recommendation will be submitted to Councillor Butlin (Traffic Portfolio Holder), who will consider the matter and make a decision. You expected this process to take about 2 months.

Further contact

May I please ask you to:

1. Confirm by reply to this email that (i) the proposals will not be implemented next week as part of the re-surfacing works, and therefore (ii) that the current road markings will be reproduced in next week's works.
2. Confirm that all objections will be fairly and properly considered.
3. Confirm that my understanding of the post-consultation process is correct.
4. Confirm how and when the ultimate decision will be communicated to residents.
5. Advise me by email of any developments in this process.
6. Take note that I would welcome a meeting on site with you, relevant Council officers, Cllr Butlin, the Fire Service, representatives of Stratford Prep School and other residents to discuss the issues arising.

Thankyou for taking the time to consider this email.

Yours sincerely

[Redacted signature block]



Chris Latham <chrislatham@warwickshire.gov.uk>

FW: Delivery Status Notification (Delay)

1 message

9 March 2015 at 15:42

To: chrislatham@warwickshire.gov.uk

Dear Mr. Latham,

I am afraid my Mother typed the email address and there was an error , as she excluded the gov. and inserted a co also. Having spoken to your colleague Phil I am now forwarding her letter to you and hope her objection could still be considered as it was sent on Friday 6th March - I shall call you in the hope that this could be so.

Many thanks.

Yours sincerely,

—Original Message—

From: Mail Delivery Subsystem [mailto:mailer-daemon@googlemail.com]

Sent: 08 March 2015 15:38

To:

Subject: Delivery Status Notification (Delay)

This is an automatically generated Delivery Status Notification

THIS IS A WARNING MESSAGE ONLY.**YOU DO NOT NEED TO RESEND YOUR MESSAGE.**

Delivery to the following recipient has been delayed:

chrislatham@warwickshire.co.uk

Message will be retried for 1 more day(s)

Technical details of temporary failure:

DNS Error: MX lookup of warwickshire.co.uk returned error DNS server returned general failure

— Original message —

X-Google-DKIM-Signature: v=1; a=rsa-sha256; c=relaxed/relaxed;

d=1e100.net; s=20130820;

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IZLg==

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X-Received: by 10.194.239.65 with SMTP id vq1mr29774741wjc.98.1425656278654;
Fri, 06 Mar 2015 07:37:58 -0800 (PST)

Received: from DebsVAIO (host109-146-241-2.range109-146.btcentralplus.com.
[109.146.241.2])

by mx.google.com with ESMTPSA id
bo1sm15433825wjb.15.2015.03.06.07.37.47
for <chrislatham@warwickshire.co.uk>
(version=TLSv1 cipher=ECDHE-RSA-AES128-SHA bits=128/128);
Fri, 06 Mar 2015 07:37:56 -0800 (PST)

From: [REDACTED]
To: <chrislatham@warwickshire.co.uk>
Subject: BULL STREET PROPOSED PARKING CHANGES
Date: Fri, 6 Mar 2015 15:38:42 -0000
Message-ID: <02e701d05823\$a11741e0\$e345c5a0\$@beaverfloorcare.co.uk>
MIME-Version: 1.0
Content-Type: multipart/mixed;
boundary="====_NextPart_000_02E8_01D05823.A1182C40"
X-Mailer: Microsoft Outlook 14.0
Thread-Index: AdBYI58Zyo+Bwv4ISreWN2cJ10BE7w==
Content-Language: en-gb

Dear Mr. Latham,




Please find attached my letter of objection to the proposed changes to parking arrangements in Bull Street. While my address is [REDACTED], the configuration of my house leads me to live my life on Bull Street and I am very concerned about the proposed extension of Double Yellow Lines on both east and west sides of the road, also the extension to

Limited Waiting to 8pm.

I should be grateful if you would please acknowledge receipt of my letter.

Yours sincerely,

[REDACTED]



For the Attention of Christopher Latham
Senior Technician
Traffic and Road Safety
Warwickshire County Council
PO Box 43 Shire Hall
Warwick
CV34 4SX

2nd March 2015

By post and Email: chrislatham@warwickshire.gov.uk
Ref: JQ/DJ/ Stratford Preparatory School

Dear Sir


Bull Street
District of Stratford on Avon, Civil Enforcement Area, Waiting Restrictions, on
Street Parking Places and Residents Parking, Consolidation, Variation No. 24 Order
2015

We act for Stratford Preparatory School & Montessori Nursery (the "school").

We refer to the consultation period ending 6th March 2015 in relation to the proposed changes to the parking restrictions on Bull Street. Please treat this letter as a formal objection to the changes proposed.

Background and Geography

As you may be aware:

- (a) there is extremely limited parking on and in the area surrounding Bull Street;
 - (b) our client school is surrounded by a number of busy roads;
 - (c) the road immediately outside of the school's main entrance is the junction of four roads (being Old Town, Chestnut Walk, Church Street and Bull Street);
 - (d) most roads in the surrounding areas are not served by a Zebra or Pelican crossing, by a lolly-pop person or by other pedestrian friendly crossing points;
- 

- (e) at the times parents and children require access to the school the above roads are at their busiest; and
- (f) the persons who require access to the school are children, the most vulnerable of pedestrians.

The safety of the school's children and their safe delivery to the school gates is of paramount importance.

The school has over the last few years, in consultation with the council's sustainable travel representatives and other agencies, developed a safe method of dropping-off and picking-up children (known as the 'kiss and drop' system). Parents wait briefly on the current single yellow line to 'unload' by either passing their child to waiting staff or by walking their child to the school's entrance. Any change to the parking restrictions would detrimentally affect this system and would result in parents walking their children to school from farther away, crossing several dangerous roads in the process.

Before any decision is made in relation to the proposed restrictions the council should be entirely sure, that from a practical perspective, the safety of the children would not be compromised by the proposed change. The school's understanding from speaking with its parents is that the safety of its children would be compromised.

Usual understanding of Single and Double Yellow Line Markings

Although from a technical point of view, the presence of double yellow lines may not prohibit unloading of children, the implementation of those lines would create the perception amongst almost all parent motorists that they are not permitted to unload their children. A common summary of the double yellow restriction is 'no waiting at any time'. This is not compatible with stopping to unload children. Single yellow lines are commonly understood to indicate 'no parking, but loading and unloading permitted'.

Irrespective if the technical and little known similarity between the restrictions on unloading vulnerable passengers on single and double yellow lines, it is the resultant effect on behaviours which is key. If a change in the parking restrictions would lead to a net increase in risk to pedestrians and residents then there should be no such change.

The introduction of double yellow lines would result in a higher incidence of children crossing busy main roads in the vicinity of our client school (children between the ages of 2 years to 11 years). This would greatly increase the risk of serious and fatal accidents.

Considering the effect of the proposed changes on the School.

The school has, of course, the necessary permissions to operate from its site and it is important to note that a school has been located on the Bull Street site for close to a century. The school is an asset to the town and is also a substantial employer.

The exceptionally limited parking locally and existing extensive parking restrictions is an impediment to the progress and operation of the school. The school sincerely believes (as

does this firm) that the introduction of these restrictions will, in practice, make the dropping-off of children at the school substantially more difficult. This will discourage parents from sending their children to the school and will make it more likely that existing children will look to other schools with additional parking facilities.

The school has a right to operate from its site and the council is obliged to do all that it can to facilitate children and parents accessing the school's grounds.

Efficacy of the desired changes

The stated purpose of the change is to improve access for the Fire Service at night. As we understand the current local road layout, it will not achieve the stated purpose.

Currently, the substantial fire risk is from the higher density of residential properties past the school that currently benefit from residential parking bays. These parking bays are almost always full. The road at this point is 6.2m wide with 1.98m parking bays on each side. The available road width for access by a fire appliance is therefore 2.24m. The width requirement for a standard fire appliance is 3.7m. Therefore the residential parking in Bull Street outside of the proposed changes prevents fire access and the proposed plan does not address this at all.

Alternative Restrictions

Please inform this firm of whether the council has considered the following and the reasons for dismissing the same:

1. Increasing the time period, during each day, in which the restrictions imposed by the current single yellow line apply. A restriction which applied 23 hours a day, for example, would serve the same practical purpose as the proposed double yellow line.
2. Introducing a time limited loading bay to permit the safe loading and unloading of children at the designated drop-off and pick-up times during a school day.

Both of the above alternatives would meet the concerns raised by the Fire Service without posing a road safety risk to children.

Duty to Consult

As you know, the consultation period in relation to the above parking restrictions ends on Friday 6th March. The 7th and 8th of March are of course a Saturday and Sunday. Consideration of this and any other objections received by the council by the end of 6th March can therefore only begin on Monday 9th March.

It is therefore of grave concern that the council has provided notice to our client of planned resurfacing of Bull Street from 9th to the 11th of March. The planned works include new road markings.

The council does not have time to consult on objections raised and any action before such consultation necessarily means that the change in markings is a foregone conclusion and that due process has not been followed.

We note that the legal notice on Bull Street relating to these road resurfacing and change in road markings is dated 6th March 2015, purportedly after the consultation has ended. This adds to our concern.

Next Steps

Please inform our firm of the steps the council will take to duly consider the objections raised and also confirm that either: (a) the existing markings will be maintained; or (b) the road will not be resurfaced until due consideration has been given to the views of all parties and the conclusions made available for consideration.

Please also inform me of your views on the proposed alternative restrictions noted above.

My client and I would be happy to meet with you, the Fire Service, the council's Road Safety officer and those responsible for the school's sustainable travel plan to give due consideration to the proposed restrictions.

My client understands the need for the council to balance the stated requirements of the Fire Service against the safety of children on local roads. However, particularly in light of the alternatives presented, we do not believe that the current plan is the correct approach. As a result, the school reserves the right to appeal any decision to change the parking restrictions on Bull Street.

Yours faithfully

[Redacted signature]

[Redacted text]

cc:

[Redacted text]

Chris Latham
Communities Directorate
PO Box 43
Shire Hall
Warwick
CV34 4SX



5 March 2015



Dear Mr Latham

THE WARWICKSHIRE COUNTY COUNCIL (DISTRICT OF STRATFORD ON AVON) (CIVIL ENFORCEMENT AREA) (WAITING RESTRICTIONS, ON STREET PARKING PLACES AND RESIDENTS PARKING) (CONSOLIDATION) (VARIATION No 24) ORDER 2015.

I am a resident of College Lane, Stratford upon Avon. I object to the following in the Variation 24 Notice:

1. **College Mews is a residential development situated within the existing zone S8, residents have requested permit eligibility.**
2. **To improve amenities for residents it is proposed to extend the hours of operation of the existing waiting restriction to 8pm**

I object to College Mews permit eligibility on the following grounds:

1. College Mews should not be included because they have their own private parking spaces.
2. Surely the original planning application for College Mews would have addressed the parking and may have been allowed on the basis that residents would have their own private parking.
3. The reasonable concerns of Warwickshire Fire and Rescue Service will reduce parking space in Holtom St and Bull St. This reduction in space will be further compounded if passes are given to College Mews as there will be more residents competing for less space.

I object to the change in waiting restrictions to 8pm on the following grounds:

1. The waiting restrictions should be extended to at least 9pm as there is a serious problem with the mass ingress of evening theatre goers attending shows starting 7 – 7 15pm. This causes problems to residents who arrive home from work in the evening. This is further compounded by visitors to the Bridge Club, who swamp the area of Holtom Street on club nights.

2. This review could have worked so much better if the 2 hour limit was extended to at least 9pm (preferably 10pm) as theatre goers looking for free parking would not be able to park before 7pm (or 8pm if 10pm restriction) and would more likely go to the many public car parks available near to the theatre.
3. Freeing up space from theatre goers who only use the area as a free car park would make it easier for residents to obtain space. It would also make it easier for those who wish to visit the local pub or laundrette - the last few Old Town amenities.

Yours sincerely

A large, irregular black redaction mark covering the signature area of the letter.

10th March 2015

[REDACTED]
Stratford-upon-Avon
[REDACTED]

Dear Mr. Nathan,

Further to your letter of 9th February and our telephone conversation of today regarding revised parking in the S2 Zone here in Stratford upon Avon. Please find my views on this below coupled with a few objections

- (1) How many possible visitors and residents permits would be issued to Keen's Terrace and Avon Mills. Bearing in mind these two areas already have some provisional parking which almost every property in the S2 Zone does not have.
- (2) How is the abuse of parking permits issued being controlled as it is clearly necessary to do so. It is a massive problem, I have observed.
- (3) I have seen from the planned proposals of change that Great William Street seems to be taking the biggest share of extra

spaces (for which we are very grateful) however, why have no extra spaces been allocated in Mulberry Street which is clearly a wider street than Great William Street.

My partner and I have lived in Great William Street for twenty four years. We purchase a residents permit and visitors permit every year but have to rent a garage in Kerdall Avenue at a cost of £52 per month because by the time he arrives home from work, whatever time, there are no spaces available

(4) It would be nice to think by having these new proposals for extra parking would be totally advantageous to the residents and their visitors (only being slightly selfish here).

Another concern, and I do see it at times, larger vehicles cannot get down Great William Street because people are very inconsiderate how they park and this is not the residents Emergency services are of great concern especially with elderly peoples accommodation at the bottom

of Great William Street. Could those
extra spaces possibly be for residents
and visitors of S2 Zone only and
not general parking? I know it would
seem reasonable having parking restrictions
of the no return for 2 hrs but it is still a
strain on an already over subscribed zone.
Perhaps a few extra spaces in John Street and
Tyler Street might be considered for people
who want to nip into town without them
considering to use the numerous car parks.

Thank you for your kindness in
accepting my correspondence even though
this is a little late because of my present
health issues

Yours truly





Chris Latham <chrislatham@warwickshire.gov.uk>

GREAT WILLIAM STREET

1 message

24 February 2015 at 20:33

Reply-To: [REDACTED]

To: "chrislatham@warwickshire.gov.uk" <chrislatham@warwickshire.gov.uk>

Dear Mr Latham

Further to your letter dated 9 February 2015, I would like to formally object to the proposals.

We had originally proposed for the current pay and display to be removed altogether to free up parking for residents on Zone S2. Your proposal of having pay and display on both sides of the road will, I believe, cause the following issues:-

1. The pavements are narrow and so is the road - cars will park on the already narrow pavement making it difficult for pedestrians to walk along the street.
2. Due to Great William Streets proximity to town - the street will become like a busy parking lot.
3. In the event of an ambulance/fire engine needing to drive down the street in an emergency - this would not be possible.
4. Parking for residents in Zone S2 will remain difficult/impossible.

Yours sincerely

[REDACTED]



Chris Latham <chrislatham@warwickshire.gov.uk>

RE: Great William St parking zone.

1 message

17 February 2015 at 14:21

[REDACTED]
To: "chrislatham@warwickshire.gov.uk" <chrislatham@warwickshire.gov.uk>

Hello Chris,

OK thanks.

In that case we are firmly against this proposal.
It'll make the situation worse than it is now.

regards,
[REDACTED]

From: chrislatham@warwickshire.gov.uk
Date: Tue, 17 Feb 2015 09:07:39 +0000
Subject: Re: Great William St parking zone.
To: [REDACTED]

Dorian,

Yes, the proposal is for the pay and display restriction to apply to both sides of the street.

regards

Chris

Christopher Latham
Senior Technician
Parking Management
Traffic & Road Safety
Communities Group
Warwickshire County Council
Tel 01926 412071
Email: chrislatham@warwickshire.gov.uk
www.warwickshire.gov.uk

On 13 February 2015 at 14:43, [REDACTED]

Hi Chris,

Hope well.

Received the letter with link. The key isn't very clear at all.

Can I take it that the changes are only to put a pay and display on both sides of the road on the whole of Great William St and part of Shakespeare St?

If that is the case I am concerned as once word gets around and with the proximity to the town centre, Great William St will become a parking lot for visitors and more busy with traffic/cars than it is now.



Chris Latham <chrislatham@warwickshire.gov.uk>

Re: Changes to waiting restrictions

1 message

24 February 2015 at 16:26

To: Chris Latham <chrislatham@warwickshire.gov.uk>

Dear Mr Latham

Thank you. We shall, of course, be objecting,

On Tue, Feb 24, 2015 at 8:30 AM, Chris Latham <chrislatham@warwickshire.gov.uk> wrote:

If the proposals go ahead then S2 & S3 permit holders will be exempt from the waiting restrictions.

The restrictions will apply as they do at the moment for you.

yours sincerely

Christopher Latham
Senior Technician
Parking Management
Traffic & Road Safety
Communities Group
Warwickshire County Council
Tel 01926 412071
Email: chrislatham@warwickshire.gov.uk
www.warwickshire.gov.uk

On 23 February 2015 at 08:08, pat doran <[REDACTED]> wrote:

Dear Mr Latham

I don't appear to have had a reply to my last e-mail regarding the proposed parking changes in my road (Maidenhead Road north of Rowley Crescent to Fordham Avenue).

Could you please confirm that residents with parking permits for S2 and S3 will be able to park unrestricted outside my house, but that I will not, because I don't have a parking permit?

Please confirm,

Thank you,

On Tue, Feb 17, 2015 at 9:17 AM, pat doran <[REDACTED]>

Dear Mr Latham

I live in the part of Maidenhead Road [REDACTED] which will be affected by the proposed changes. I am trying to understand how I will be affected. Will I be eligible for Residents and visitor parking permits under the proposals?

Thank you,

Replied 4/3/2015

RECEIVED - 4 MAR 2015	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

[REDACTED]
Stratford-upon-Avon
Warwickshire
[REDACTED]
UK
[REDACTED]
[REDACTED]

Dear Mr Latham

We would like to object in the strongest terms to the proposed changes to parking arrangements in Maidenhead Road between Rowley Crescent and Fordham Avenue.

Our reason for objecting is that people who are not resident in this street will be given residents' parking permits for unrestricted parking, but we residents are not being afforded the same right. So we will have unrestricted parking only for residents of some other parts of Stratford.

We feel this is unjust, unfair and discriminates against residents of this street. The proposal is certainly against the spirit of the rules which state that, "only people who reside in areas affected by a Traffic Regulation order will qualify for a residential parking permit" and may even be against that law.

The only fair and sensible solution is to issue resident parking permits to residents of this part of Maidenhead Road too, or to maintain the status quo which does not allow those with S2 and S3 permits unrestricted parking in my part of the street.

We prefer that these proposals are not implemented at all, but certainly should not be progressed until you have held a meeting with residents to explain your actions.

Yours sincerely

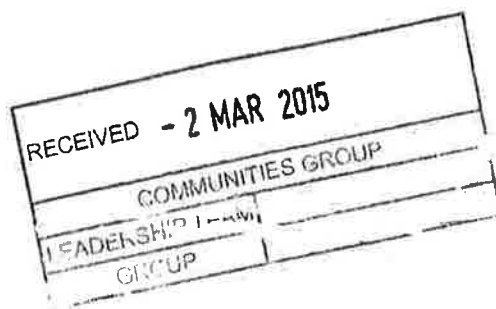
[REDACTED] [REDACTED]
[REDACTED] [REDACTED]
[REDACTED]

Reply sent 3/3/2015

[REDACTED]
Stratford-upon-Avon
[REDACTED]

26 February 2015.

Traffic and Road Safety
PO Box 43
Shire Hall
Warwick
CV 34 4SX



Dear Mr Latham

I strongly object to permit holders S2 and S3 being allowed to park in Maidenhead Road, unless the residents of Maidenhead Road have the same rights as S2 and S3 residents.

Why should this be necessary, we have enough people parking in Maidenhead Road as it is.

I hope this will not be allowed.

Yours sincerely

[REDACTED]
[REDACTED]
[REDACTED]

Replied

3/3/2015

[REDACTED]
Stratford upon Avon
Warwickshire [REDACTED]

Christopher Latham
Senior Technician
Traffic & Road Safety
Warwickshire County Council
PO Box 43 Shire Hall
Warwick CV34 4SX



28th February 2015

Dear Mr Latham,

I often have visitors who want to park outside the above address in Maidenhead Road for more than the permitted two hours.

If you are now granting rights to other people to park there, but not us, then I object strongly.

Yours truly,

[REDACTED SIGNATURE]

Re: Variation No 24
Order 2015

Replied 3/3/2015

RECEIVED - 3 MAR 2015
COMMUNITIES GROUP
MEMBERSHIP TEAM

[Redacted]
Stratford on Avon
Warwickshire [Redacted]

Mr C Latham
Senior Technician
Traffic and Road Safety
Warwickshire County Council
PO Box 43
Shire Hall
Warwick CV34 4SAX

01/03/2015

Dear Mr Latham,

Re: Variation No 24, Order 2015

I do not feel that the enclosed letter made it clear what changes you were trying to implement.

If, as I suspect, you are trying to give rights to car owners who do not live in this section of the road – and then not grant those same rights to actual residents, then I most strongly object.

I shall withdraw my objection if my neighbours and I are also permitted to park outside our own homes.

Yours sincerely,

[Redacted Signature]

enc

C Latham
Traffic & Road Safety
Shire Hall
CV34 4SX

[REDACTED]
Stratford on Avon
[REDACTED]

4/3/15

Re Proposed parking changes, Maidenhead Rd, Rowley Cres, Fordham Ave

Dear Mr Latham

I would like to object (ref: Variation No 24) to the following:

The proposal to give other local residents who do not live in these roads unrestricted parking permits for the above but NOT to give similar permits to those who live on these roads. This appears totally unreasonable and ill thought out.

It would seem far fairer to issue parking permits to those who actually reside on them as well. This may help to avoid non-local vehicles being parked, possibly long-term, whose owners/addresses are not known.

Sincerely

[REDACTED]
[REDACTED]
[REDACTED]

RECEIVED - 6 MAR 2015	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GRCUP	

RECEIVED - 6 MAR 2015	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

Stratford upon Avon
Warwickshire

Thurs 5th March 2015

Dear Mr Latham,

re: Warwickshire County Council
on street parking Vanatui No 24.

St Gregory's R, Maidenhead Rd and Rowley Crescent.

I am writing to object to the allowance of S2 and S3 permit holders being able to park on this road in an unrestricted manner.

1. I understand that we, as residents, will not have the right to unrestricted parking outside our own homes, nor our visitors but others who live in other streets will be - this seems ridiculous. Why can they not be offered by few permits in car parks?
2. Why does parking have to occur on our road when the parallel Avenue Rd has yellow lines permitting no parking? Can they take some of the load?
3. Parking all day outside my house will make

coming in and out difficult. We were refused
an in/out access, by your department
I assume, and now will have to be
backing out between parked cars which
makes this much less safe.

4. If you do agree to these permit holder
being allowed un-restricted parking then
will we be granted the same rights?

I do hope you will take these points
into consideration.

Yours sincerely,

[Redacted signature]

4th March 2015

RECEIVED - 5 MAR 2015	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

[REDACTED]
[REDACTED]
Stratford-Upon-Avon
Warwickshire
[REDACTED]

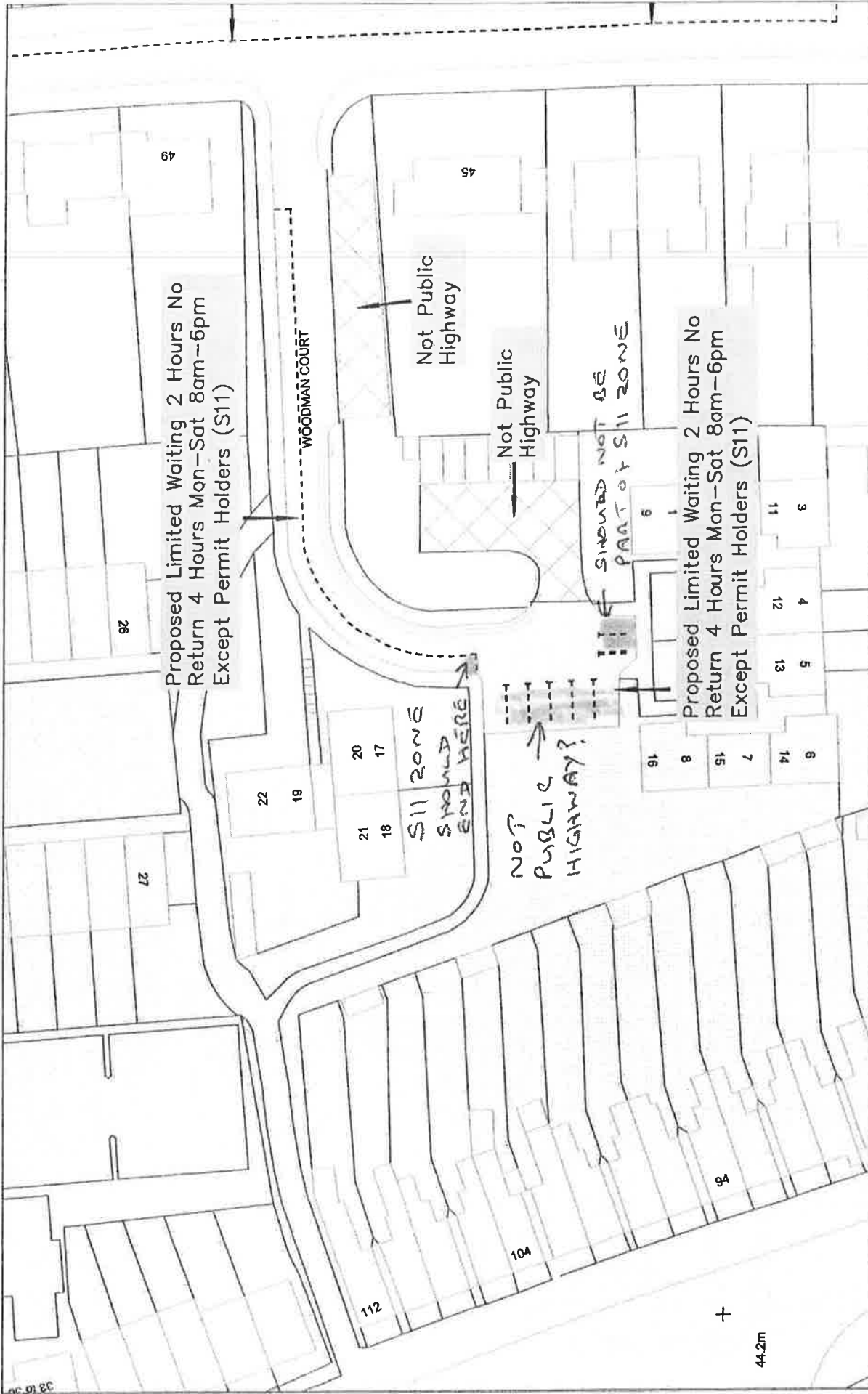
Dear Christopher Latham

Thank you for your letter dated 26 February 2015. I would now like to formally object to the two bays at the end of Woodman court being included in the S11 parking zone scheme. If the six bays at the end of Woodman court on the right are private land as I believe they are making the two bays at the end of the road in the middle [see plan] part of zone S11 will cause confusion among motorists, if they see a sign at the end of the road permitting two hour parking or S11 permits they may well assume that the bays to the right are also included in the scheme and park there illegally.

I feel that if you include Woodman court in the extended zone S11 that it should stop just short of where the six bays on the right at the end start.

Yours Sincerely

[REDACTED]
[REDACTED]



REV	DATE	BY	CHK	AMENDMENT	Drawing title	Drawn by	Checked by
-	--	-	-	-	Woodman Court Stratford upon Avon Variation 24	CRL	GP
-	--	-	-	-		Date	Sept 2014
-	--	-	-	-		Scale	NTS @ A3 L
-	--	-	-	-		Drawing number	TR1921915
-	--	-	-	-		Project title	Variation 24

NOTES

1. THE LOCAL HIGHWAY ACT 1980 (AS AMENDED) APPLIES TO THIS PLAN. THE LOCAL HIGHWAY ACT 1980 (AS AMENDED) IS THE LEGISLATION WHICH GIVES THE LOCAL AUTHORITY THE POWER TO MAKE A ROAD A PUBLIC HIGHWAY. THE LOCAL AUTHORITY IS ADVISED THAT THE ROAD IS NOT A PUBLIC HIGHWAY AT THE PRESENT TIME. THE LOCAL AUTHORITY IS ADVISED THAT THE ROAD IS NOT A PUBLIC HIGHWAY AT THE PRESENT TIME. THE LOCAL AUTHORITY IS ADVISED THAT THE ROAD IS NOT A PUBLIC HIGHWAY AT THE PRESENT TIME.

COMMUNITIES
 Service Agency
 Strategic Director for Communities
 Graham Epton BSc, MSc, C Eng, MACE
 Head of Transport for Warwickshire

10, 11th Floor, 100, Broad Street, Warwick, CV1 1PL
 Tel: 01922 404000
 Fax: 01922 404000
 www.warwickshire.gov.uk

Reply 24/2/2015

RECEIVED	23 FEB 2015
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

[REDACTED]
[REDACTED]
REDDITCH,
Worcs.

[REDACTED]
19th Feb 2015

With reference to
Variation 24
Order 2015
Vincent Avenue TR_9219_b.

Dear Mr Latham,

Further to our conversation on 19/2/15
I would like to formally object to the
proposal to put double yellow lines,
indicating ~~not~~ no waiting at anytime,
outside [REDACTED] of
24, Vincent Avenue.

As I am dissabled, I have multiple
Sclarosis and walking causes a lot of
pain ~~walking~~, it would make it very
difficult when I visit which is at
least once a week. As you say I can
park on double yellow lines displaying
my blue badge but this would only
be for up to 3 hours at a time.

[REDACTED]
[REDACTED]
Although there is a driveway
[REDACTED] it is for access
NOT parking.

You mentioned it was difficult to have good vision when exiting Clopton Court, the vision is only slightly compromised and if the vehicle is going slow, which it should be, there isn't a problem. The turning Circle that was also mentioned is not impaired by a car being parked outside number 24.

There has been flats at Clopton Court for the past 18 years and there has never been any problems or accidents caused people parking. A planning Inspector at the time is actually on record in saying there was "nothing Unusual about the access" so what has changed now?

If you need any more information please do not hessitate to contact me on either [REDACTED]

yours Sincerely.

[REDACTED]

email response sent 24/2/2015

RECEIVED 23 FEB 2015	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

[REDACTED]
 Scholars Lane
 Stratford upon Avon
 WARKS
 [REDACTED]

[REDACTED]
 [REDACTED]
 [REDACTED]

Feb 20th 2015

Dear Mr Latham

I would like to object to the proposed changes you intend to make in street parking.

I am a resident of Scholars Lane.

I understand that you propose to merge S7 & S8 parking areas.
 Parking is already extremely difficult in Scholars Lane with added pressure from the doctors surgery and Avon Court Care Home and Falcon Hotel.
 These problems will only be exacerbated if S8 permit holders are included in S7 parking areas.
 This will allow residents from Old Town & the surrounding S8 zone the ability to park much closer to the town centre ,which is likely to be more desirable for them. This will increase congestion in S7.

I would also urge you to consider extending the daily time restriction (S7) in this area.
 Currently this is restricted from 8am-6pm (pay & display) or permit holders.
 You appear to be extending this to 8pm in Albany Road.
 Payton St and other areas close to the town centre currently enjoy permit holder parking or pay & display from 8am-10pm.
 We find it impossible to park after approx 5pm as all spaces are occupied by visitors to the theatre and restaurants. Residents returning from work have to park much further out and rush out early to move our cars before we incur penalty tickets in other zones.
 I hope you would consider extending the restrictions from 8am-8pm or even 8am-10pm in zone S7 and bring S7 inline with your proposals for Albany Road and the current restrictions in Payton St & the surrounding streets on their side of the B'ham Rd.

I assume with our wonderful park & ride system, that you wish to encourage visitors to use the car parks and not to block the streets.

I hope you will give my points serious consideration

Yours sincerely

[REDACTED]
 [REDACTED]
 [REDACTED]
 [REDACTED]
 [REDACTED]

RECEIVED 23 FEB 2015	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

RECEIVED - 5 MAR 2015	
COMMUNITIES GROUP	
LEADERSHIP TEAM:	
GROUP:	

[REDACTED]

Stratford-upon-Avon

[REDACTED]

Dear Mr. Latham

I am writing to object to the merging of zones of residents parking in our area. As it is parking is limited in Old town and to have more cars will lead to chaos especially at peak times.

Also, to make parking 4hrs instead of 2hrs for street parking will give less chance to us who live here to find a space, having paid for a permit!

Please leave things as they are.

Yours sincerely,

[REDACTED]

[REDACTED]
Stratford upon Avon

[REDACTED]
19th February 2015

Dear Mr Latham

THE WARWICKSHIRE COUNTY COUNCIL (DISTRICT OF STRATFORD ON AVON) (CIVIL ENFORCEMENT AREA) (WAITING RESTRICTIONS, ON STREET PARKING PLACES AND RESIDENTS PARKING) (CONSOLIDATION) (VARIATION No 24) ORDER 2015.

FEBRUARY 10, 2015 BY ROAD SAFETY WARWICKSHIRE

Residents Parking Zones S7 & S8.

I object to the combining of Zones S7 and S8 into a single zone.

I am a Zone S8 resident and my only parking facility is the street, with the aid of a resident's permit. The presence of a ballet school, cub scouts hut and the Territorial Army base all located in the same small close means that I have to fight for parking at certain hours, but I generally manage to park near my house, so that I can unload shopping etc.

The combination of the two zones will mean that I can now park further away from my house, in Zone S7, which I do not want to do, and that Zone S7 residents can now park outside my house, which will prevent me from doing so.

The expansion of zones does not increase the overall number of parking spaces; it simply increases the distance from their own homes that people can park, and the number of people with permission to park outside any particular dwelling. In an area of the town where, in my street at least, there is a high proportion of elderly and disabled people who cannot manage long treks between car and home, this can only be a disadvantage.

So I can see no benefit in combining the two zones. Unless there is currently insufficient parking in one of the zones, and you actually intend to spread the problem into a second zone?

Yours sincerely

[REDACTED]



Chris Latham <chrislatham@warwickshire.gov.uk>

Residents parking proposals.stratford upon Avon

1 message

21 February 2015 at 17:14

[REDACTED]

To: "chrislatham@warwickshire.gov.uk" <chrislatham@warwickshire.gov.uk>

Dear Mr Latham

I would like to object most strongly to the proposals to amalgamate districts S7 and S8. Will you please give me a reason. The result will only increase the problems in West Street, it will not result in any money saving but more complicated paper work, if that is possible.

Although I do not live in West Street, my partner does, unfortunately. At times, she has to drive round the adjoining streets, up six times before she can find a parking space, quite often using her blue badges, have you and your associates any idea the distress this causes? I think not.

So will you please register my heart-felt objections to the nonsensical proposals.

If however you had kept S8 separate, as it is now the parking time could have been reduced to 1 hour, which would have put a curb on school Parkers.

I really do despair at the workings of local governments.

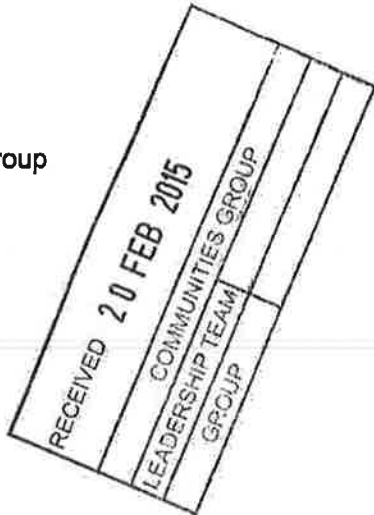
Yours faithfully,

[REDACTED]

Ps Having worked for local governments I do understand that you have to take the brickbats for other people's brainstorm!

Replied 24/2/2015.

Mr C Latham
Communities Group
PO Box 43
Shire Hall
Warwick
CV34 4SX.



[REDACTED]
[REDACTED]
Studley
Warwickshire
[REDACTED]

13th February 2015

Dear Mr Latham

Studley & Sambourne.
Brickyard Lane, Kiln Close and Station Road. Area Codes. GG9 GH9.
No waiting Sundays 8am-12 midday 1 April-31 October.
North side 36 metres east of The Slough east for 108 metres

This letter is to officially notify you and to put on record that we, as residents of [REDACTED] [REDACTED] Studley, are strongly opposed to the proposal to make an area of Station Road where we live, a No Waiting Sundays 8am-12 midday 1st April to 31st October area. We have no garage or driveway and as a two car family rely on obtaining a parking space opposite our cottage or at the end of the blanked off area in Brickyard Lane. Both these areas will be affected by the proposed restrictions. There is only room for one car in the area opposite to our cottage and this is sought after by many other local people to park. Brickyard Lane has always been an unobtrusive and reliable place to park for us which does not cause any hazard or difficulties for our neighbours. If this restriction in parking is allowed to go through it will mean we will be unable to park outside our own home or in Brickyard Lane over night on Saturdays. The restriction would also mean that any friends and family staying with us for the weekend would not be able to park outside our own home. This is a totally unacceptable situation and one which we believe has been over looked and likely to cause more parking problems for residents than acting as a deterrent to drivers of cars going to the car boot. I should mention that during the 8 years that we have been living here, we have not experienced any nuisance from rogue 'car boot' cars parking outside our property. This could alter though if restrictions in other areas go ahead – we can't win in that case. If this proposal goes through it will be to the detriment of some residents of Station Road. The inability to park our cars (plus family members and visitors) outside our properties on Saturday night/Sunday mornings will prove a considerable burden.

If there was to be a compromise around this situation Residents Permits may be a possibility? These could be issued to residents without on site parking to differentiate residents cars from cars parked by people going to the car boot on Sunday mornings. This would help with the problem of residents cars but not that of their family members/friends who are visiting them. I find it very hard to understand why the Car Boot is accommodated in such a reasonable manner by our local and district councils. Surely tax payers money is helping to keep this very profitable market going? Does the Council benefit financially? Although I believe owners of the land have funded various initiatives to help appease residents complaints and concerns, money has still been spent by tax payers on signage, traffic wardens, auditing, repairs, paperwork and general administration which all have to be paid for. Complaints have to be managed too of course, also costing time and money. We live through 'grid lock' in Studley every summer – the amount of traffic locally makes it very difficult for residents to get from a to b locally without suffering delays.

The amount of HGV's taking short cuts down Station Road run into thousands per week. School children and the elderly take their life into their own hands when running the gauntlet in the High Street. All these areas need attention yet the Council still appears happy to focus attention and spend money on road markings and signage to keep the Studley Car Boot going. We would welcome your comments and news of any developments in this area please.

Yours sincerely

A large black rectangular redaction box covers the signature area, obscuring the name and any handwritten notes.

email response 22/02/15

22-02-15



[REDACTED]

Stodley
Worcestershire

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Dear Mr C, Latham,

We are writing to you today to object to the Sunday parking restrictions you wish to enforce during the car boot (Stodley CB-TR-9219-23).

As residents of Kinn Close we do not see why we, and our visitors will be imposed by the restrictions. As a resident (home owners) why should we be imposed with this, I understand that in the way inconsiderate drivers / car owners park there vehicles imposes many risks, however this should be polised by the land owner of the car boot field to make sure that any visitors to the site use the free car parking facilities they provide.

Ourselves and our visitors (family-friends) should not be effected by such a rule where they are only allowed to visit us for up to one hour.

We are all for the restrictions to go ahead on the main road (Brickyard lane) but when it effects residents / home owners it becomes personal and infringes home owners rights.

We look forward to a speedy response.

Kind Regards, [REDACTED]