

**Proposed Decision to be taken by the
Portfolio Holder for Transport and Planning
on or after 22 May 2015**

**Various Roads, Stratford-upon-Avon District
Proposed Waiting Restrictions**

Recommendations

That the Portfolio Holder for Transport and Planning approves that 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 be made as advertised but subject to the following.

- (i) Woodman Court – Remove the section of Proposed Limited waiting 2 Hours no return 4 hours Mon-Sat 8am-6pm as described in paragraph 6.1 below and shown in the revised plan **Appendix H Rev.**
- (ii) Bardswell Court – Reduce the extent of the No waiting at any time to the extent shown in the revised plan in **Appendix I Rev.**

1.0 Key Issues

- 1.1 Proposals for parking restrictions in various locations in the Stratford-upon-Avon District were published in the Stratford Observer and Alcester Chronicle on 12 February 2015. A number of objections have been received. The report considers the objections and comments received and recommends how they should be dealt with. Local members have been consulted on the proposals and their views taken account of.
- 1.2 A number of proposals included in the consultation did not receive any objections and it is recommended that these be implemented as advertised.
- 1.3 The proposals which attracted objections are in the following locations.
 - (i) Bull Street – Proposed Double Yellow Lines. Merge Residents parking Zones S7 & S8. Include College Mews for permit eligibility
 - (ii) Albany Road, Wellesbourne Grove - Proposed Limited waiting 1 hour no return 2 hours 8am-12 midnight except permit holders (S1). Disabled badge holders only at all times Mon-Fri 8am-6.30pm 1 hour no return 2 hours.
 - (iii) Great William Street – Proposed Pay & Display 1 hour no return 2 hours 8am-6pm except permit holders (S2) / 6pm-8am permit holders (S2) only.

- (iv) St Gregorys Road, Maidenhead Road and Rowley Crescent - Limited waiting 2 hours no return 2 hours Mon-Sat 8am-6pm except permit holders (S2 & S3)
- (v) Woodman Court – Proposed Limited waiting 2 Hours no return 4 hours Mon-Sat 8am-6pm except permit holders (S11) Vincent Avenue - No waiting At Any Time
- (vi) Bardswell Court – Proposed No waiting at any time
- (vii) Mansell Street – Proposed Pay & Display 1 hour no return 2 hours 8am-12 midnight except permit holders (S6).
- (viii) Mill Lane – proposed No waiting at any time - Limited waiting 2 hours no return 2 hours Mon-Sat 8am-8pm except permit holders (S7).
- (ix) Brickyard Lane, Kiln Close and Station Road - Proposed No waiting Sundays 8am-12midday 1April-31 October.

1.4 The statutory criteria for decisions on making Traffic Regulation Orders/Parking Orders is included as **Appendix M**

2.0 Broad Street, Broad Walk, Bull Street, Cherry Street, Chestnut Walk, College Lane, College Street, Grove Road, Holtom Street, New Broad Street, New Street, Old Town, Ryland Street, Sanctus Street, West Street. No waiting at any time. Pay & Display 2 hours no return 4 hours 8am-6pm except permit holders (S7). Limited waiting 2 hours no return 2 hours Mon-Sat 8am-8pm except permit holders (S7) Combine zones S7 &S8. Permit eligibility permits Add College Mews.

2.1 To improve amenities for residents it is proposed to extend the hours of operation of the existing waiting restriction to 8pm.To provide flexibility to find parking spaces particularly for those residents living close to zone boundaries it is proposed to combine the existing resident parking zones S7 and S8. At the southern end of Holtom Street at the junction with the private road to Old Town Square, there are sections of unrestricted highway. Vehicles parking on both sides of the road reduce the width of the road causing issues with access. To improve access it is proposed to introduce sections of double yellow lines. Warwickshire Fire and Rescue Service have raised concerns over access to Bull Street; the width of the road is insufficient to allow vehicles to park and allow unobstructed access to the street, it is proposed to install sections of No waiting at any time (**Plan in Appendix A**). College Mews is a residential development situated within the existing zone S8, residents have requested permit eligibility.

Objections (2) (Bull Street).

Children and disabled people should always be afforded safe entry and exit from vehicles regardless of waiting restrictions. By placing double yellow lines nearby the school, parents will face extreme difficulties in dropping and collecting children. Placing of double yellow lines will significantly increase the

road safety risk to these children. I would propose a limited loading bay outside the school to preserve the safety of the children. The substantial fire risk is from the higher density residential properties past the school the road at this point is 6.2 metres wide the available road width is 2.24 metres. The width requirement for a fire appliance is 3.7 metres therefore the parking outside of the proposed changes does not address this.

Response.

The difference between a single yellow line and double yellow line is the single yellow lined is covered by a timed restriction, in this case an existing no waiting Mon-Sat 8am-6pm. The exemption for dropping off and picking up passengers applies to both single and double yellow line and will make no difference to the operation of the school. It is the parking of vehicles in this location that increases the risk to pedestrians with obstructed visibility from stationary vehicles. We would not introduce limited waiting bays in the vicinity of schools as these would become permanently occupied and provide no benefit. Concerns over access to Bull Street arise from vehicles parking at the northern end of the street, the road narrowing to 5 metres the proposals address these issues.

Petition (Bull Street)

A petition has been received from the Stratford Preparatory School titled The undersigned strongly object to any change in the parking restrictions which currently apply to Bull Street, petition contains 97 signatures.

Response.

The perception is that the proposal to replace the single yellow line (no waiting Mon-Sat 8am-6pm) with double yellow lines (no waiting at any time) would seriously affect the operation of the school. The exemption for dropping off and picking up passengers applies to both single and double yellow lines and will make no difference to the operation of the school.

Objection (Bull Street)

I use this road for parking to visit the theatre town after 6pm; evening parking supports the local trade. To provide a clear path for a fire engine one side of the road with double yellow lines would be sufficient.

Response.

There are numerous car parks within the town centre to cater for visitors. Parking from 4pm-8am is available in the District Council car parks at a reasonable rate. There is no guarantee as to the width of a vehicle parking in this location any parked vehicle has potential to obstruct access to the street.

Objection (Bull Street).

It has been an important amenity for this address to be able to load and unload and to park between 6pm-8am. Without this facility life would be significantly degraded. Inability to park outside our house overnight puts more pressure on other parking spaces. We would support double yellow lines along the west side of the street this leave access for refuse wagons and fire engines. It is often the case that a visitor will arrive late afternoon say 5pm the proposal means that they will have to move to another space. Is this really what residents want?

Response.

The ability to load and unload will still be available on double yellow lines. Bull Street forms part of the larger residents parking zone in Old Town, providing opportunity to park in adjoining streets. There is no guarantee as to the width of a vehicle parking in this location, any parked vehicle has potential to obstruct access to the street. A visitor permit exempts visitors to the residence from the limited waiting restrictions. Responses to a residents parking survey indicated 51% for increasing the hours to 8pm with 45% against.

Objection (Bull Street).

The configuration of my house leads me to rely on Bull Street the proposed double yellow lines and extension to the limited waiting to 8pm will affect me.

Response.

Bull Street forms part of the larger residents parking zone in Old Town, providing opportunity to park in adjoining streets. Extending the Limited waiting to 8pm will assist residents returning later in the evening.

Objections (4) (Merge zones S7 & S8).

Parking is limited in Old Town and to have more cars will lead to chaos especially at peak times. I am a zone S8 resident and my only parking is the street, I have to fight for parking at certain hours, this will mean I can park further away from my house and S7 will be able to park outside my house. The expansion of zones does not increase the overall parking spaces, it simply increases the distance from their homes that people can park. There is a high proportion of elderly and disabled who cannot manage long treks. My partner has to drive around the adjoining streets before she can find a parking space. If you keep S8 as it is now and reduce the waiting time to 1 hour. Parking is already extremely difficult, the problems will be exacerbated allowing residents from S8 to park nearer the town. We urge you to consider extending the hours of operation similar to other areas.

Response.

A permit does not buy or reserve a parking space, the purpose of creating a zone provides the opportunity of finding a parking space in close proximity to the residence should the particular street be fully occupied. Responses to a recent residents parking survey indicated 55% for combining the zones with 40% against. Although combining zones does not increase parking spaces, it provides greater flexibility to find a parking space especially for those living close to the zone boundaries. The limited waiting time of 2 hours supports various businesses situated within the zones.

Objection (College Mews permit eligibility)

They have their own private parking spaces. Surely the original planning application would have addressed parking and may have been allowed on the basis of private parking. There will be more residents competing for space, due to the reduced parking on Holtom Street and Bull Street and permits given to College Mews. The waiting restrictions should be extended to 9pm.

Response.

There are numerous properties within the zones that have off road parking, at the moment this is no bar to obtaining a permit. There is no justification for excluding this development from the permit scheme. Responses to a residents parking survey indicated 51% for increasing the hours to 8pm with 45% against.

2.2 Recommendation

That the proposals be implemented as advertised.

3.0 Albany Road, Wellesbourne Grove, Stratford upon Avon- Proposed No waiting at any time. Limited waiting 1 hour no return 2 hours 8am-12 midnight except permit holders (S1). Doctors permit holders only Mon-Fri 8am-6.30pm

Disabled badge holders only at all times Mon-Fri 8am-6.30pm 1 hour no return 2 hours. (Plans in Appendix B & C)

- 3.1 The streets form the residents parking zone S1 and being close to the town centre are used by visitors to the town to park .To improve amenities for the residents, it is proposed to extend the hours of operation of the waiting restrictions. There are short sections of existing No waiting between the hours of 8am-6pm, in the interests of road safety it is proposed to change these sections to No waiting at any time. To assist disabled badge holders visiting the medical centre it is proposed to introduce a limit of 1hour no return 2 hours for the disabled bay between the hours of 8am-6.30pm.

Objections (2) (Disabled Parking Bay)

There is no consideration for disabled badge holders visiting the dental practice and other businesses nearby. Why are you assisting one business to the exclusion of others. Parking time of one hour is not sufficient to allow for parking, offloading, appointment time and loading again. This is the only allocated disabled parking in this area, although there is opportunity to use on street parking in Albany road and further away in Chestnut Walk. A more realistic time would be 2 hours no return for 2 hours.

Response

The one hour restriction was suggested by the Arden Medical Centre as being sufficient for disabled visitors. If there is a requirement for a disabled bay for visitors to other services in neighbouring streets then this can be investigated. Blue badge holders are exempt from the waiting restrictions in the resident parking bays on Albany Road and in the layby situated on Evesham Place both in close proximity to the dental practice and local services.

Objection (Extension to the Limited Waiting)

I currently have an S2 permit there is not enough space to park in the zone, Monday to Thursday I park in Albany Road and Wellesbourne Grove you are allowed to park there after 6pm if the parking is changed to midnight I won't be able to park. I am aware that the S2 area is planned to be increased but that doesn't help since the roads are further away. I live nearer zone S1 so I would rather have a permit for that area.

Response.

There are increasing demands for on street parking; due to the size of the existing zones demand for parking would increase by moving streets into different zones. Combining zones would provide greater flexibility to find a parking space rather than being constrained by existing zone boundaries. However, consultation with residents showed no overall support for combining zones. There are proposals to increase the areas available to S2 & S3 permit holders to address the concerns over insufficient on street parking.

Comment.

Your comment that space is needed for heavy vehicles entering the street is noted but not agreed, I thought there was a weight limit on Albany Road, not many heavy vehicles enter Albany Road the road is no narrower than the rest of the road.

Response.

Swept path analysis has shown that allowing vehicles to park in the location described would impede access by vehicles such as refuse wagons and

removal vehicles. The weight limit is an environmental weight limit and does not prevent vehicles exceeding 7.5 tonnes which require access.

3.2 Recommendation.

That the proposals be implemented as advertised. If the hours of operation of the disabled bay are found to be too prescriptive then we will review the hours of operation.

4.0 Great William Street, Mulberry Street and Shakespeare Street. Proposed- Pay & Display 1 hour no return 2 hours 8am-6pm except permit holders (S2) / 6pm-8am permit holders (S2) only. S2 Permit eligibility Add Victoria Close and Kerns Terrace. (Plan in Appendix D)

- 4.1 Following requests from residents to allow more on street parking during the day it is proposed to allow sections of the highway to be available for parking between the hours of 8am-6pm; this will include reducing sections of double yellow lines. The disabled parking bay situated outside 19 Shakespeare Street is no longer required and will be revoked.

Objections (3).

The pavements are narrow and so is the road, cars will park on the narrow pavement making it difficult for pedestrians. Due to its close proximity to town the street will become a busy parking lot. In the event of an ambulance/fire engine needing to drive down the street in an emergency this would be impossible. Parking for residents will remain difficult/impossible.

Response.

Vehicles that park outside of the marked bays may lead to a penalty charge notice being issued. This includes vehicles displaying a valid permit where such a vehicle is not parked wholly within the bay. For various reasons non-residents will still need to visit the area to use the highway to conduct their business. Reducing the width of the bays accommodates the provision of parking on both sides of the road whilst maintaining sufficient width for emergency vehicles; this has been discussed with Warwickshire Fire & Rescue Service. The provision of on street parking during the day will help with resident parking.

Support.

There have been 5 notifications received indicating support for the proposals overall and a letter with 6 signatures indicating support for the present layout on Mulberry Street.

4.2 **Recommendation.**

That the proposals be implemented as advertised.

5.0 **St Gregorys Road, Maidenhead Road and Rowley Crescent Limited waiting 2 hours no return 2 hours Mon-Sat 8am-6pm except permit holders (S2 & S3) (Plans in Appendix E & F)**

5.1 To improve amenities for residents with S2 or S3 permits it is proposed to allow permit parking in the above locations.

Objections (6)

Residents are not being afforded the same rights as S2 and S3 residents. The only fair and sensible solution is to issue permits to residents of this part of Maidenhead Road. I often have visitors who want to park for more than the permitted two hours. Why can they not be offered long term permits in car parks. Why does parking have to occur on our road Avenue Road has yellow lines permitting no parking can they take some of the load.

Response

If implemented we will monitor the situation, if it becomes apparent that the road is occupied by permit holders to the detriment of the residents then we will review the situation with regard to permit eligibility. The properties have the benefit of off road parking and have been subject to the limited waiting restrictions for a number of years. Off street car parks are not under the control of Warwickshire County Council. The proposals include three roads in the vicinity which are considered appropriate for the proposal.

5.2 **Recommendation**

That the proposals be implemented as advertised.

6.0 **Arthur Road, Clopton Road, Kendall Avenue, Vincent Avenue, Woodman Court. No waiting at any time.**

Limited waiting 2 Hours no return 4 hours Mon-Sat 8am-6pm except permit holders (S11)

Limited waiting 1 hour no return 2 hours Mon-Sat 8am-6pm.

Limited waiting 3 hours no return within 2 hours Mon-Sat 8am-6pm.

Permit eligibility S11 permits Add

Clopton Road between Vincent Avenue and Jolyffe Park Road, Vincent Avenue, Woodman Court. (Plans in Appendix G & H)

6.1 To improve amenities for residents it is proposed to increase the S11 Zone to include residential properties situated on Vincent Avenue, Woodman Court and Clopton Road up to the junction with Jolyffe Park Road.

Objection

I object to the double yellow lines outside 24 Vincent Avenue we have parked in this location for a number of years and there has never been a problem.

Response.

The extent of the no waiting at any time was considered appropriate, situated at the end of the cul-de-sac and at the entrance to a residential development.

Objection.

I object to the two bays at the end of Woodman Court being included in the S11 parking scheme, if the six bays on the right are private land then this will cause confusion among motorists.

Response.

It is unclear at the moment as to whether the area described is public highway.

6.2 Recommendation.

That the proposals be implemented as advertised except for the parking area at the end of Woodman Court remove from the S11 residents parking zone as shown on the plan in **Appendix H Rev**

7.0 Bardswell Court. No waiting at any time. (Plan in Appendix I).

7.1 Bardswell Court is a small residential development situated off the Birmingham Road. Parked vehicles on both sides of the road are causing obstruction. In the interests of road safety and to facilitate the free passage of vehicles Warwickshire County Council propose to introduce short sections of No waiting at any time.

Objection (4).

We have never found the road to be obstructed, we have no off road parking, and these changes would leave us nowhere to park. Introduce a permit scheme. This will cause irreversible difficulties for all residents; there are insufficient parking spaces available for the number of residents. Vehicles will move further into the court, Bardswell Court should be residents only. There is little real support compared with the number of objections.

Response.

Continuous requests to introduce double yellow lines have been received from a resident purporting to act on behalf of residents of the development. The objections received indicate that not all residents support the proposals.

Resident only schemes are not Warwickshire County Council policy and roads would not be dealt with in isolation.

7.2 **Recommendation.**

To assist with access introduce a reduced section of the double yellow lines as shown in plan in **Appendix I Rev** .

8.0 **Mansell Street. No waiting at any time. Pay & Display 1 hour no return 2 hours 8am-12 midnight except permit holders (S6). (Plan in Appendix K).**

8.1 To improve amenities for S6 resident permit holders, it is proposed to extend the hours of operation of the existing waiting restriction. The road is not wide enough to allow parking on both sides; it is proposed to change the existing no waiting 8am-6pm restriction to No waiting at any time.

Objection.

We currently have a permit to park in the S2 zone, if we have been out during the day there are hardly any spaces available, parking on the other side of the road does not start until 6pm. The premises next door have a permit for Mansell Street, many have off road parking and there are often spaces available, residents like ourselves who currently use spaces there from 6 pm will no longer be able to do so. A reasonable option would be to allow us to have a permit for S6 as well as S2.

Response.

The proposals to increase on street parking during the day within zone S2 will go some way to addressing parking availability. There are increasing demands for on street parking; due to the size of the existing zones demand for parking spaces would not be resolved by moving streets into different zones. Combining zones would offer greater flexibility to find a parking space rather than being constrained by existing zone boundaries. However, consultation with residents showed no overall support for combining zones.

8.2 **Recommendation.**

That the proposals be implemented as advertised.

9.0 **Mill Lane No waiting at any time. Limited waiting 2 hours no return 2 hours Mon-Sat 8am-8pm except permit holders (S7).(Plan in Appendix J)**

9.1 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.

Objection.

The reasons given in the statement of reason 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 all properties have their own parking . Perhaps the real reason is to compel people to use car parks and increase parking revenue. What about theatre/evening visitors to the town.

Response.

The narrow entry to Mill Lane restricts forward visibility for a driver entering the road; the extension to the double yellow lines will provide an extended area for drivers to obtain a forward view. Mill Lane is adjacent to the residents parking zone which is already under pressure from visitor parking, the restrictions will provide priority for residents over visitors. There are numerous car parks within the town centre to cater for visitors. Parking from 4pm-8am is available in the District Council car parks at a reasonable rate. Off street car parks are not under the control of Warwickshire County Council.

9.2 Recommendation.

That the proposals be implemented as advertised.

10.0 Brickyard Lane, Kiln Close and Station Road- Proposed No waiting Sundays 8am-12 midday 1 April-31 October. (Plan in Appendix L)

10.1 Studley Car Boot is located on land to the south of The Slough. The market attracts a large number of people and although parking is free of charge vehicles are parked on nearby estate roads causing obstruction. To improve amenities for residents Warwickshire County Council proposes to introduce a market day restriction to prevent parking on Sundays between the hours of 8am – 12midday from the first week in April to the last week in October.

Objection.

As residents of Kiln Close we do not see why we and our visitors should be imposed by the restrictions. We are for the restrictions to go ahead on Brickyard Lane but when it affects residents it becomes personnel and infringes home owners' rights.

Response.

There are sections of highway in the near vicinity which remain unrestricted. Residents of Kiln Close have off road parking facilities.

Objection.

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. Family and friends would not be able to park outside our home. During the eight years we have been here we have not experienced

any problems with people parking for the car boot. Resident permits may be a possibility this will help residents and visitors.

Response.

There are sections of highway in the near vicinity which remain unrestricted. Proposals to implement a market day restriction were advertised in 2012 and as a result of objections received the market day restrictions were abandoned. This market day restriction has again been requested by residents supported by the elected member. The waiting restrictions will apply to residents and visitors; it is not a permit scheme so no permits will be issued.

Comment.

The 8am start is not early enough can you change it to 6am.

Response.

The proposed hours of operation are considered appropriate to dissuade those attending the car boot from parking.

10.2 Recommendation.

That the proposals be implemented as advertised.

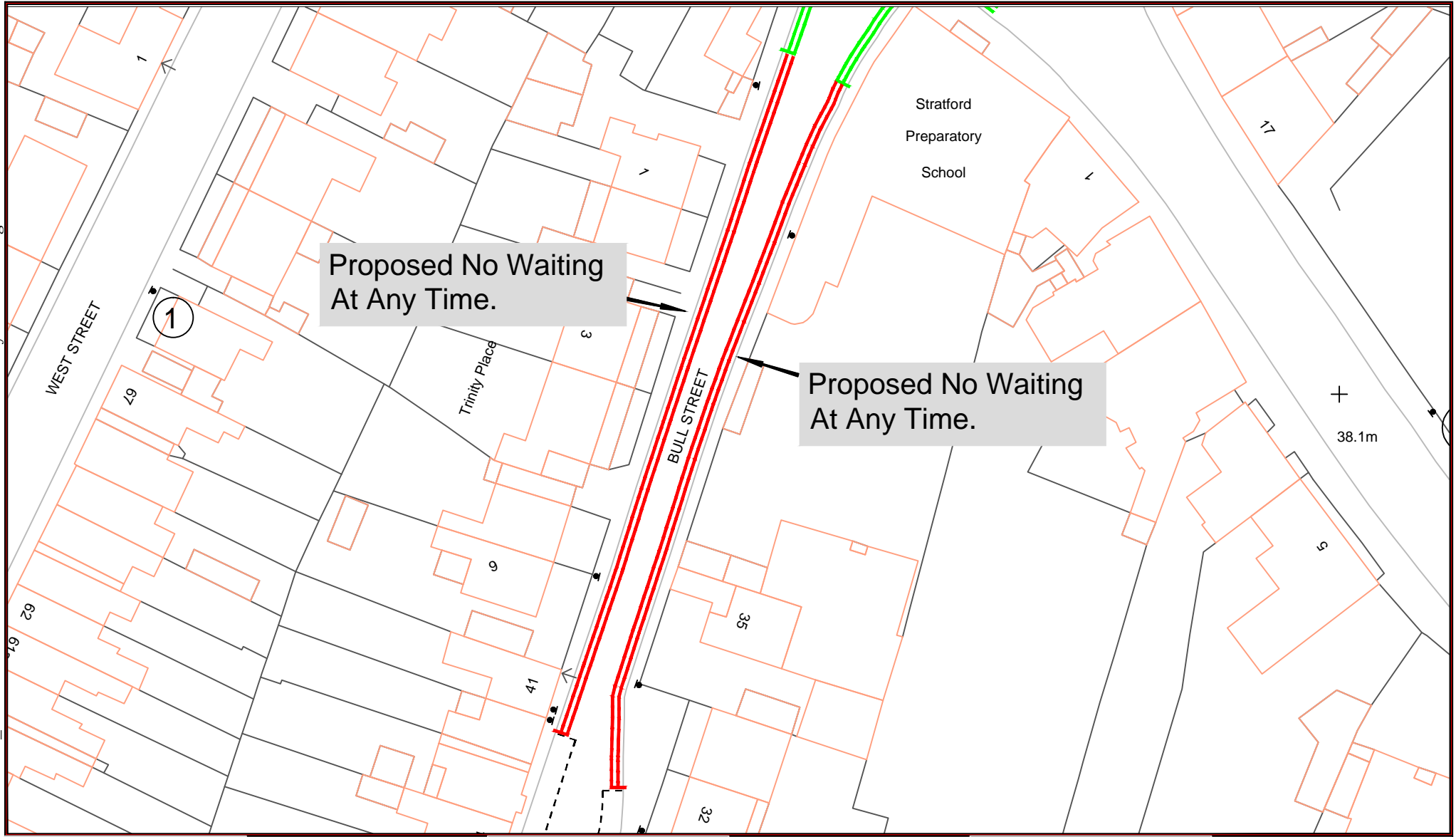
11.0 Background papers

11.1 Various letters emails

12.0 Financial Implications

12.1 All changes will be implemented from within existing budgets.

	Name	Contact Information
Report Author	Chris Latham	chrislatham@warwickshire.gov.uk Tel: 01926 412071
Head of Service	Graeme Fitton	graemefitton@warwickshire.gov.uk
Strategic Director	Monica Fogarty	monicafogarty@warwickshire.gov.uk
Portfolio Holder	Councillor P Butlin	cllrbutlin@warwickshire.gov.uk



Proposed No Waiting At Any Time.

Proposed No Waiting At Any Time.

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Portfolio Holder for Transport & Planning
Variation 24
Bull Street No Waiting At Any time



Proposed No Waiting At Any Time.

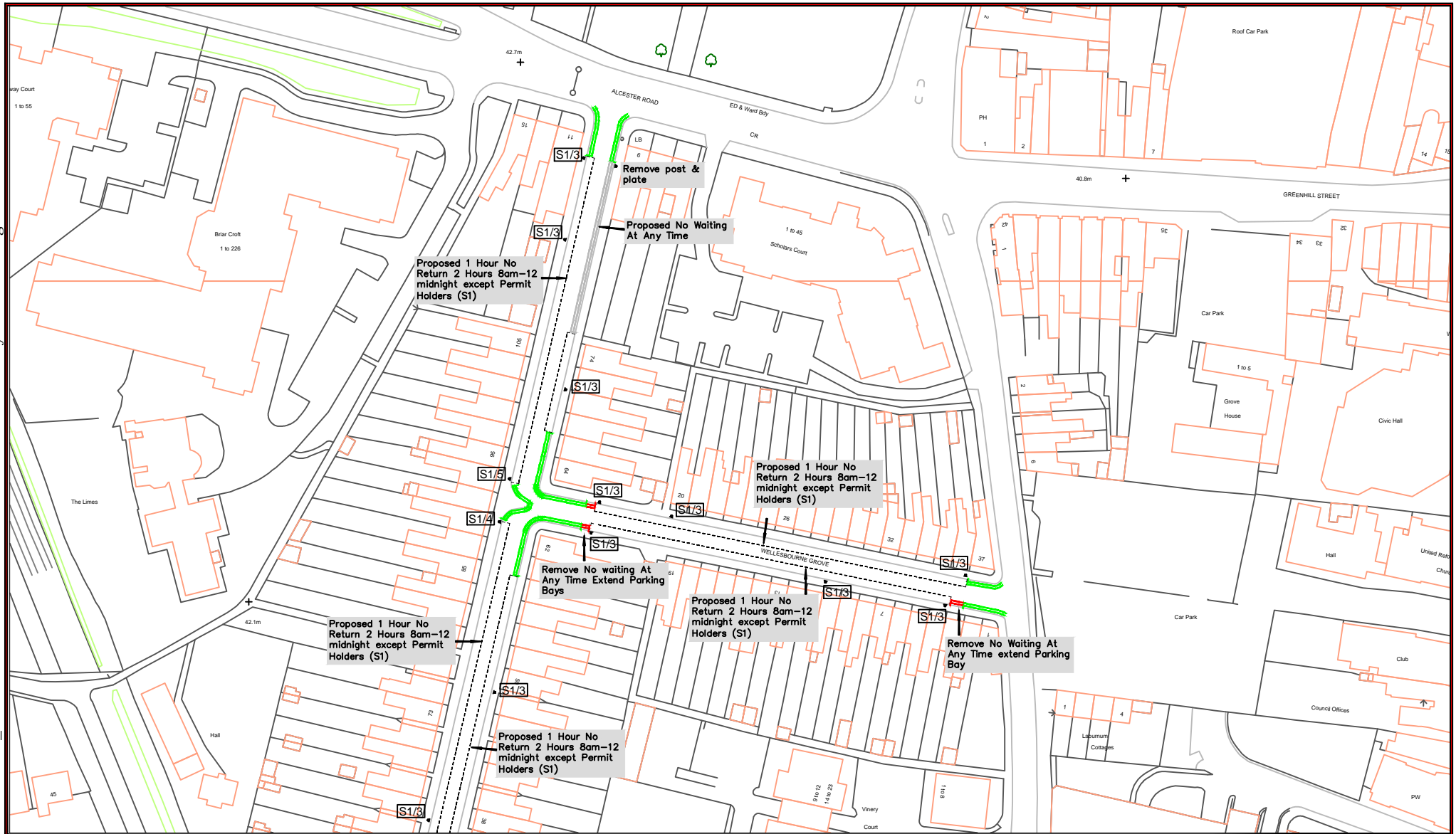


Existing No Waiting At Any Time.

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Monica Fogarty
 Strategic Director
 Communities
 PO Box 43, Shire Hall
 Warwick, CV34 4SX




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CRL

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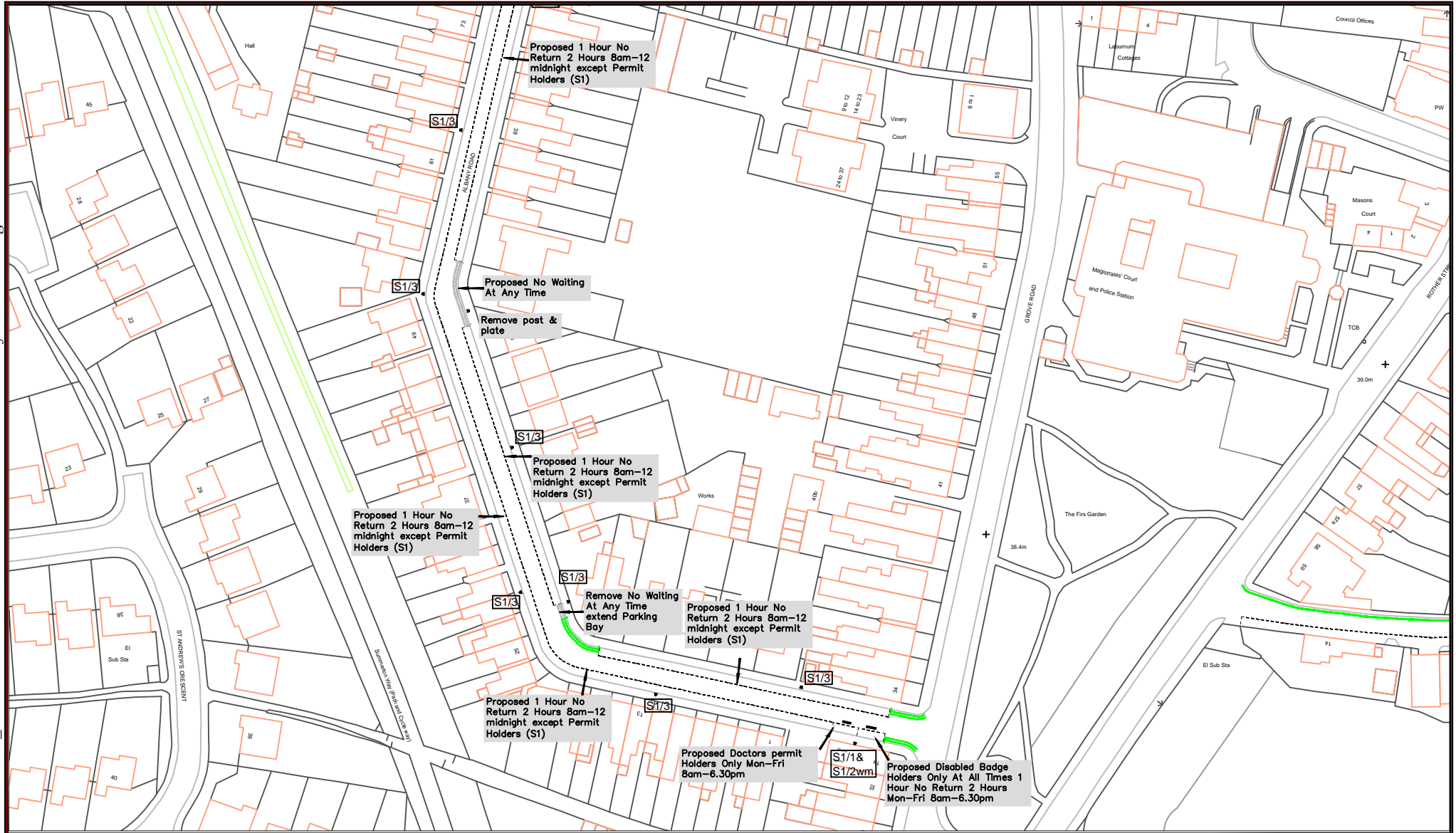
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Variation 24
Proposals for Albany Road & Wellesbourne Grove

 Existing No Waiting At Any Time.

 Remove sections of No Waiting At Any Time.

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Warwickshire County Council
 Monica Fogarty
 Strategic Director
 Communities
 PO Box 43, Shire Hall
 Warwick, CV34 4SX



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Variation 24

Proposals for Albany Road and Wellesbourne Grove



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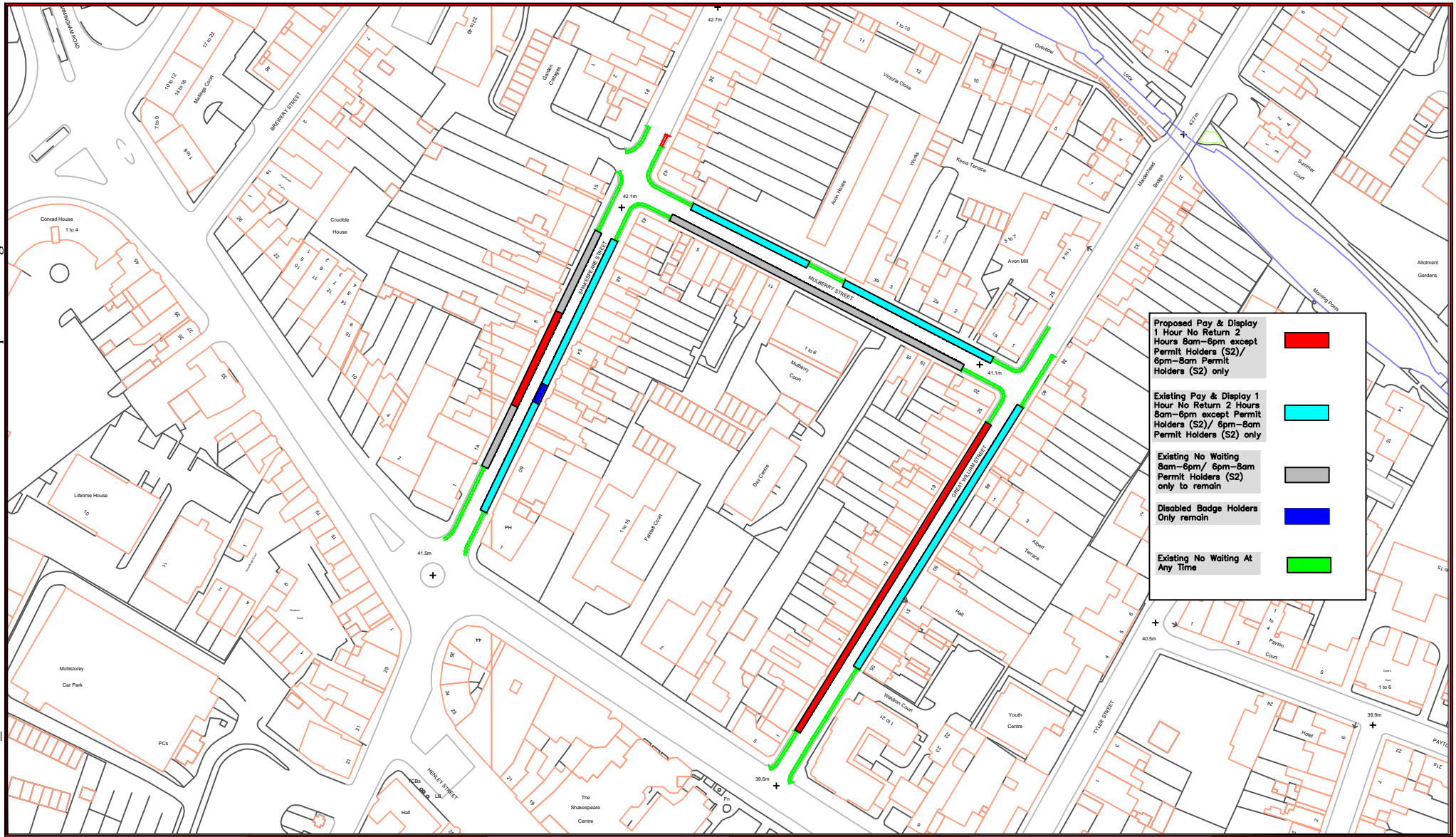


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Monica Fogarty
 Strategic Director
 Communities
 PO Box 43, Shire Hall
 Warwick, CV34 4SX



Proposed Pay & Display 1 Hour No Return 2 Hours 8am-6pm except Permit Holders (S2)/ 6pm-8am Permit Holders (S2) only	
Existing Pay & Display 1 Hour No Return 2 Hours 8am-6pm except Permit Holders (S2)/ 6pm-8am Permit Holders (S2) only	
Existing No Waiting 8am-6pm/ 6pm-8am Permit Holders (S2) only to remain	
Disabled Badge Holders Only remain	
Existing No Waiting At Any Time	

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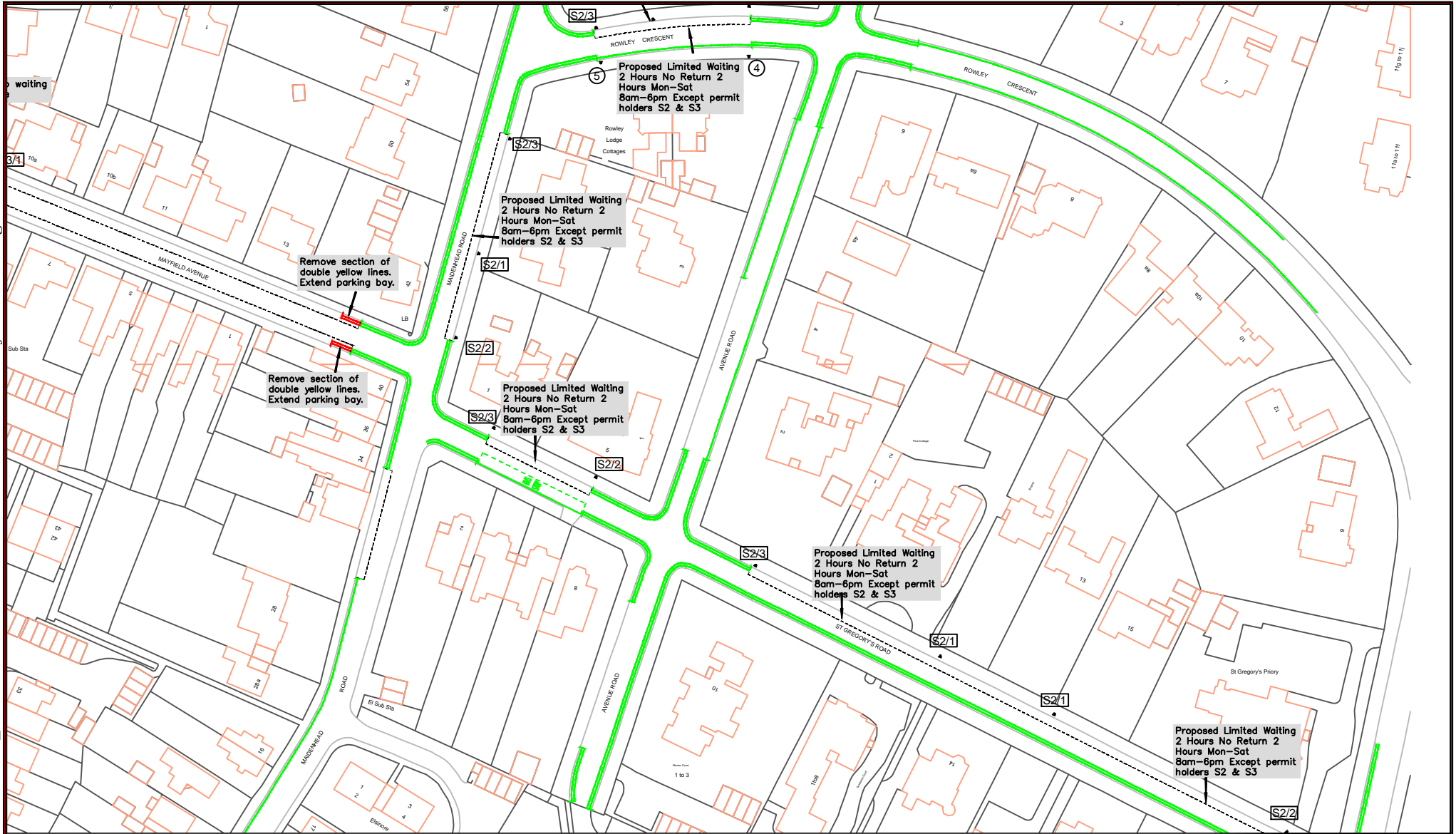
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Variation 24
Proposals for Shakespeare St, Great William Street

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Variation 24

Proposals for Str Gregory's Rd, Maidenhead Rd & Rowley Crescent.



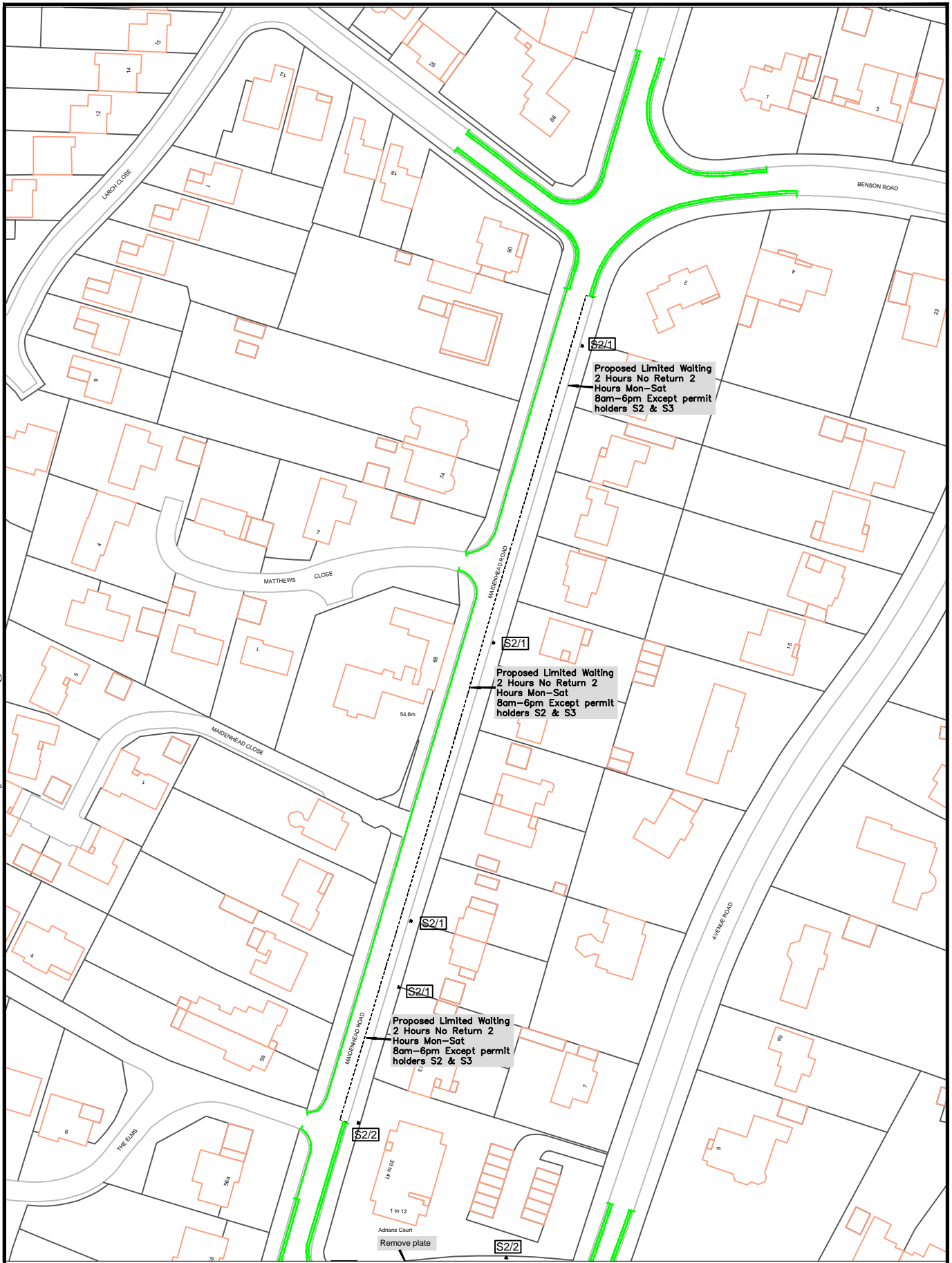
Existing No Waiting restrictions to remain

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Monica Fogarty
 Strategic Director
 Communities
 PO Box 43, Shire Hall
 Warwick, CV34 4SX

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Variation 24



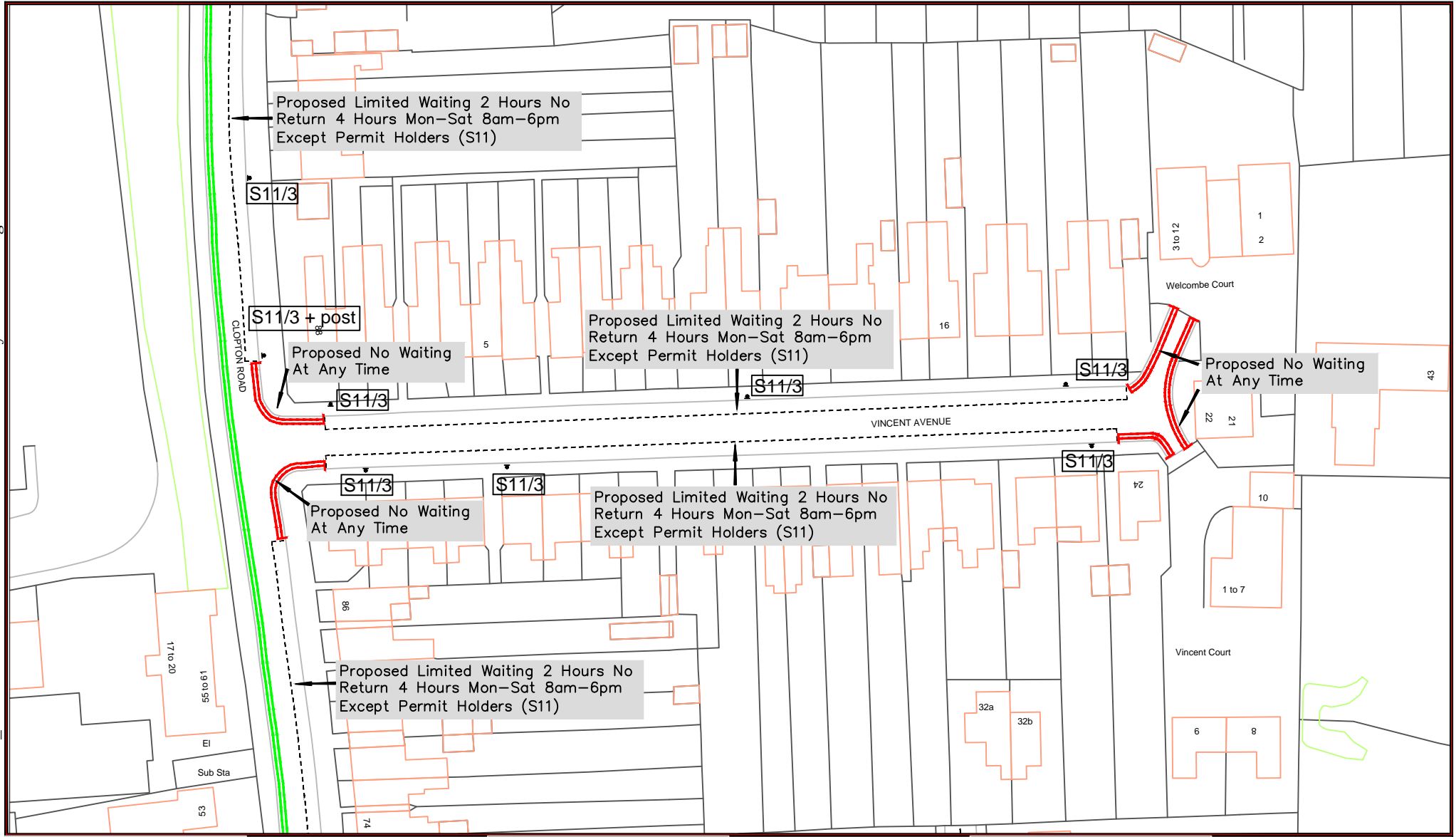
Existing No Waiting restrictions to remain

Proposals for Maidenhead Road

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Monica Fogarty
 Strategic Director
 Communities
 PO Box 43, Shire Hall
 Warwick, CV34 4SX



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Variation 24
Vincent Avenue



Proposed No Waiting At Any Time.



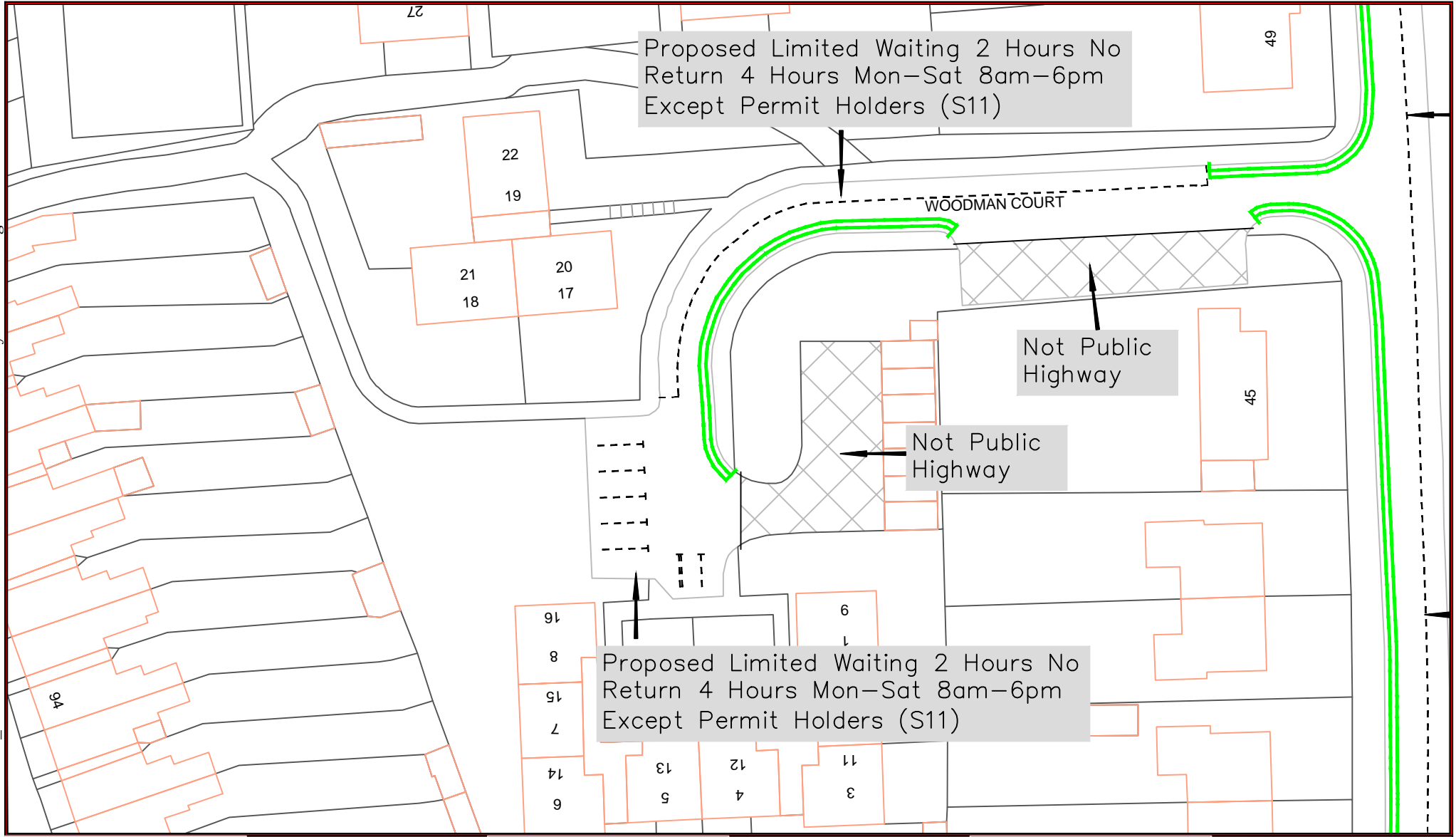
Existing No Waiting At Any Time.

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Monica Fogarty
 Strategic Director
 Communities
 PO Box 43, Shire Hall
 Warwick, CV34 4SX

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Proposed Limited Waiting 2 Hours No Return 4 Hours Mon-Sat 8am-6pm Except Permit Holders (S11)

WOODMAN COURT

Not Public Highway

Not Public Highway

Proposed Limited Waiting 2 Hours No Return 4 Hours Mon-Sat 8am-6pm Except Permit Holders (S11)

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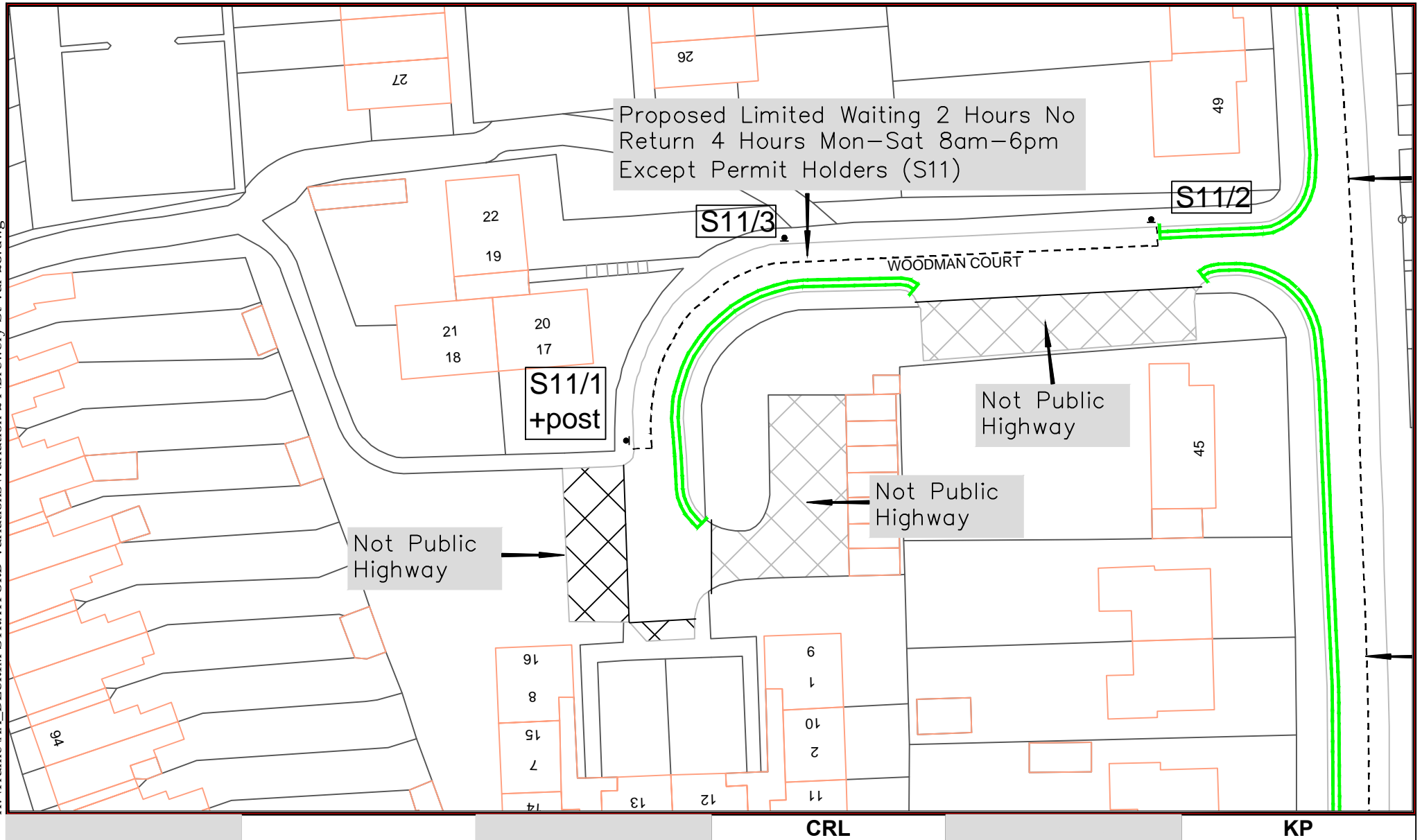
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Portfolio Holder for Transport & Planning
Variation 24
Woodman Court

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Monica Fogarty
 Strategic Director
 Communities
 PO Box 43, Shire Hall
 Warwick, CV34 4SX



Proposed Limited Waiting 2 Hours No Return 4 Hours Mon-Sat 8am-6pm Except Permit Holders (S11)

S11/3

S11/2

S11/1
+post

WOODMAN COURT

Not Public Highway


Not Public Highway

Not Public Highway

CRL

KP

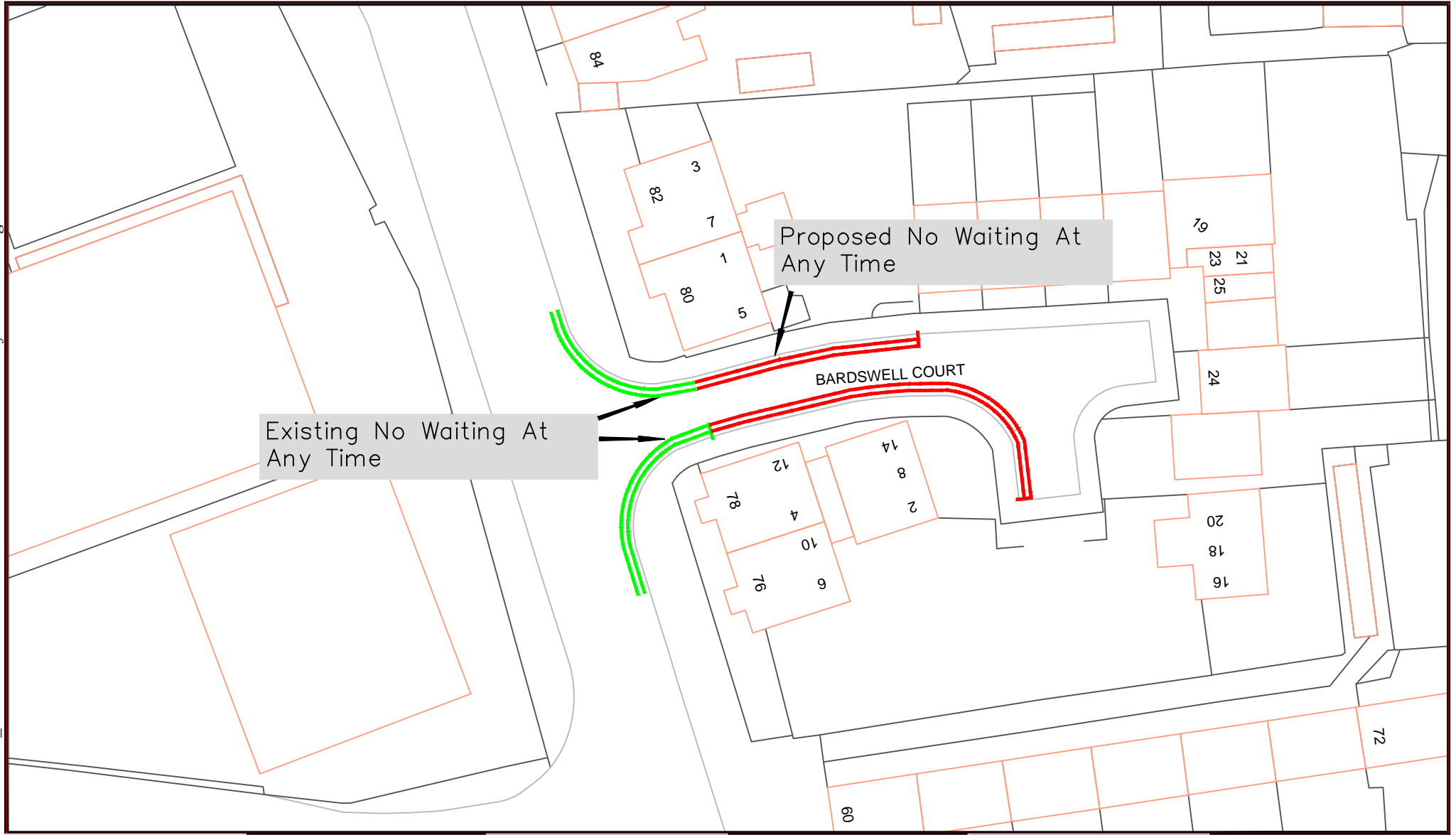
Portfolio Holder for Transport & Planning
Variation 24
Woodman Court Revised restriction

 Existing No Waiting At Any Time.

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 **Warwickshire County Council**
 Monica Fogarty
 Strategic Director
 Communities
 PO Box 43, Shire Hall
 Warwick, CV34 4SX

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Existing No Waiting At Any Time

Proposed No Waiting At Any Time

BARDSWELL COURT

Drawn by:

CRL

Checked by:

KP

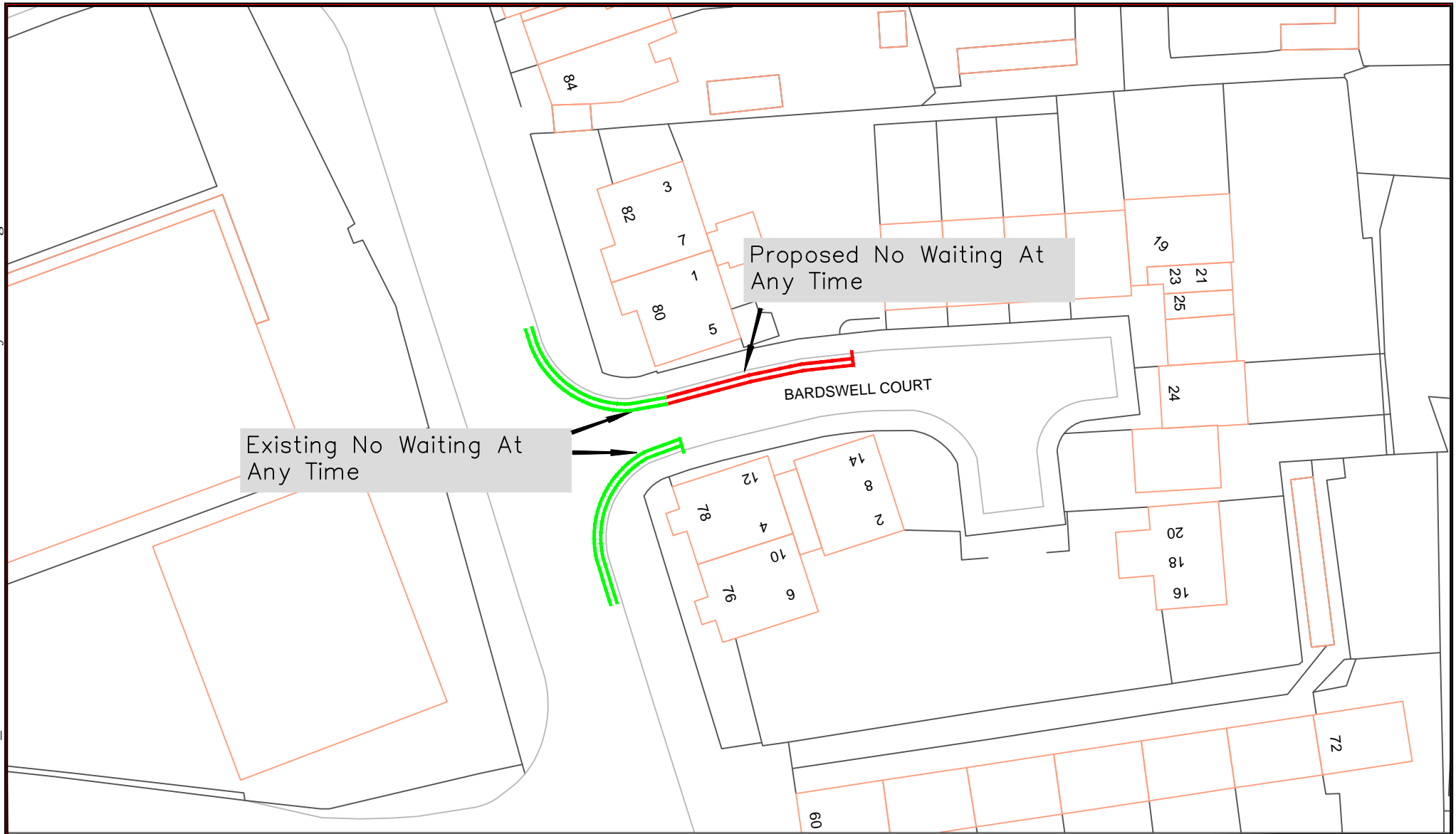
**Portfolio Holder for Transport & Planning
Variation 24
Bardswell Court No Waiting At Any Time**

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

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Portfolio Holder for Transport & Planning

Variation 24

Bardswell Court No Waiting At Any Time Revised



Proposed No Waiting At Any Time.

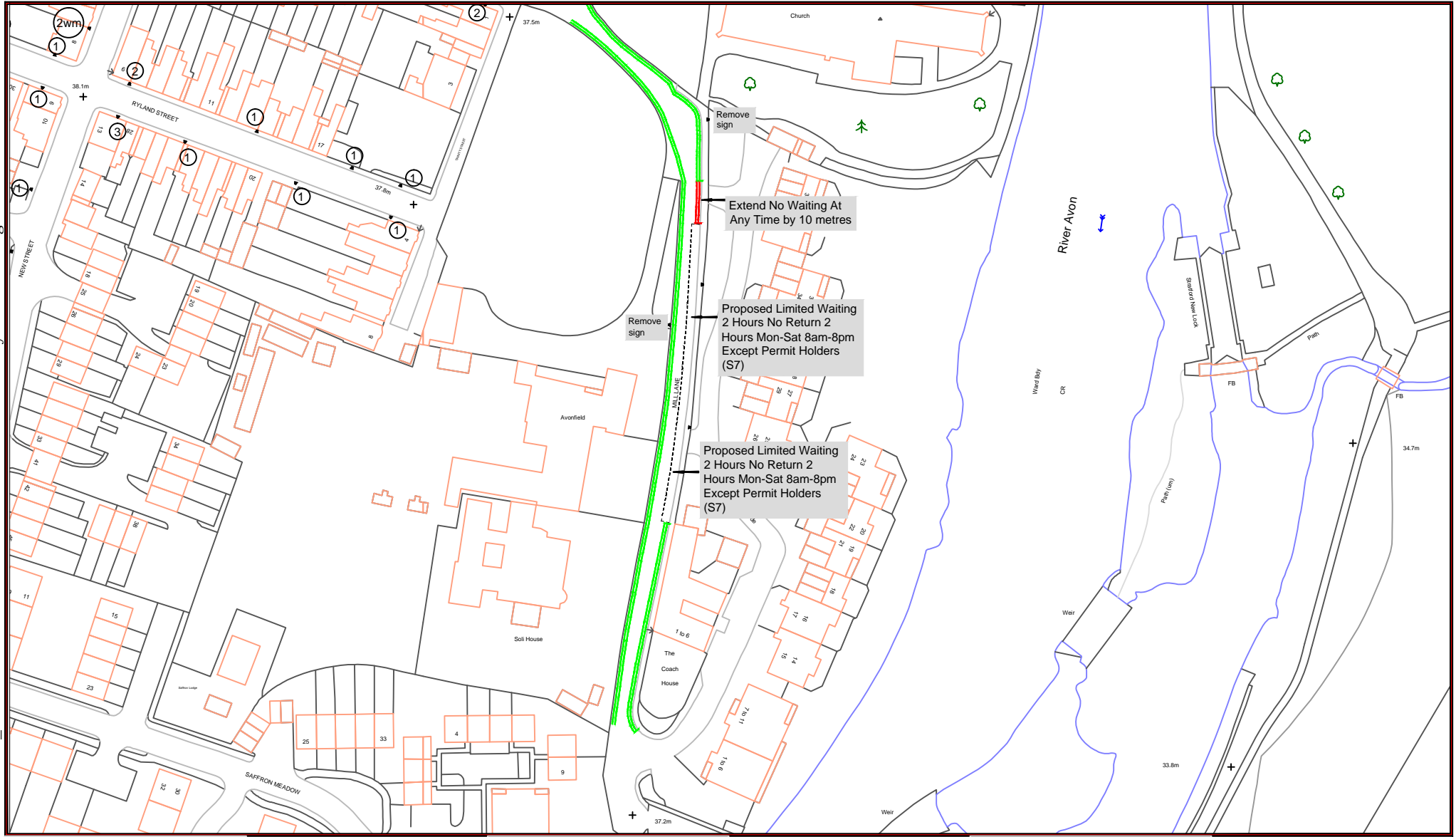


Existing No Waiting At Any Time.

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Monica Fogarty
 Strategic Director
 Communities
 PO Box 43, Shire Hall
 Warwick, CV34 4SX



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Portfolio Holder for Transport & Planning
Variation 24
Proposals for Mill Lane



Remove section of No Waiting At Any Time.

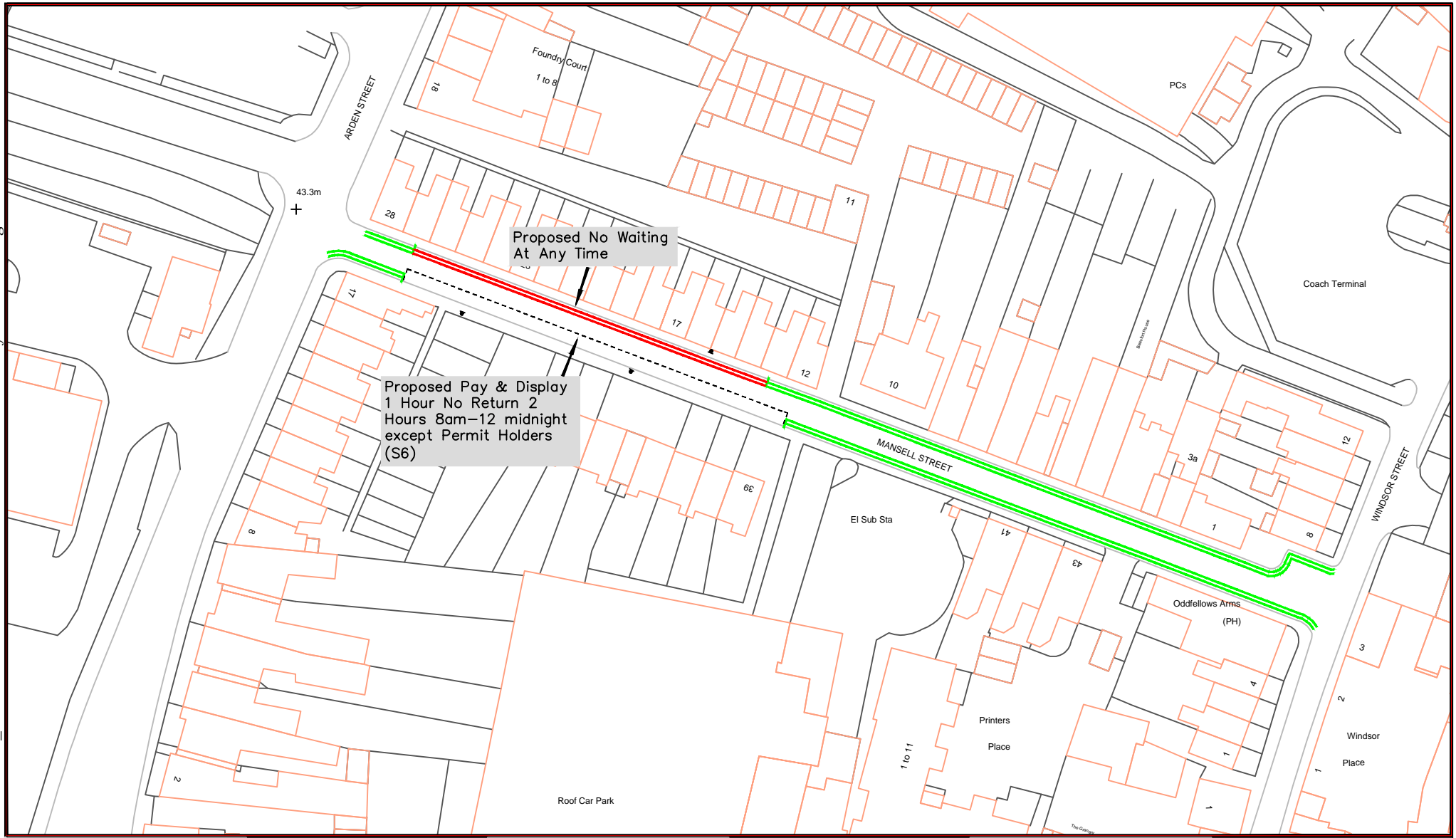


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Monica Fogarty
 Strategic Director
 Communities
 PO Box 43, Shire Hall
 Warwick, CV34 4SX

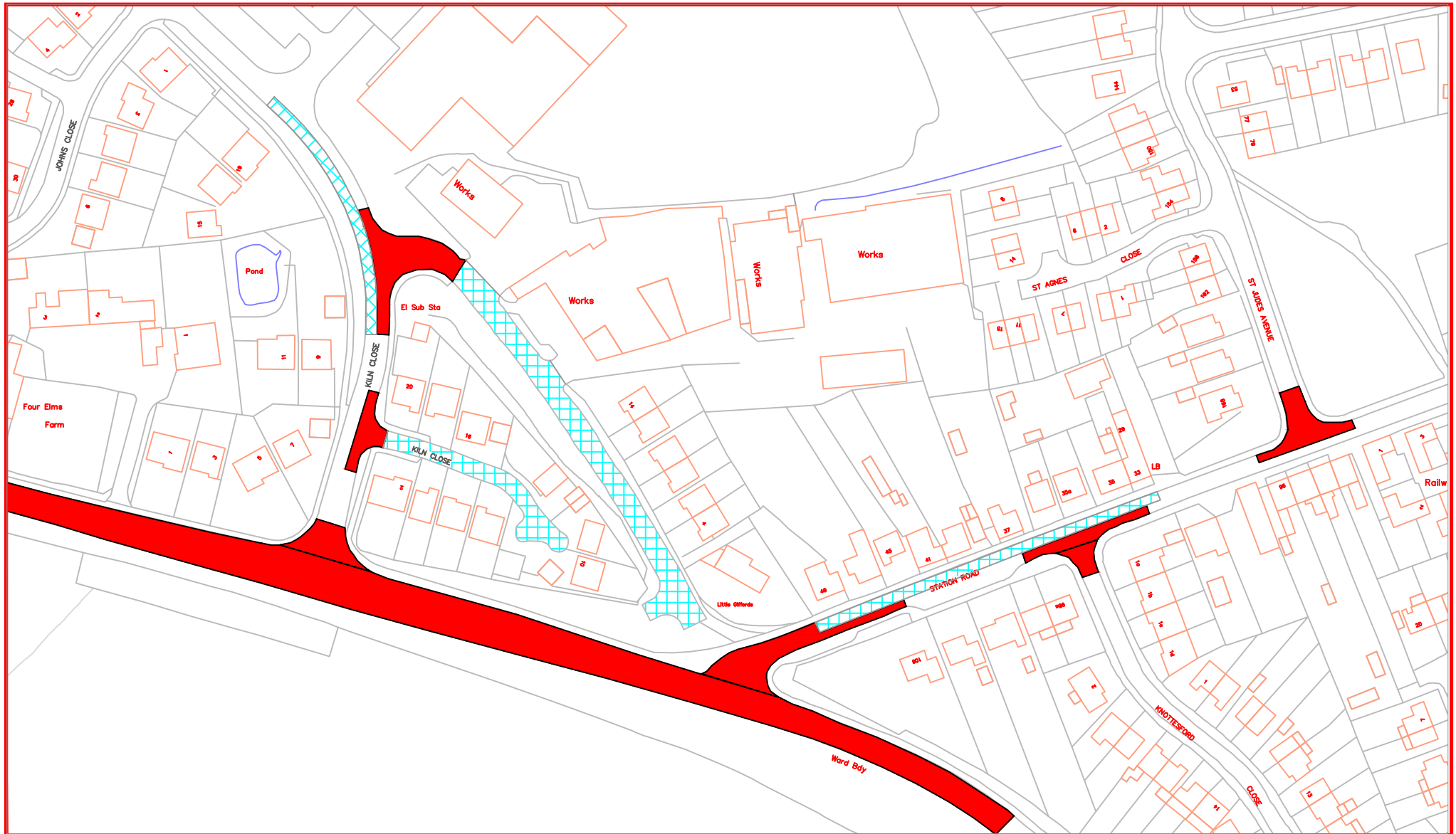


Portfolio Holder for Transport & Planning
Variation 24
Proposals for Mansell Street

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

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 Monica Fogarty
 Strategic Director
 Communities
 PO Box 43, Shire Hall
 Warwick, CV34 4SX



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**Portfolio Holder for Transport & Planning
Variation 24
Kiln Close. Brickyard Lane & Station Road**



Proposed No Waiting Sundays
8am- 12 midday
1 April-31 October



Existing No Waiting At Any Time

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Monica Fogarty
Strategic Director
Communities
PO Box 43, Shire Hall
Warwick, CV34 4SX

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).