

Proposed Decision to be taken by the Portfolio for Transport and Planning on or after 19 October 2018

Various Roads, Rugby Borough - Proposed Waiting Restrictions, On-Street Parking Places and Residents' Parking Permits – Variation 2

Recommendation

That the Portfolio Holder for Transport & Planning agrees that “The Warwickshire County Council (Borough Of Rugby) (Civil Enforcement Area and Special Parking Area) (Waiting Restrictions, On Street Parking Places And Residents' Parking) (Consolidation) (Variation No. 2) Order 2018” be made as advertised with the exception of the proposals relating to High Street, Hillmorton.

1. Introduction

1.1. Proposals for waiting restrictions, both new and revised at various locations in Rugby Borough were published in the Rugby Observer on 12th July 2018 and consultation carried out in accordance with statutory procedure. Objections and comments to the following proposals have been received.

<ul style="list-style-type: none">• Central Park Drive• High Street, Hillmorton	No Waiting at any Time
<ul style="list-style-type: none">• Southam Road/The Green	Change to the return time in an existing Limited Waiting bay
<ul style="list-style-type: none">• Technology Drive	No Stopping except in an emergency

1.2. A number of other proposals were included in the advertisements but received no objections it is therefore recommended that those proposals be implemented as advertised.

<ul style="list-style-type: none">• St Johns Avenue• Caldecott Street	No Waiting at any Time
<ul style="list-style-type: none">• Little Church Street	Permit eligibility

<ul style="list-style-type: none"> • Barby Road • Church Street • Clifton Road • Hillmorton Road • Lawford Road • Merttens Drive • Moultrie Street • Railway Terrace 	<p>Change to the return time in an existing Limited Waiting bay</p>
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1.3. The statutory criteria for decisions on making Traffic Regulation Orders are included as **Appendix A**.

1.4. Drawings showing published restrictions are found in **Appendix B**.

1.5. Copies of objections received can be found in **Appendix C**.

2. Central Park Drive - No Waiting at any Time

2.1. Central Park Drive is a cul-de-sac on an industrial estate. There is also a school located at the end of the cul-de-sac.

A request has been made to stop HGV parking on this road by way of introducing double yellow lines. This would either cause displacement of the HGV's to areas less suited to this type of parking or they would be ignored by drivers as it is difficult to enforce restrictions on industrial estates. (appendix D). As a compromise it was decided to propose double yellow lines at the accesses to the businesses on the side where the HGV's currently park. This will assist HGV drivers to park as to not cause an obstruction. This will help to avoid danger to persons or traffic.

This can be found in Appendix B as Plan Number TR/10806

2.2. The following tables detail the objections and/or comments received along with the officer recommendations.

Emails/letters	
Total objections	6
Total comments	7

Ref	Objections and comments received	Total number of responses containing the comment
A	Plans are not strict enough, do not address the issue	12
B	Yellow lines at the junction will not help as situation is caused by parked lorries mainly from high speed and parents.	1
C	Double yellow lines required down one side.	6
D	HGV's to be restricted/banned along here	6
E	10 – 20 vehicles including HGV's parked along the road	2
F	Only leave room for one vehicle to get past	3
G	Could there be time restrictions for busy times of the day	4
H	Current double yellow lines outside of the school are not effective Parents stop on current double yellow lines causing traffic to come to a standstill	8
I	Ambulance or Fire engine would not get through	4
J	HGV driver throw rubbish and their own excrement into the hedges/on the road	3
K	Warning signs to be erected, Zebra crossing to be installed, a drop in the speed limit to 20mph, speed bumps.	4
L	Parking restriction need to be enforced	4
M	The school to have a designated car park built on some land near to the school and perhaps a crossing area/ structured drop off area and zones .	2
N	HGV company on Allerton Road who use Central Park Drive as an overflow car park	3
O	Operational difficulties to our business which provide 24hr service to the emergency services.	1
P	I support this proposal	3

Ref	Officer Comments
A/B/C/ D/E/F/ G/N/O	The proposals were to prevent vehicles from parking close to the junctions along Central Park Drive. This type of parking is considered dangerous at all times and cannot be permitted at certain times of day. If parking was to be banned all along Central Park Drive then the parking issues will only be transported to a less suitable location. Therefore these proposals are the best compromise between the needs of safety along Central Park Drive and the safety of the surrounding area.
H	The picking up and setting down of passengers is allowed on No Waiting restrictions at any location.
I	Warwickshire County Council regularly liaise with the emergency services

	and this location has not been identified as a site with access issues. Both the Fire and Ambulance services are consulted upon as part of the statutory consultees and no comment had been received from either.
J	This is anti-social behaviour and as such is the responsibility of the local police.
K	A zebra crossing is not suitable for this location due to the fact that Central Park Drive is a Cul-de-Sac with a footpath running round the end.
L	All parking restrictions will get a visit from an enforcement officer that is proportionate to the proximity of the restrictions to other restrictions as well as the compliance with the restrictions.
M	The allocation of private land for the use of an individual or business falls outside the remit of Warwickshire County Council.
P	No comment necessary

Recommendations
It is recommended to approve the proposals as advertised.

Members Comments
The Central Park Drive proposal was as a result of an extensive meeting with local businesses, MP, myself and officers at the actual site. In an ideal world we would stop HGVs parking there, but the best compromise we could get was for the double yellow lines around the junctions, so I support this proposal.

3. High Street, Hillmorton – No Waiting at any Time

3.1. It has been requested by the local member to extend the existing No Waiting at any Time restrictions along the service road that runs along the side of High Street in Hillmorton.

This can be found in Appendix B as Plan Number TR/10725

3.2. The following tables detail the objections and comments received along with the officers' recommendations.

Emails/letters	
Total objections	2
Total comments	3

Ref	Objections and comments received	Total number of responses containing the
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		comment
A	If the parking ban is going to be applicable to the main road side this will mean drivers will be parking against our garden fences thereby causing damage.	2
B	Concerned that the parking across the front of the church will be stopped. To restrict this will put a strain on Fellows Way. This is an enquiry not an objection.	2
C	If the plans are to be passed with a view to stopping parking on the green – then the question must be why they do not cover the whole of the green.	1
D	From the plans the restriction will only cover part of the service road and only on one side – this will only force people to park on the opposite side of the service road or on the main A428. This would cause even more of an issue and also a greater road safety risk.	2
E	Concerned that the unintended consequence of your order might be to shift the problem from the service road to other roads.	1
F	Concerned that it may not go far enough.	2
G	The current proposal for installing double yellow lines on the north side only would make it impossible for emergency vehicles to access.	1
H	If people park in the direction of travel on the south side, they won't be able to get out of their cars because of the wall. If they give themselves enough room to get out, cars won't be able to get passed.	1
I	Writing to welcome the proposals	2
J	Existing restrictions are widely ignored	3
K	To remove this as a parking area would have a huge impact on the local area creating an even greater issue for local residents than currently exists.	1
L	Parents will be forced to park further away from the school and nursery, increasing the risk of accidents.	1

Ref	Officer Comments
A/B/D/ E/H/K	Drivers are required to park in accordance with the highway code which states <i>'You must not leave your vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road.'</i> It is acknowledged that this could lead to cars parking close to garden walls, in residential streets or on the main road. However it is the drivers responsibility to park in a manner that is safe and considerate.
C/F	The current proposals were to prevent parking on both sides so a clear through route is maintained. The proposals were not to ban parking completely around the green as this is a more suitable location than the surrounding streets.
G	Warwickshire County Council regularly liaise with the emergency services and this location has not been identified as a site with access issues. Both the Fire and Ambulance services are consulted upon as part of the statutory consultees

	and no comment had been received from either.
I	No comment necessary
J	All parking restrictions will get a visit from an enforcement officer that is proportionate to the proximity of the restrictions to other restrictions as well as the compliance with the restrictions.
L	<p>The picking up and setting down of passengers is allowed on No Waiting restrictions at any location, although this would not permit parents to leave their vehicle with their children.</p> <p>The proposals are intended to regulate where parking can be accommodated in an area of high demand. It is accepted that some road users will have to park further from their destinations, but the safety benefits of properly apportioned parking outweigh the perceived risks.</p>

Recommendations

The proposals as advertised were the minimum that could be proposed to maximise the available on street parking available. During the consultation it was suggested by the residents that the proposals as they are would do more harm than good by causing damage to private property or pushing the parking to less suitable or more dangerous locations.

This would require further investigation into the area as a whole to discover what the main issues are and where the most suitable places to implement restrictions would be, so as to improve the amenities of the local area.

Therefore it is recommended to withdraw the proposals as advertised with a view to looking into the wider area at a later date.

Members Comments

In regards to the proposals for double yellow lines on the High Street slip road I was under the impression the proposals would cover both sides of the slip road thus preventing parking anywhere along it. I am very concerned if this is not the case. Restrictions need to be placed on the slip road on both sides to ensure that emergency vehicles can access the residential roads and properties located off the slip road. Presently vehicles park on both sides, often blocking the slip road, and also park on the historic village green.

Additional restrictions - and subsequent enforcement - are needed but they must cover both sides of the slip road.

4. Southam Road/The Green, Dunchurch – No Waiting at any Time

4.1. Within the village of Dunchurch are two limited waiting parking restrictions that currently have a **'1 hour no return 1 hour'** restriction and a **'2 hours no return 2 hours'** restriction. It has been requested by our enforcement team to extend the no return period to double the waiting period.

This can be found in Appendix B as Plan Number TR/10726

4.2. The following tables detail the objections and comments received along with the officers' recommendations.

Emails/letters	
Total objections	6
Total comments	0

Ref	Objections and comments received	Total number of responses containing the comment
A	The proposals are not to help the Dunchurch community but are to assist the visiting parking wardens' schedule.	2
B	This will push cars using various shops and businesses onto other roads, impacting residents.	1
C	This will have a major impact on the businesses in the village as many of them may need customers to be there longer than 1 hour.	1
D	The existing street parking restrictions work for all business and residents because the existing time limits are not enforced. If you impose new parking restrictions and start to enforce them it will bring economic chaos in the village.	3
E	It is clear that when granting a planning consent in December 2017 for an office, no consideration was given to parking arrangements.	1
F	You make serious proposals and yet only give 3 weeks to respond. The consultation period should be extended to 30 days.	1
G	With the ever increasing amount of cars and the lack parking provided and now a proposed unrealistic limit on how long you can park, this can only put a real threat on our village life.	1
H	The proposals will reduce parking facilities particularly for people whose hours are longer than the permitted parking time.	2
I	The only way forward is to retain the status quo	1

Ref	Officer Comments
A/D/I	When WCC put in an application to the DfT to decriminalise parking in Rugby Borough, one of the conditions was that all restrictions are enforceable and enforced. The County Council is therefore obliged to ensure that all restrictions are correct and receive enforcement. We are unable to simply

	leave incorrect restrictions as they are.
B/C/G/H	The proposals are not for a change in the length of time a car can park along a street, but for a change in the length of time after which the car can return to the same street. This means that the previous timings still apply, either 2 hours or 1 hour maximum stay.
E	No comment necessary as planning approval is granted via the Borough council.
F	The proposals were advertised in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, which specifies that any consultation runs for a minimum of 21 days.

Recommendations	
It is recommended to approve the proposals as advertised.	

Members Comments	
No comments have been received as yet from the local councillor	

5. Technology Drive – No stopping except in an emergency

5.1. Located along technology drive is a maintenance bay for the signalised junction with Mill Road. It has been suggested by our enforcement team to introduce a restriction that is clearer to drivers that the bay is not to be used as a parking bay.

This can be found in Appendix B as Plan Number TR/10774

5.2. The following tables detail the objections and comments received along with the officers' recommendations.

Emails/letters	
Total objections	1
Total comments	0

Ref	Objections and comments received	Total number of responses containing the comment
A	Outrageous and unfair to hundreds of people who drop their passengers off for Rugby railway station.	1

Ref	Officer Comments
A	The order would prevent passengers being set down in the maintenance bay but Rugby station has dedicated pick up and drop off facilities. Alternatively the picking up and setting down of passengers is allowed on No Waiting restrictions at any location.

Recommendations
It is recommended to approve the proposals as advertised.

Members Comments
No comments have been received as yet from the local councillor

6. Background Papers

- 6.1. Letters and email objections along with large scale plans that can be produced if required.

7. Financial Implications

- 7.1. All work will be carried out within the existing 2018/19 budget allocations.

	Name	Contact details
Report Author	Ben Davenport	bendavenport@warwickshire.gov.uk
Head of service	Mark Ryder	markryder@warwickshire.gov.uk
Joint Managing Director	Monica Fogarty	monicafogarty@warwickshire.gov.uk
Portfolio Holder	Jeff Clarke	cllrclarke@warwickshire.gov.uk

This report was circulated to the following Councillors prior to publication.

Local members: Councillors Dahmash, Simpson-Vince, Roberts, Webb, O'Rourke

Other members: Councillors Cockburn, Phillips, DShilton, Clarke, Fradgley

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).

16 July 2018

[REDACTED]
Warwickshire County Council
Traffic & Road Safety
PO Box 43 Shire Hall
Warwick
CV34 4SX

RECEIVED 18 JUL 2018	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
IP	

Dear [REDACTED]

The Warwickshire County Council (Borough of Rugby) (Civil Enforcement Area) (Waiting Restrictions, On-Street Parking Places and Residents Parking) (Variation 2) (Consolidation) Order 2018

Central Park Drive – ‘No Waiting at any Time’ restriction

We are in receipt of your letter regarding the proposed changes to parking restrictions on Central Park Drive, where it would appear that the intention is to add double yellow lines around the mouths of the turn-ins to [REDACTED].

Unfortunately, we feel this measure will not go far enough to alleviate the problems being experienced on Central Park Drive.

Our company is based in [REDACTED]. We have been here for 3 years and over the last 12 months we have experienced a dramatic increase in problems caused by parking on Central Park Drive. It has been exacerbated since Hi-Speed Services moved in at the back of Allerton Road as they use Central Park Drive as their overflow for their lorries and vans, and for other lorries being parked up.

Double yellow lines were added to the mouth of the junction to Allerton Road several months ago but they have made absolutely no difference. There are times when lorries ignore them and continue to park where they like, and even if they do park beyond the double yellow lines, it is still incredibly hazardous trying to pull out of Allerton Road onto Central Park Drive as you cannot see round the long line of lorries that are parked on an almost daily basis. Trying to get along Central Park Drive down to the roundabout can resemble a “chicken run”, when there are lorries parked continually from top to bottom with the only space to pull in being the mouths of the junctions, where you then meet other vehicles trying to pull out onto the road.

Without a doubt, the main problems – and often times what can only be described as absolute chaos - occur:

- through the sheer number of lorries using the road to park up, which is a hazard particularly in the afternoon/evenings, as highlighted above
- when there is a mix of lorries and cars parked during school drop off and pick up times, and for longer periods when the school has daytime events involving the parents
- when lorries attempt to pull out of a side road they often find themselves stuck as they are faced with vehicles parked on both sides of the road, which then blocks the road completely – if they can even get out onto Central Park Drive in the first place

There are mornings when the road has been completely blocked and the traffic trying to get into Central Park Drive is stationary back to the roundabout (and beyond) on Leicester Road.

We have staff who have sat on the roundabout at the top of Central Park Drive for more than 20 minutes without moving, who have then had to abandon their cars at the top of the road – if they are lucky enough to find a space to park – and then walk to work.

[REDACTED]

[REDACTED]

[REDACTED]

Comment

I am enclosing a host of photographs taken over the last few months, both before and after the double yellow lines were added to Allerton Road etc which show clearly the problems that we face daily.

Another important point - if there were to be an emergency and an ambulance or fire engine were to try to get through the road when it is in such chaos, it simply wouldn't be able to and surely this must be recognised as a very real and potential threat to life and property?

The parents who are dropping off or picking up half the time seem to have no common sense or thought or consideration for others when they are parking. It is understandable that their concern is with their children but if they exercised just some basic common sense, some of the issues where the road has been brought to a standstill, for instance by their double parking, might be avoided. We have also had parents resort to parking in our private car park and on one occasion they hit one of our staff's vehicles.

The worst scenario is when vehicles are parked on both sides of the roads - when that involves parked lorries, there might be just enough room for a car or small van to get through the road but then when one of the very many articulated lorries tries to get through, they can't and it brings everything to a standstill.

I cannot explain the level of frustration that staff of the businesses along Central Park Drive feel – not just those from our company. Trying to get in to work, and often times trying to leave work, surely shouldn't be so hazardous. One day there is going to be a serious accident, not just the bumps and knocks that have already occurred several times.

The problems are made worse because the road is used by lorry drivers for their breaks, for overnight layovers, for local business overflow parking of their vans and lorries, and because there is an enormous amount of traffic that is generated by the school at the bottom of a road which is a dead end.

Also with regard to the lorry drivers, you will see a couple of photos in the enclosed selection which specifically relate to their litter. We regularly see bottles of urine left at the side of the pavement, the amount of rubbish left in the road or thrown in the hedgerow is absolutely disgusting and it is of no surprise that we have huge rats running around. Some of the lorry drivers also defecate on the road behind their trucks and have no compunction in leaving it there until either the weather washes it away or other vehicles drive through it.

The general consensus of businesses in this area is that double yellow lines just around the mouths of the junctions will never be enough. Could the road not have double yellow lines all along one side of the road so that vehicles can only be parked on one side?

Or for the lorries, whilst we understand that they have to be able to park somewhere, could there be a restriction to the times when they are able to park on Central Park Drive – if they had to be gone by 8am and couldn't park until after 6pm, which would avoid the key school times and standard business start and finish times, it could dramatically reduce the problems being experienced.

We are aware that the managing agent for [REDACTED] has previously made representations to civilenforcement@warwickshire.gov.uk on behalf of all of the businesses in the locale, calling for time restrictions on lorry parking.

It seems such a shame that on the side of the road opposite the school and businesses, there is this HUGE footpath and verge (which was so attractive previously to the travellers) – if that were only a standard footpath width there would be room for parking bays from top to bottom of the road without causing any obstructions or problems to traffic.

We very much hope that this matter will be given the attention and consideration that it needs.

Yours faithfully

[REDACTED]

*Responded
25/7/18*

20 July 2018

[REDACTED]
Warwickshire County Council
Traffic & Road Safety
PO Box 43 Shire Hall
Warwick
CV34 4SX

RECEIVED 25 JUL 2018	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

Dear [REDACTED]

The Warwickshire County Council (Borough of Rugby) (Civil Enforcement Area) (Waiting Restrictions, On-Street Parking Places and Residents Parking) (Variation 2) (Consolidation) Order 2018

Central Park Drive – ‘No Waiting at any Time’ restriction

With regard to the above and following my earlier correspondence of 16 July, since sending that letter with photographs we have witnessed such dreadful parking and traffic conditions on Central Park Drive that we felt a follow up was appropriate.

Enclosed are photographs taken today – where you see cars on the double yellow lines, these cars are parked and not queuing to progress down the road. When the first ones parked on the double yellow lines on both sides of the road just outside Allerton Road, there was plenty of space further up Central Park Drive where they could have parked safely, and legally.

The reason for these photographs is to demonstrate the blatant disregard that is shown by the parents picking up/dropping off at the school, to the existing double yellow lines, and the chaos that ensues, which we hope reinforces the tenants position that the proposed measures simply do not go far enough.

[REDACTED]

[REDACTED]



PMC WCC <pmc@warwickshire.gov.uk>

Handwritten signature

Central Park Drive Parking Restrictions

1 message

27 July 2018 at 14:05

To: pmc@warwickshire.gov.uk

Following your letter of notice sent out regarding the proposed parking restrictions, I would like to voice some concerns.

The changes you are proposing will have no affect whatsoever on the issues businesses are facing on a daily basis.

Lorries are parking on the road everyday making it a single file road. With the fact that you have placed a school at the bottom of this road, it makes it impossible for traffic to move freely between the hours of 8:30am-09:00am and during pick up time from the school. There have been several near misses where drivers are trying to get through all the parked cars and there are children trying to cross the road with their parents.

Lorries need to be banned from parking on this road without exception as the mess and disruption is causing so many issues.

Also I cannot see how the school can continue to take on pupils safely. Parents have nowhere to drop off the children, nowhere to park - it is increasingly dangerous. The only solution I could see to successfully having a school on an industrial estate is to have a designated car park built on some of the land near to the school and perhaps a crossing area.

I do hope you take these concerns seriously as apart from the numerous safety issues it is causing many members of staff to be late for work.

Kind Regards

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[Redacted signature block]



Comment

PMC WCC <pmc@warwickshire.gov.uk>

Central Park Drive

1 message

25 July 2018 at 10:45

To: pmc@warwickshire.gov.uk

Dear

We recently received a letter with new proposals for parking restrictions on Central Park Drive. Although welcomed, because the issue does need addressing, it's only a token gesture. The short span of double yellow lines proposed would hardly make much of a difference to the state of chaos that we have each morning with lorries parked overnight etc..

The double yellow lines painted a while ago next to and opposite Allerton Road have not made a difference to the state of traffic issues. In fact, they are often not adhered to, thus causing a restricted view whilst coming out onto Central Park Drive and creating terrible problems with traffic flow. This is a dangerous state of affairs and seriously needs looking into.

We actually need something that will make a difference.

Could a n actual parking restriction sign be placed at the end of the road for HGV's, say from 7.00am to 7.00pm be implemented? (Overnight parking wouldn't be an issue). This will help ease the flow of business and school traffic, ensure better safety, especially for the school children and parents.

In addition, there is a HGV company on Allerton Road, and they park their vehicles up and down Central Park Drive – it was my understanding that in order to have an HGV operator's licence, you have to be able to cater for all of your vehicles in your yard. This is clearly not happening. There was five of their vehicles parked on the road yesterday morning and eight yesterday evening.

Looking forward to a response.

Regards

--

PMC WCC <pmc@warwickshire.gov.uk>



Central Park Drive Planning Application 'No Waiting at Any Time' restriction

1 message

25 July 2018 at 10:10

To: pmc@warwickshire.gov.uk

Dear Sir Madam

I have serious concerns with the proposed plans for Central Park Drive.

As Head of Safety for [redacted] based at [redacted] I have received and experienced serious issues with respect to the safety and well being of the children going to the Free School located down Central Drive, and also our employees coming into and leaving work.

The road is packed with lorries staying overnight all the way down the road, and then parents abandoning cars to drop off their children in any available space, the visibility of seeing children and parents crossing the road is very poor.

The congestion is also causing operational difficulties to our business which provide a 24hr service to the emergency services. It has taken operational staff 30 minutes to get down Central Park Drive in the mornings due to lorry and cars blocking the road and only allowing one file of traffic to flow.

There is also an ongoing health issue where the Lorry drivers are leaving human excrement on the verges and in the hedges along Central Park Drive.

Although I have no issues with the proposal to add the 'No waiting at any time' restriction it does not go anywhere near the requirements to make this Road safe for all its users.

This Road needs Lorries banned from parking, and a more structured drop off area and zones for the school, together with better signs and speed restrictions.

I am very disappointed that the only proposal is for 2 No waiting areas !

Regards

[Redacted signature block]



PMC WCC <pmc@warwickshire.gov.uk>

Comment

Central Park Drive

1 message

[Redacted]

13 July 2018 at 09:46

To: pmc@warwickshire.gov.uk

Good Morning

I am writing with regards to the proposed traffic changes to Central Park Drive. I can see from the proposal that there are plans to add double yellow lines to one side of the road for a relatively short distance. I know from travelling along this road every day, that this will not solve the issue.

Firstly, there are already double yellow lines down part of the road which are ignore by both parents dropping off or collecting their children and lorries that park down the road.

Secondly, for the lorry drivers that do decide not to park on the double yellow lines they park further up the road towards the roundabout leading to the road becoming a one in one out and traffic jams. The road is not wide enough for the lorries to park there, they need to be completely stopped and the parents need a car park to safely drop their children off.

There are also issues when lorries travel down the road and realise that they are unable to park so turn round causing long delays.

During the rush hour it is sometimes too tight for my to get my car down the road- its a Corsa. I dread to think what would happen if a fire engine needed to get down the road- it simply would not be able to get through.

[Redacted]



PMC WCC <pmc@warwickshire.gov.uk>

Re: Proposed Waiting Restrictions, Rugby Variation 2

1 message

16 July 2018 at 15:29

To: Parking Management Consultations <pmc@warwickshire.gov.uk>

Hi [REDACTED]

Please see attached more photo's for your reference.

Regards,

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

Web: [REDACTED]
Tel: [REDACTED]

we sell BOXES



On 11 July 2018 at 14:57, [REDACTED] wrote:

Hi [REDACTED]

Many thanks for your email. This is not going to stop the traffic problem down 'Central Park Drive'. May i suggest that all of the south side is double yellow lines so everyone has to park on the north side of the road. Please see attached photos of 'Overview Way' across the other side of 'Leicester Road' which has no side roads going onto it but is all double yellow lines.

Regards,

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

Web: [REDACTED]
Tel: [REDACTED]

we sell BOXES



On 11 July 2018 at 11:48, Parking Management Consultations <pmc@warwickshire.gov.uk> wrote:

THE WARWICKSHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE WARWICKSHIRE COUNTY COUNCIL (BOROUGH OF RUGBY) (PERMITTED PARKING AREA & SPECIAL PARKING AREA) (WAITING RESTRICTIONS, ON-STREET PARKING PLACES AND RESIDENTS' PARKING) (CONSOLIDATION) (VARIATION NO. 2) ORDER 2018

Dear All,

Please find attached drawings, Statement of Reasons and advert relating to the above which will be advertised on **12th July 2018**. I have only included the plan for Central Park Drive.

The consultation will end on **2nd August 2018**.

Any objections or comments on these proposals will need to be sent so as to be received by me on **2nd August 2018**.

If you require any further information please do not hesitate to contact me on;

01926 41 2071

or email;

pmc@warwickshire.gov.uk

Kind regards



2 attachments



Photo 1.jpeg
233K



Photo 2.jpeg
169K



Sloman
PMC WCC <pmc@warwickshire.gov.uk>

Proposed Waiting Restrictions - Central Park Drive, Rugby - TR10806

1 message

30 July 2018 at 10:52

To: pmc@warwickshire.gov.uk

Dear Sir/Madam,

With regard to the proposed waiting restrictions for Central Park Drive, Rugby outlined in the attached document, I would like to offer formal support for this proposal on behalf of all the employees of [redacted] based at [redacted]

For a number of years there has been a problem with HGV parking along Central Park Drive and in particular around the entrances of MAHLE and our neighbour Morgan Advanced Materials. Not only do the HGVs restrict the flow of traffic of other vehicles wishing to access the commercial estate and Rugby Free School, the drivers frequently illegally park encroaching the junction of our driveway with the main carriageway. This severely restricts the view when employees and visitors are leaving [redacted] which has resulted in a significant number of near-miss incidents over the years.

We, the employees of [redacted] strongly believe that the implementation of a no waiting at any time restriction along the proposed sections of Central Park Drive will remove these obstructions and help make egress from our site a much safer proposition.

If any further information is required please do not hesitate to contact me.

Kind regards

[redacted]
[redacted]
[redacted]
[redacted]
Phone: [redacted]
Mobile: [redacted]
[redacted]


Public Notice - Rugby V2 2018.pdf
25K

Subject
PMC WCC <pmc@warwickshire.gov.uk>

Central Park Drive, Rugby

1 message

13 July 2018 at 08:29


To: pmc@warwickshire.gov.uk

Good morning,

I have read your proposals and public notice with reference to Central Park Drive in Rugby. I support the plans proposed, however I do not believe they go far enough.

I frequently travel to a building next to the school and witness parking, by parents, on double yellow lines, daily.


I'd have thought the area needed speed bumps, and pedestrian crossing - as parents and children appear from no where, between the parked cars, (those that are parked on double yellows). As a driver of that road, I am petrified I am going to hit someone that appears unexpectedly from the between those illegally parked cars.

However, my largest frustration is the lack of enforcement of the existing scheme.

The result of this is that lorries who are using the road, are competing with parents cars parked on double yellows, parents cars trying to leave the area, parked lorries further down the road and people trying to enter the area. It has, on more than one occasion become quite difficult to access and leave the area safely.

In addition, one of my team members (who was late to work), slipped on the ice of last winter and lost control of his car. The vehicle ended up on the pavement. If he had arrived at 08:45 rather than 10:00 - based on past behaviour of parents and lack of enforcement in the location where his vehicle came to a stop - it is very likely his car would have hit a vehicle parked on double yellow lines, or parents / children walking into the school. We were all very relieved that he arrived late.

I really do think you need to implement more robust measures and enforce those in place, before a serious accident occurs.





PMC WCC <pmc@warwickshire.gov.uk>

Parking restrictions on Hillmorton High Street

1 message

To: pmc@warwickshire.gov.uk

23 August 2018 at 10:20

Dear [REDACTED]

Thank you for your time this morning, I appreciate the opportunity to provide my objection to the parking proposals along the side road on Hillmorton High Street.

The proposed parking restrictions will impact parking along the side road stretching from the English Martyrs Catholic School past the Nursery and [REDACTED] Swim Works. This area is vital to managing the constant flow of traffic associated with the facilities and has no impact on any other homes or access areas.

To remove this as a parking area would have a huge impact on the local area creating an even greater issue for local residents than currently exists. As the only business owner along this stretch of road, we would be greatly impacted by unauthorised parking on our car park from the school and nursery. This is already an issue which we are managing with the school on a week to week basis.

When we first applied for planning permission for Swim Works we were given Highways approval based on opportunity to use Featherbed Park car park as an overflow to our business. The car park has recently been closed and gated off with no means to access for local residents or business/schools. This has increased the traffic issues along Hillmorton high street and residential side roads, heightening anxiety in the local residents.

There is also a major concern for children's safety as parents will be forced to park further away from the school and nursery, increasing the risk of accidents crossing busy roads during peak times.

While I agree that double yellows would help reduce parking issues from the Keep Clear at Gingles Court down past Swim Works, I cannot see no logic in taking away more parking in this area in a bid to improve parking. This would be like closing the a lane of a congested motorway in order to reduce the overall traffic on the motorway.

Re-opening Feather Bed car park would help improve parking Immediately, and be a much more cost effective option than the proposed double yellow proposal.

Once again, I thank you for the opportunity to provide my objection and trust that a informed and workable solution can be reached.

Your Faithfully
[REDACTED]
[REDACTED]

RECEIVED 16 JUL 2018
COMMUNITIES GROUP
LEADERSHIP TEAM
2018

[REDACTED]

13 July 2018

[REDACTED]

Dear [REDACTED]

Further to your letter dated 9 July 2018 and my telecon with your colleague this morning concerning parking on High Street, Hillmorton.

Unfortunately, I no longer have a computer so went to Rugby library yesterday afternoon to view the plan. I have to admit I thought the area from the church to the first exit was going to be a total parking ban. However, the librarian advised it was only applicable to the main road side of the lane. Your colleague confirmed this.

We have tremendous difficulties with parking from parents dropping off/collecting children from English Martyrs School, and even more grief from SwimWorks - Gingles Court is situated in the middle.

Since SwimWorks arrived we have had their clientele parking in our visitors parking area, and also in the Keep Clear area on the lane outside our site. This was put there to facilitate our access/exit instead of being blocked in. However, it gets totally ignored causing us distress. They also have clients who persistently ignore the No Entry signs and park the wrong way on this One Way section of the lane.

If the parking ban is going to be applicable to the main road side this will mean drivers will be parking against our garden fences thereby causing damage. At present they generally park on the main road side as they can open the drivers door and step out on to the lane.

I would therefore ask that parking is not allowed on this side of the lane. Also, since the No Entry signs are being ignored, could a No Right Turn sign be erected at eye level to rectify this problem.

Your assistance would be gratefully received.

Yours sincerely,

 ()


PS When SwimWorks applied for planning permission we were advised that they would be operating during office hours, i.e. 0900 - 1800. They are regularly here until 2030 - 2100, and also all day Saturday plus part of Sunday. If complaints are made about parking by their clientele, they just say the person responsible is in the pool and can't come out. This is totally unacceptable. If you can take any action this would be appreciated.



PMC WCC <pmc@warwickshire.gov.uk>

Attn [REDACTED] High Street Hillmorton parking restrictions proposals

1 message

12 July 2018 at 08:57

To: pmc@warwickshire.gov.uk

Dear [REDACTED]

I've just been looking at the proposals for double yellow lines on the High Street, Hillmorton. I live at [REDACTED]. I'm grateful to the Council for looking at the current situation and pleased that the proposed regulations may prevent people parking in ways that obstruct access to our homes on this stretch.

I am concerned though that parking across the front of the church will be stopped. This is an enquiry and not an objection so I hope this will not be publicised. At the weekend a number of churchgoers park there and of course all through the week, the swimming club visitors park there. To restrict this will put a huge strain on our neighbours in [REDACTED]. I just wondered why that space was being included in these measures.

I imagine you'll be very busy with enquiries now that this has been publicised, but I'd be grateful to hear from you when you have a moment.

Kind regards

[REDACTED]



PMC WCC <pmc@warwickshire.gov.uk>

Parking restrictions High Street, Hillmorton, Rugby.

1 message

11 July 2018 at 18:27

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

Dear Sir / Madam,

I live at [REDACTED] Hillmorton, Rugby and as such I am only too aware of the parking problems in the area.

Hillmorton village green is split into two by the main A428 High street, Hillmorton, and during the school run hours both sides of the green are affected by inconsiderate parking. Parking is also an issue due to the local church and swimming club.

There are double yellow lines as indicated on the plans , however there is no signage and the lines are in a poor state of repair, in together.

With regards to the current plans whilst I would be only too happy to see restrictions - you have to temper that with realism and also with the thought of what are you trying to achieve.

If the plans are to be passed with a view to stopping parking on the green - then the question must be asked why they do not cover the whole of the green instead of finishing halfway along it and only on one side of the road. The reality is that a small number of vehicles very occasionally park with two wheels on the green - due to the high kerb these tend to be 4x4 vehicles. This problem could be alleviated by using a physical barrier , such as a small fence, as is already in use on the green, outside the church.

If the plan is to alleviate the parking issues , then I am afraid that it is doomed to failure.

The reality is that during the School run cars are parked in a haphazard manner along the whole length of the green on both sides of the A428 and also into Duffy Place. This is done with little or no regard to residents. However from the plans the restriction will only cover part of the service road and only on one side - this will only force people to park on the opposite side of the service road or indeed on the main A428 where there are no restrictions, this would cause even more of an issue and also a greater road safety risk. Although if people were to park on the A428 this would act as a slowing down feature top the traffic using the road.

The other question is of enforcement. who will enforce these proposals ? I know that persons are allowed to park in order for children to be dropped off at school and that there is a five minute observation period that must be adhered to by the enforcement officer for this.

Whilst I applaud the thought in trying to resolve the issues , this plan does not cover all of the problem areas - and will only push the problem along the green.

If anyone wishes to contact me then please do so on [REDACTED]

regards

[REDACTED]



PMC WCC <pmc@warwickshire.gov.uk>

WAITING RESTRICTIONS / RESIDENTS PARKING

1 message

16 July 2018 at 09:42

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

HIGH STREET SERVICE ROAD, HILLMORTON

ST JOHNS AVENUE HILLMORTON

Good morning. I have read your notices regarding the proposed orders above. I live in [REDACTED] Hillmorton which joins High Street Hillmorton very close to the service road to which the order relates. The parking and dropping off in the service road is a significant problem.

Fellows Way already suffers from poor parking etc because of its proximity to the School situated near the High Street Service Road. I am therefore a little concerned that the unintended consequence of your order might be to shift the problem from the service road to other roads. In other words addressing one problem may lead to another problem with more serious consequences for pedestrians, road users and residents. Fellows Way is certainly the closest to the order. It already has significant issues at school times, church events etc

Indeed I fear it will not be too long before a child is knocked over at the junction of Fellows Way and High Street because of the parking and dropping off which takes place. Cars park right up to the junction. This makes turning into or out of Fellows Way very difficult. Children are forced to walk between the parked cars at the junction.

High Street Hillmorton is at times a race track. At school times in particular, navigating the road is challenging.

I don't know what the effect of your proposed order will be. It is difficult to understand exactly where the proposed order is situated from the information on your signs..

Whilst I know that the order describes the measurements, for the layman it is difficult to visualise exactly where the proposed changes will be.

It would be helpful if you could let me have your 'reasons for the proposed order' as per your notices.

Many thanks for your help.

Kind Regards

[REDACTED]



PMC WCC <pmc@warwickshire.gov.uk>

Fwd: Road Safety and Parking

1 message

Civil Enforcement <civilenforcement@warwickshire.gov.uk>
To: PMC WCC <pmc@warwickshire.gov.uk>

20 July 2018 at 13:02

----- Forwarded message -----

From: [REDACTED]
Date: 20 July 2018 at 12:49
Subject: Re: Road Safety and Parking
To: Civil Enforcement <civilenforcement@warwickshire.gov.uk>

[REDACTED]

Thank you for replying. I'd be very grateful if you would forward my comments.

I am not trying to achieve special status for Fellows Way. The issue of greatest concern is the junction with high street. Pulling into and out of Fellows Way is challenging when cars are parked into the junction. How someone hasn't been knocked over is a miracle. Visibility is severely restricted and children and other pedestrians are walking between the parked cars. High Street is a very busy road.

Of course even without double yellows at the junction cars should not park within 10 metres of the junction. I think it is an offence to do so. The problem is that demand for parking at school time exceeds supply, hence we end up with the problem we have.

My concern with the current proposal as it stands is that by putting double yellows in the service road will move the problem into Fellows Way. But throughout the day - not just at school time. The problem is more complicated since the swimming club opened in high st. It is extremely popular.

Let us hope that we can add Fellows Way to the current proposal before we have an accident.

Kind Regards

[REDACTED]

----- Original message -----

From: Civil Enforcement <civilenforcement@warwickshire.gov.uk>
Date: 20/07/2018 12:01 (GMT+00:00)

[REDACTED]

Subject: Re: Road Safety and Parking

Dear [REDACTED]

Thank you for your email and i'm sorry to hear of the issues you face with parking in Fellows Way.

Details of how to apply for an access protection marking can be found by at <https://www.warwickshire.gov.uk/privateroad>

I'm aware that there is a consultation currently in progress regarding the double yellow lines on the High Street service road. With your permission I'd like to forward your comments to the consultation e-mail address (pmc@warwickshire.gov.uk); the issue of displacement into other nearby roads is one which can be considered as linked to the current proposals.

I'd be grateful if you would therefore indicate by return that you are happy for me to pass on your comments.

Many thanks,

[REDACTED]

Traffic and Road Safety.

On 16 July 2018 at 12:40, RAY FRANKTON <ray.frankton@btinternet.com> wrote:
HILLMORTON - RUGBY

Dear Sir,

I have been steered in your direction over concerns I have regarding parking and road safety issues which affect High Street, Hillmorton, Rugby and the adjoining roads.

I live in [redacted] Hillmorton. It is a Cul de Sac. Because of its proximity to the English Martyrs School and Church and Ashlawn School, the road is very busy at school times in the morning and in the afternoon. In the 8 years I have lived here parking at school times in particular has become increasingly challenging. Most days cars are left on pavements. Of greatest concern is that cars now park right into the junction of Fellows Way and High Street Hillmorton. This makes it difficult to turn into Fellows Way from High Street, and out of Fellows Way onto High Street. Visibility is severely restricted. It also results in children using High Street to get to school having to cross the junction of Fellows Way in between the parked cars. That we haven't had a child knocked over is a miracle.

My property is [redacted] My driveway has a drop kerb. Yet on a number of occasions this fact appears to be ignored. Cars are sometimes parked over the driveway blocking my exit (and access). I'd say that those parking in the current school year have become a little bolder! Could you tell me what I must do to get a white line painted across my driveway so that it is more obvious that it should not be blocked.

High Street Hillmorton is also a very busy road. Speed is increasingly an issue. Sooner or later someone will be knocked over.

I have been minded to contact you on a number of occasions but have always until now resisted. I am writing now only because a new parking order is being raised to prevent waiting / parking in the service road - Consultation Plan TR10725 - that runs adjacent High Street Hillmorton. I think this has to be a good thing. The concern for me is that it may not go far enough. The inadvertent consequence could be that the problem in High Street is moved to other roads, including Fellows Way. Thus Fellows Way could end up having the current school time problems extended throughout the day.

I am well aware that parking is an issue particular near schools. In many instances problems can be avoided through a combination of courtesy and common sense. Increasingly it appears there is a lack of both.

I'd be very grateful to hear your comments.

And to repeat. What should I do to request a while line is painted across my drop curb?

Kind Regards

[Redacted signature block]

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PMC WCC <pmc@warwickshire.gov.uk>

Waiting restrictions Variation 2 2018 - High Street Hillmorton

1 message

12 July 2018 at 21:03

[REDACTED]
To: pmc@warwickshire.gov.uk

[REDACTED]
Thank you for your recent residents letter delivered to number [REDACTED]

My wife and I were absolutely delighted when we first heard that there was a plan to make the slip road to the frontage of our property [REDACTED] a no waiting area at any time with double yellow lines being installed.

You can imagine our extreme disappointment when our neighbour [REDACTED] who had been to the library to inspect documents, believes the intention is to install double yellow lines on only one side of the slip road. Worst still, to be installed on the main road side (North side?) of the slip road. That would mean vehicles would have to park on the right hand side (South side?) of the one way system traffic flow (West to East direction?), but also needing vehicles to park hard up against our boundary fence restricting the drivers access out of their vehicle. We already have had to replace our boundary fencing due to damage caused by vehicles hitting the posts because of their difficulty in parking in an already congested area. Furthermore, that would make it even more difficult for us to turn right into our property, across the 'keep clear' markings.

As the attached photo demonstrates, we already have enormous problems with irresponsible parking from the Church, particularly from School parents and especially from the Swimworks business. We objected heavily when the original planning application was made for the Swimworks business as we foresaw the mayhem that their customers parking would create. Our property management agency, SDL Property Management, has written to Swimworks on more than one occasion to request that their customers refrain from parking in the 'keep clear' area, therefore preventing our entry and exit from Gingles Court, and also not to park in our private residents parking spaces. Our requests have been ignored.

One of the elderly residents [REDACTED] has often required the services of the Ambulance who need sufficient turning to enable them to reverse into our drive, especially as there is no turning space in the property grounds. The current proposal for installing double lines on the North side only would make it impossible for Emergency vehicles to access.

There has been several occasions where our dust bins haven't been emptied since the Refuse Lorries have been unable to gain access to our property down the slip road. It appears they now try to arrive very early in the morning in order to avoid the parked vehicles, but this causes excessive noise pollution.

The situation is becoming increasingly dangerous along the slip road for both pedestrians and children going to St Maries and Ashlawn Schools. Cyclists disobey the one way system and often cycle the wrong way. A serious accident is just waiting to happen.

The existing double yellow lines at the junctions are already ignored by inconsiderate drivers and since no Police or Parking Monitors take place, we have little confidence that the latest proposals would serve any improvement. In fact we believe they would make matters much worse.

Our desire would be for double yellow lines on both sides of the slip road, better monitoring of Swimworks customers irresponsible parking and better signage stopping vehicles driving the wrong way up the one-way system.

Yours sincerely

[REDACTED]



PMC WCC <pmc@warwickshire.gov.uk>

RE: Attn Jane Williams: High Street Hillmorton parking restrictions proposals

1 message

2 August 2018 at 15:10

To: Parking Management Consultations <pmc@warwickshire.gov.uk>

Thank you very much for coming back to me [REDACTED]

It sounds from what you say that this proposal is simply moving the parking to the other side of the road, so I'm not sure what the point is. The stretch in question is a one-way zone. If people park in the direction of travel on the south (right) side, they won't be able to get out of their cars because of the church wall. If they give themselves room to get out, other vehicles won't be able to get by, it's too narrow. It makes the situation worse. It creates problems for the swimming business, the church users and school. It also creates even greater pressure for our neighbours in Fellows Way who already suffer from thoughtless parking.

I do agree that there should be lines where access is needed, i.e. from the entrance to Gingles Court across to Florin Place, but not across the church front. Emergency vehicles and dust carts can access either side of that stretch.

In practice lines by themselves make little difference. It's a minority of parents of children attending nursery, school and after school club who need to be persuaded that their driving behaviours in the vicinity of the school and church hall are dangerous. I've had double yellow lines and school zig zags outside my house for several years and I and my neighbours are blocked in frequently. They're never enforced and so they're ignored. However, the most dangerous activities are:

- reversing off the school driveway (over the stop sign) and around the blind bend onto the service road used by pedestrians, cyclists and horse riders.
- speeding off the school driveway - failing to stop at the stop sign again with no clear vision of what's coming from their left.

The school/church are the only people who can do something to stop that behaviour.

I should be grateful if my thoughts could be included in the consultation.

Kind regards

From: [REDACTED] **On Behalf Of** Parking Management Consultations
Sent: 20 July 2018 11:37
To: [REDACTED]
Subject: Re: [REDACTED] High Street Hillmorton parking restrictions proposals

Dear [REDACTED]

Thank you for your email.

The double yellow lines will apply to everyone and the proposal is for them to be on the north side of the carriageway

only.

Would you like me to include your comments in the conclusion of the consultation?

Regards

On 12 July 2018 at 08:57 [REDACTED] > wrote:

Dear [REDACTED]

I've just been looking at the proposals for double yellow lines on the High Street, Hillmorton. I live at [REDACTED]. I'm grateful to the Council for looking at the current situation and pleased that the proposed regulations may prevent people parking in ways that obstruct access to our homes on this stretch.

I am concerned though that parking across the front of the church will be stopped. This is an enquiry and not an objection so I hope this will not be publicised. At the weekend a number of churchgoers park there and of course all through the week, the swimming club visitors park there. To restrict this will put a huge strain on our neighbours in Fellows Way. I just wondered why that space was being included in these measures.

I imagine you'll be very busy with enquiries now that this has been publicised, but I'd be grateful to hear from you when you have a moment.

Kind regards

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Proposed Parking Restrictions Hillmorton High Street

1 message

17 July 2018 at 13:31

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

I am writing to welcome the proposals in respect of parking restriction in and around Hillmorton High Street.

We are the owners and residents of [redacted] and ask if you are proposing yellow lines for both the north and south sides of the road – otherwise there will just be a displacement of parking from one side to the other. This is necessary but it is also important that any restrictions are policed. Existing restrictions are widely ignored by those dropping of and picking up at English Martyrs Primary School and at Swim Works. In three years here we are not aware of any enforcement taking place.

It would also be helpful for there being consideration to continuing the low level fencing along the north side of the street as partially exists already. Otherwise, cars are being parked on the grass.

[Large redacted block of text]

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PMC WCC <pmc@warwickshire.gov.uk>

Changes to parking on High Street Hillmorton Rugby

1 message

[REDACTED] 19 July 2018 at 08:12

Reply-To: [REDACTED]
To: "pmc@warwickshire.gov.uk" <pmc@warwickshire.gov.uk>

Dear [REDACTED]

I am writing to support the proposals for double yellow lines which are being consulted on.

I live at [REDACTED]. The road in front of my house and out onto the other roads is so narrow that two cars cannot pass. I am frequently blocked in, or cannot gain vehicular access to my property, because cars are parked or people are waiting in their stationary vehicles.

The problem has worsened since Swimworks opened and has become intolerable.

It is concerning that if there was a medical emergency etc at my house or the bungalow next door, access would be blocked or seriously delayed.

Please would you acknowledge my email and advise me how my response will be presented and considered by the Council?

Yours faithfully

[REDACTED]



PMC WCC <pmc@warwickshire.gov.uk>

Objection to Proposed Parking Variations. Dunchurch

1 message

31 July 2018 at 14:32

To: pmc@warwickshire.gov.uk

[Redacted]

Dear [Redacted]

As a business owner I am shocked about the parking proposals as it shows how completely out of touch you are regarding the needs and challenges with which the Dunchurch community have to cope with every day.

The proposals are not to help the Dunchurch community but are to assist the visiting parking wardens schedule. No consideration whatsoever is being given to the people who live and work in the village and pay their taxes, often under difficult circumstances. Most businesses and residential properties in the area concerned have no off street parking whatsoever. The proposals will reduce parking facilities particularly for people whose working hours are longer than the permitted parking time. There is no parking alternative provided for them in the village. The proposal is a mortal threat to the Dunchurch businesses. Already we have to cope with large out of town shopping centres, Blooms and supermarkets, with no parking restrictions, all within 2 miles of Dunchurch, all sanctioned by the local council planning department, who seem determined to destroy our village life.

The proposal will be socially and commercially disastrous. It certainly cannot possibly improve an already difficult parking situation.

The only way forward is to retain the status quo.

Yours sincerely,

[Redacted Signature]



PMC WCC <pmc@warwickshire.gov.uk>

Re: Objection to Proposed Parking Variations, The Green and Southam Road, Dunchurch

1 message

20 July 2018 at 13:36

To: [Redacted]

[Redacted]
[Redacted]

Traffic and Road Safety
Warwickshire County Council
PO Box 43 Shire Hall
Warwick, CV34 4SX

Dear [Redacted]

Re: Objection to Proposed Parking Variations, The Green and Southam Road, Dunchurch

Village residents, businesses, those working in Dunchurch and visitors are shocked about these proposals as it shows the local authority is completely out of touch with the challenges and needs which the Dunchurch community, have to cope with every day.

This is unnecessary interference by local authorities of an existing parking regime that only works because **the existing restrictions are not enforced!**

The only way forward without damaging village life is to retain the status quo.

The proposals are not to help the Dunchurch community but are to assist the **visiting parking wardens schedule!!** No consideration whatsoever is being given to the people who live and work in the village and pay their taxes often under difficult circumstance. **Most businesses and residential properties in the areas concerned have no off street parking facility.**



PMC WCC <pmc@warwickshire.gov.uk>

Changes to Parking restrictions in Dunchurch village

1 message

10 August 2018 at 12:44

To: pmc@warwickshire.gov.uk

Cc: [REDACTED]

[REDACTED] has suggested I contact you about these proposals.

I have lived in Dunchurch village for 43 years and know the problems caused by lack of parking provision **very** well.

Below are the comments I sent to Cllr. Roberts I would be grateful if you could take these into consideration please.

"I have heard that WCC are proposing to change the parking time limits in the village. Is this true? If so I have some concerns:

1. *This will push cars using various shops and businesses onto the other roads i.e. Daventry Road, Southam Road, School Street, Vicarage Lane and Sandford Way, greatly impacting residents. The Dun Cow car park will be full at all times, with non-customer vehicles, possibly leading to restrictions being imposed by them.*

*This is a serious case of deja vu! How long ago was it we tried to get WCC and RBC to meet with residents and DPC to help with the parking problems in the village? I seem to remember there was a working group set up by the WCC and Rosie Callaway from RAPID went along to these meetings and at the time there was a **commitment** from Council to help find a solution. I think these meetings were gradually reduced and finally cancelled as the Department responsible changed or some such thing, so again although lip service was given to this group, nothing actually was achieved. Am I remembering this correctly?*

2. *This will have a major impact on the businesses in the village as a number of them may need customers to be there for longer than one hour – Hairdressers (of which we have 4 inc. the barber), Beauty Salon, Estate Agent, Wanda fashions, Accountants, Restaurants and St Peter's Church (Weddings and Funerals). If people then want to visit another shop etc. they could easily exceed the 2 hours.*
3. *In addition staff for these businesses don't live in the village and have to travel. Where will the staff park?*

*I know the current situation isn't ideal, but surely if its working why change it to make it worse? This again feels as though a decision has been made by faceless officials who have **no** knowledge of the area and the impact this will ultimately have. I for one do not want to see the village die with empty shops and the impact that has!"*

Is this a money making scheme for WCC with little regard to the impact on residents, visitors and businesses?

Thank you

[REDACTED]



Re: Proposed Parking Variations, The Green and Southam Road, Dunchurch

1 message

30 July 2018 at 13:04

To: [REDACTED]



30/07/2018

[REDACTED]
Traffic and Road Safety
Warwickshire County Council
PO Box 43 Shire Hall
Warwick
CV34 4SX

Dear Sir

Re: Proposed Parking Variations, The Green and Southam Road, Dunchurch

We are extremely concerned about the new proposed parking restrictions.

We operate a [REDACTED] located on the village green. **We have no guest off street parking facility.**

The existing street parking restrictions work **for all** businesses and residents because the existing time limits are **not** enforced.

If you impose new parking restrictions and start to enforce them it will bring economic chaos in the village and a certain shut down of our accommodation facility which we are told has always been greatly appreciated as an asset in the Borough.

The Council must understand that Dunchurch as a community survives despite all the Borough induced problems including **competition from** supermarkets and Blooms shopping centre, all with their own easy, free parking taking business away from the village. This all just max two miles from Dunchurch.

It is clear to us that when granting a Planning Consent (App No R17/1632 – First Floor Chestnut Hall, Southam Road) in December 2017 for an office with circa 8 employees, who stated that their working day was 8am to 6pm, no consideration was given to parking arrangements. So where did you expect 8 employees to park all day? **The property has no off street parking whatsoever.**

This proposal is ill considered and does not take into account the community needs and until the Council can provide suitable alternative long stay parking facilities in the village then there should be a continuation of the existing unenforced parking arrangements.

Yours sincerely

[Redacted signature]

Cc: [Redacted email list]

[Redacted list of names]



PMC WCC <pmc@warwickshire.gov.uk>

Parking restrictions proposed in Dunchurch

1 message

1 August 2018 at 09:30

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

Cc: [Redacted]

I am DISGUSTED....you make serious proposals and yet give only 3 weeks to respond!!!! utterly ridiculous and undemocratic.

I have just returned from holiday and if I hadn't had a copy of a letter sent by [Redacted] on 26 July to your offices I would have known nothing about this.

I have lived on the Green for 28 years, though parking is a problem in Dunchurch it is a vibrant village and should remain so, there is little parking available for all those who work in the village and the current arrangements seem to work pretty well most of the time, all your proposals will do is to seriously diminish the amenity of many and do NOTHING to improve the situation. This is bureaucratic nonsense as your job is to improve the quality of life of all of us and if you diminish their amenity then what is your proposal to make BETTER alternative arrangements..as far as I can see there are none.

Your proposals are without due thought for consequences, will reduce quality of life for those working in the village and does nothing to improve traffic in and through the village.

By the way I live in [Redacted] I have parking at the rear of my house so am not myself directly affected. I am writing because this is an ill thought out and punitive proposal to those who help make this village a working vibrant community.

I suggest you put it in the bin and leave alone.

[Redacted]



PMC WCC <pmc@warwickshire.gov.uk>

Proposal to introduce "No stopping" on Technology Drive, Rugby

1 message

30 July 2018 at 19:41

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

Dear [redacted]

Technology Drive

RE: Proposal to introduce "No Stopping except in an Emergency" restriction Technology Drive, [redacted] side from a point 31.5m west from its junction with Mill Rd westwards for 14m)

I must protest in the strongest possible terms to this proposal which is outrageous and unfair to hundreds of people who drop their passengers off for Rugby Railway Station; a short walk from this convenient dropping off point. Convenient because it saves having to drive all the way through the tunnel on Mill Rd in traffic that is invariably heavy to drop someone off and then reverse the drive to depart. I along with many others have used this area to drop my partner off every day for the last five years. In my opinion this practice causes no hindrance to other road users, pedestrians or residents.

I cannot understand the rationale of proposing to do something that will actually endanger traffic and pedestrians. I say this because if this restriction is imposed then people like me will quite lawfully stop elsewhere on Mill Road and hold up traffic while our passengers get out - at risk to other drivers and our passengers. The complete and utter absence of any facility to drop people without incurring a parking fee has made this practice common. Imposing this restriction is not addressing the underlying cause and will just move the practice somewhere else.

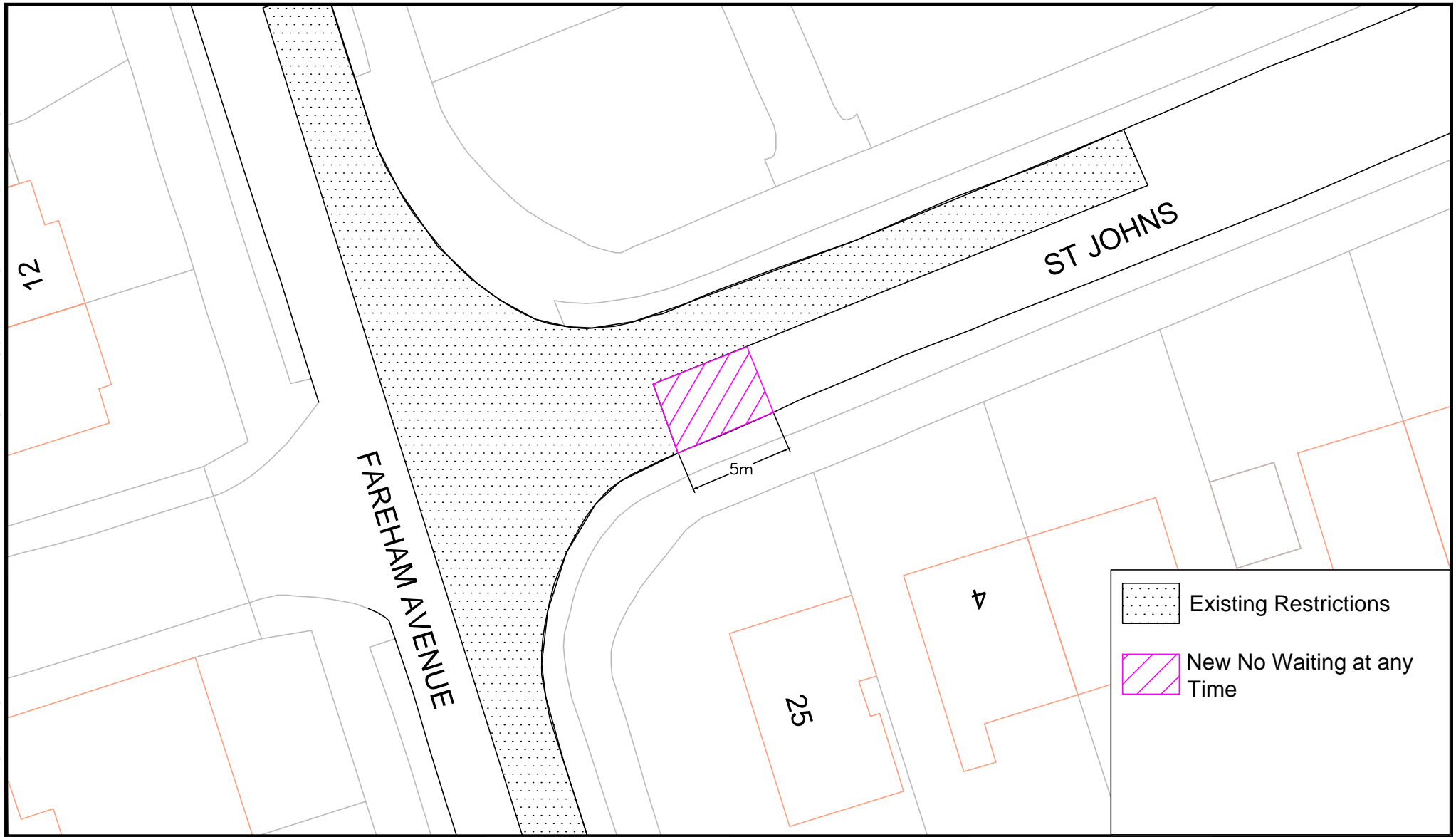
I urge the council in the strongest possible terms to either desist from making this order or introduce a free a safe place for people to drop off their passengers in this area.

Yours sincerely,

[redacted signature]

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Plan number :

TR/10724

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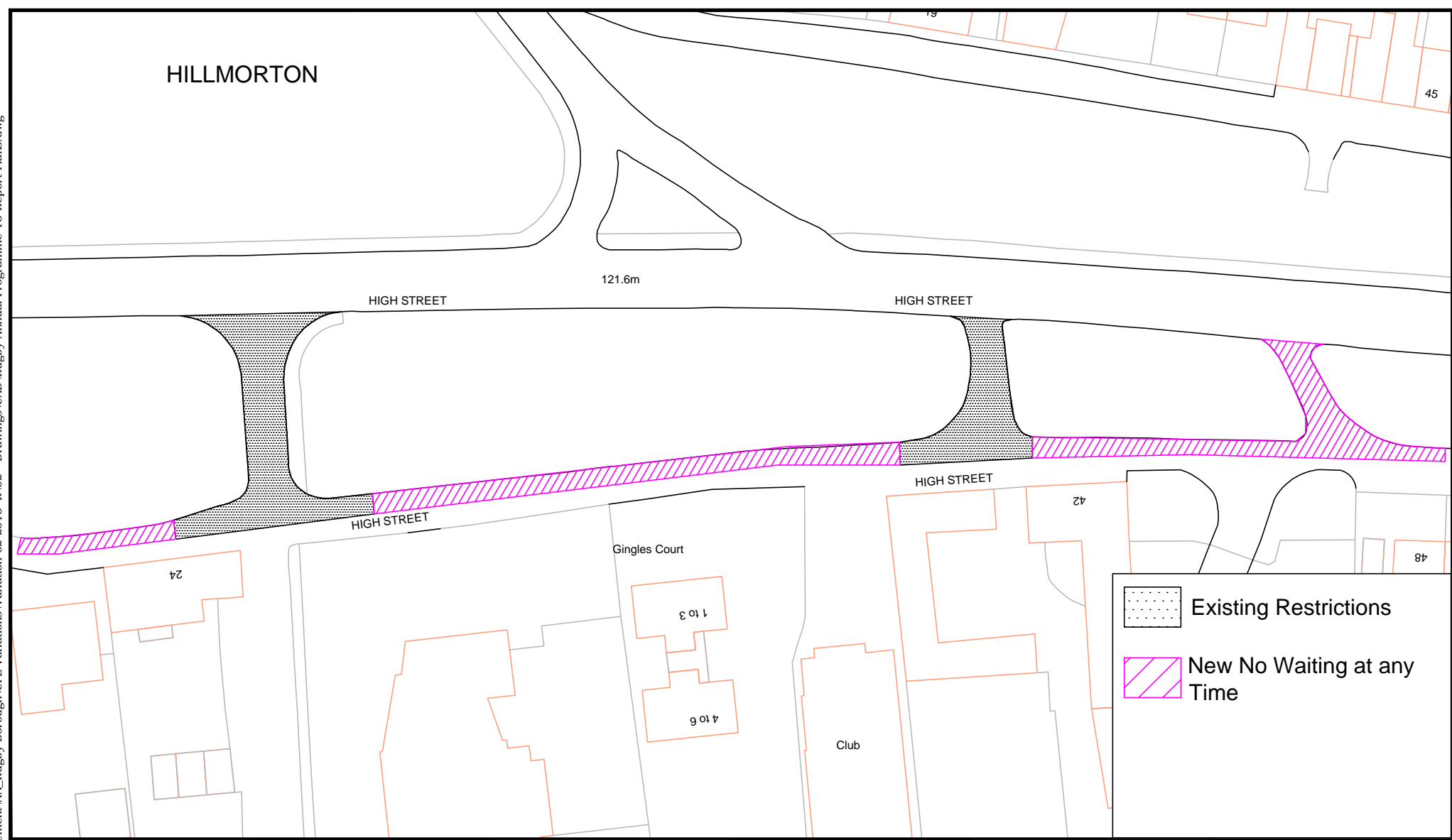
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Transport and Planning - 19th October 2018
Rugby Civil Parking Enforcement Variation 02
St Johns - No Waiting at any Time

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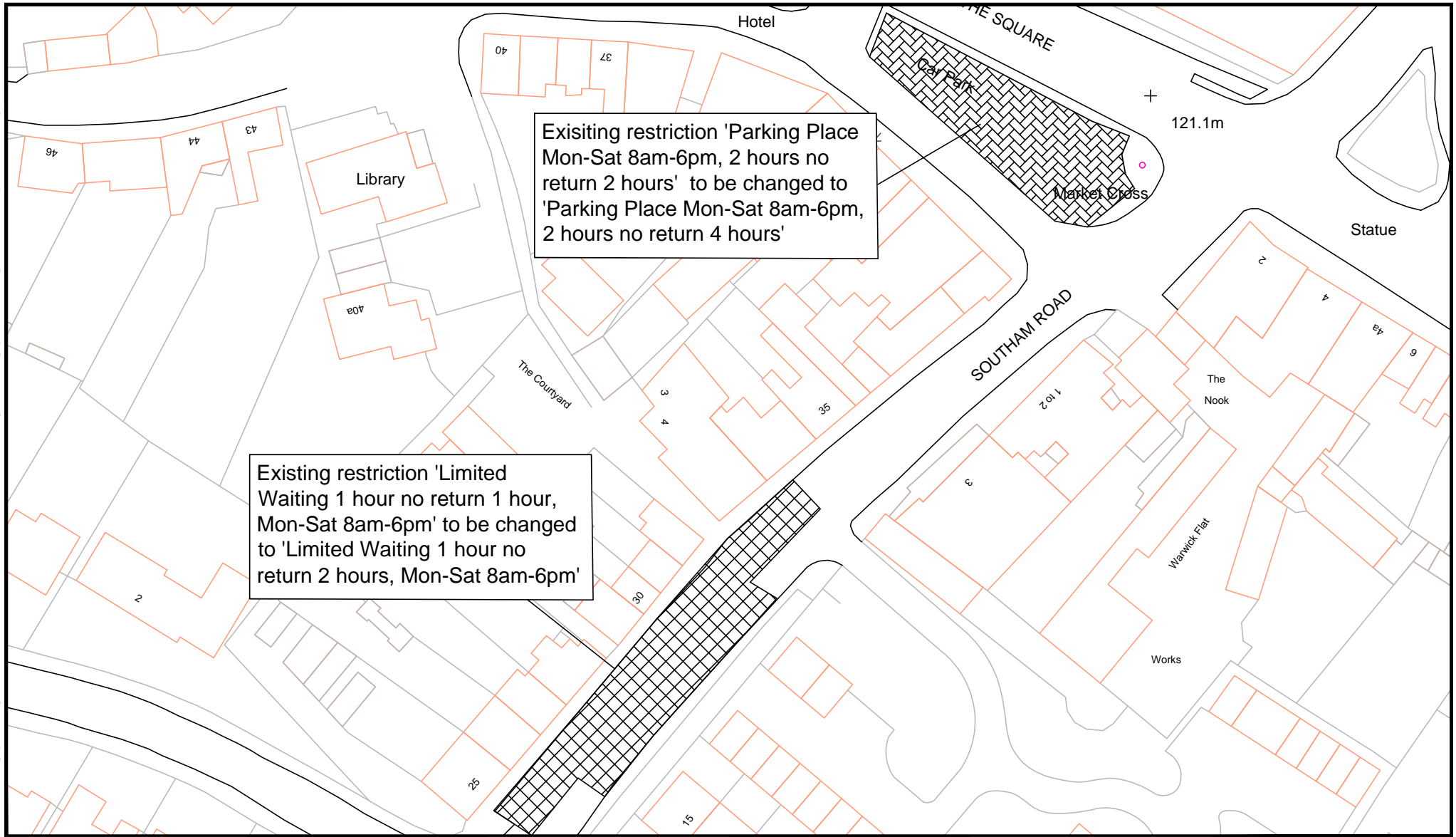
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Transport and Planning - 19th October 2018
Rugby Civil Parking Enforcement Variation 02
High Street, Hillmorton - No Waiting at any Time

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TR/10726

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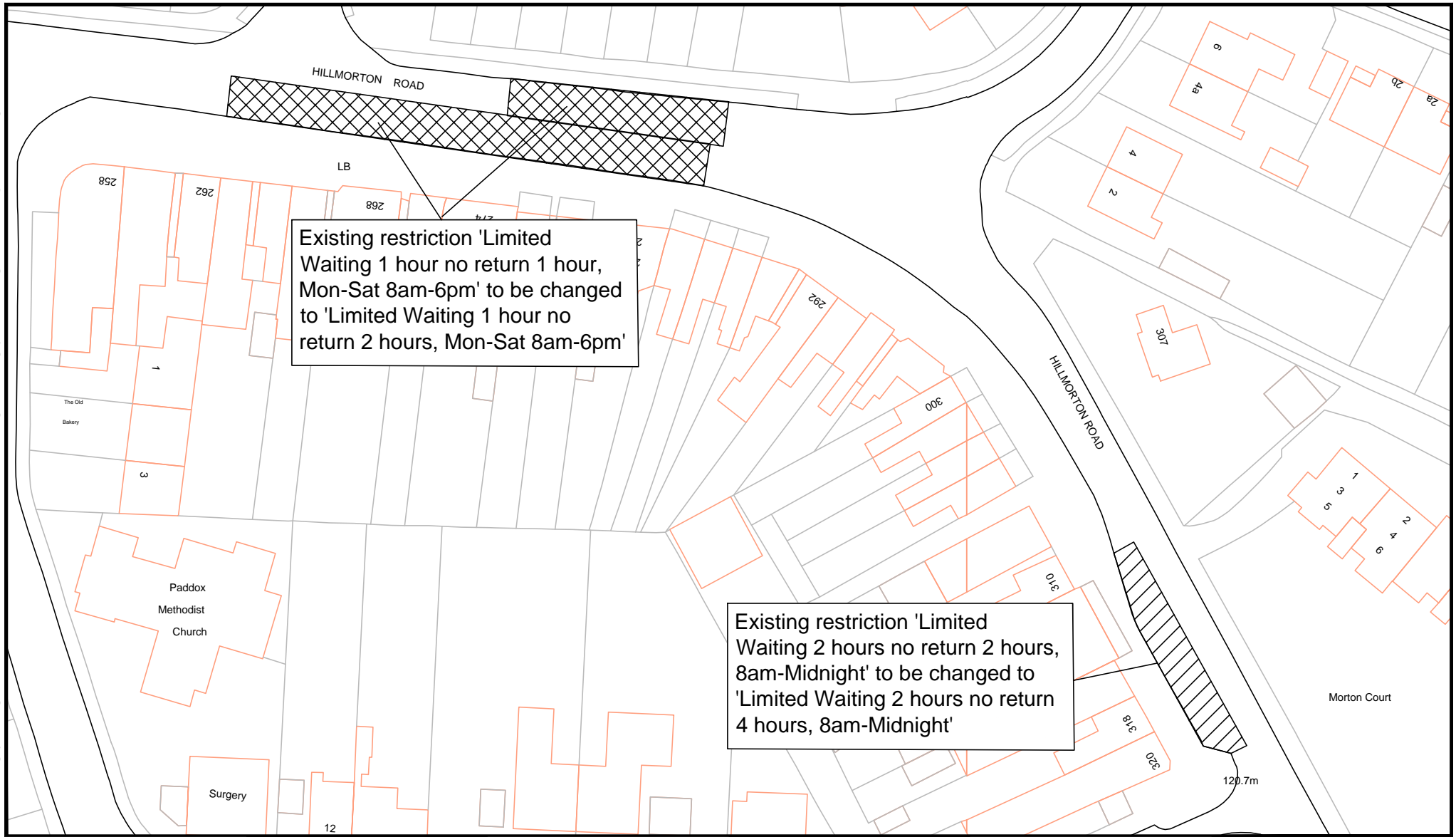
Rugby Civil Parking Enforcement Variation 02

Southam Road and The Green - Changes to 'No Return' time for Limited Wait Bays

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Rugby Civil Parking Enforcement Variation 02

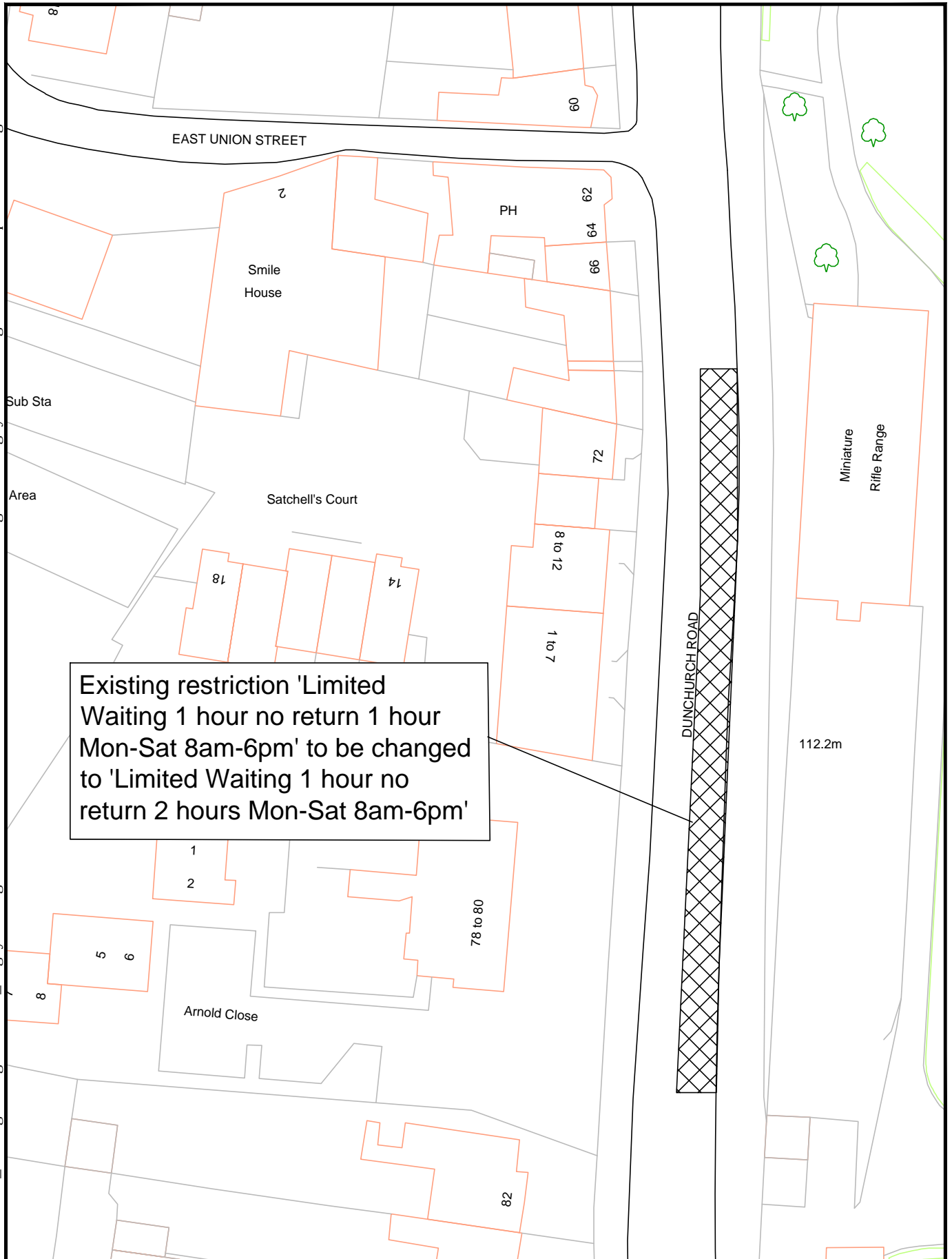
Hillmorton Road - Changes to 'No Return' time for Limited Wait Bays

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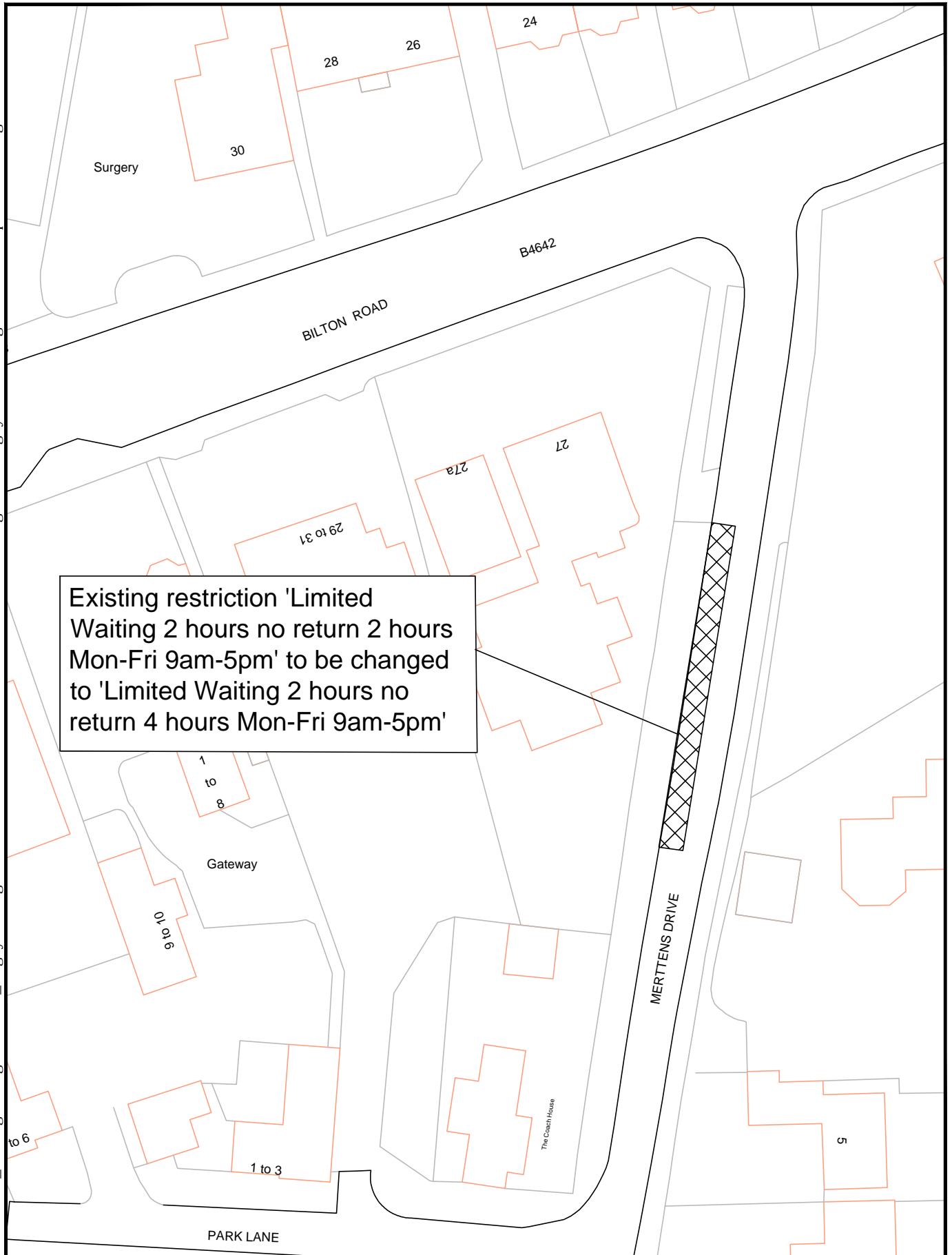
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Rugby Civil Parking Enforcement Variation 02
Dunchurch Road - Changes to 'No Return' time

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Existing restriction 'Limited Waiting 2 hours no return 2 hours Mon-Fri 9am-5pm' to be changed to 'Limited Waiting 2 hours no return 4 hours Mon-Fri 9am-5pm'

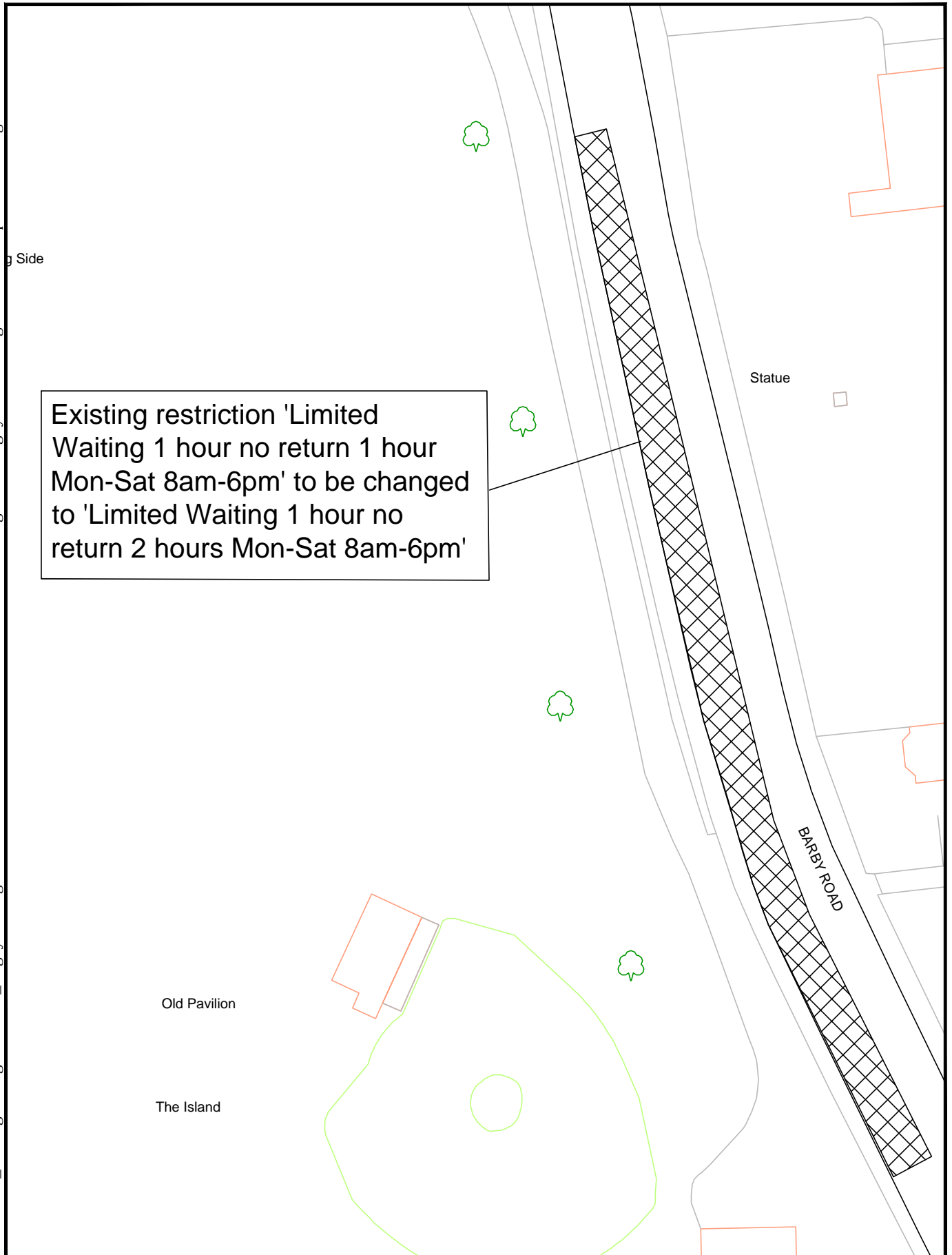
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Rugby Civil Parking Enforcement Variation 02
Merttens Drive - Changes to 'No Return' time

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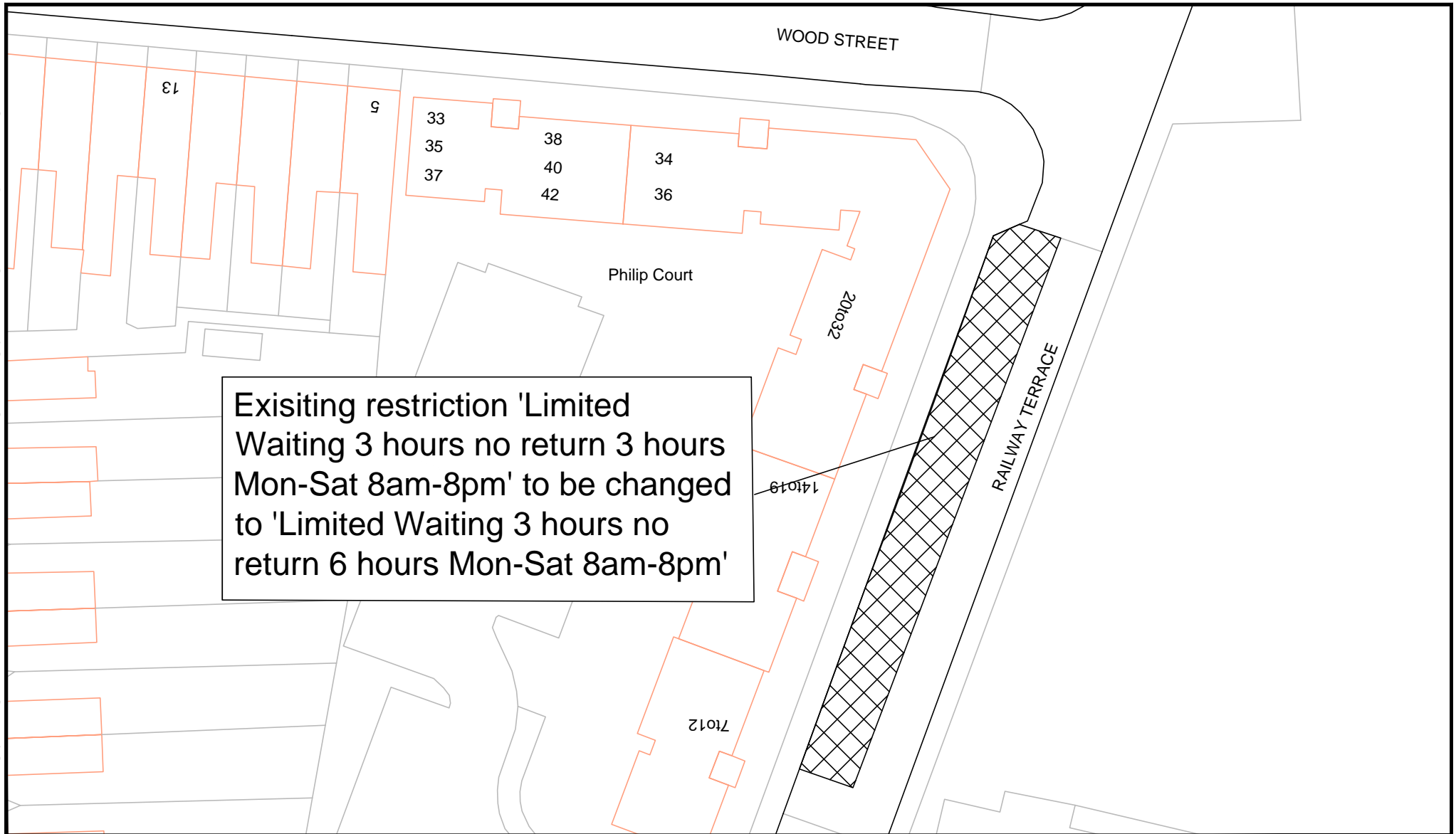
Existing restriction 'Limited Waiting 1 hour no return 1 hour Mon-Sat 8am-6pm' to be changed to 'Limited Waiting 1 hour no return 2 hours Mon-Sat 8am-6pm'

Reference No.:	TR/10730	Drawn by:	BD	Checked by:	GP
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Transport and Planning - 19 October 2018
Rugby Civil Parking Enforcement Variation 02
Barby Road - Changes to 'No Return' time

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Existing restriction 'Limited Waiting 3 hours no return 3 hours Mon-Sat 8am-8pm' to be changed to 'Limited Waiting 3 hours no return 6 hours Mon-Sat 8am-8pm'

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TR/10731

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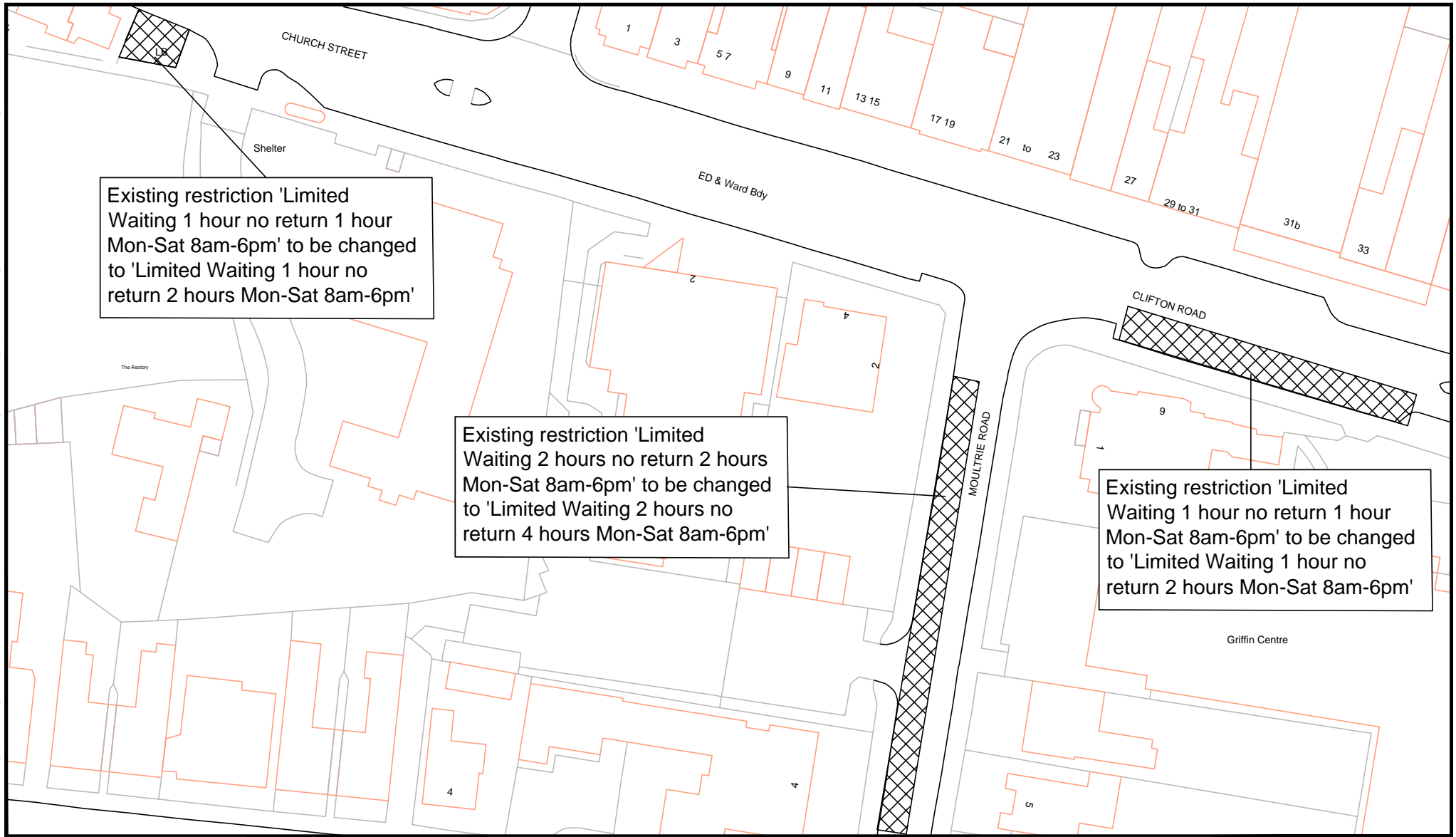
Rugby Civil Parking Enforcement Variation 02

Railway Terrace - Changes to 'No Return' time for Limited Wait Bays

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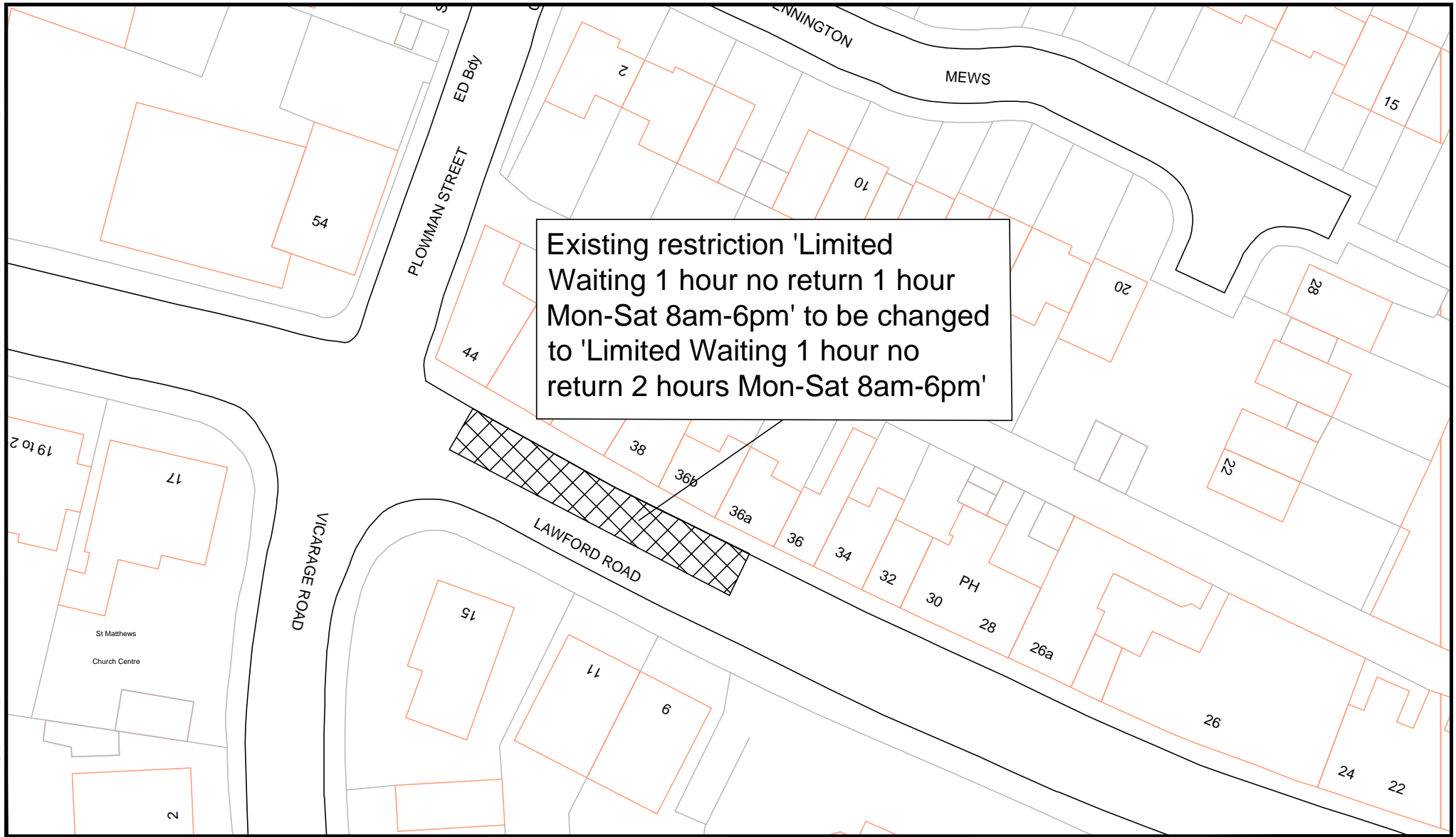
Rugby Civil Parking Enforcement Variation 02

Moultrie Road - Changes to 'No Return' time for Limited Wait Bays

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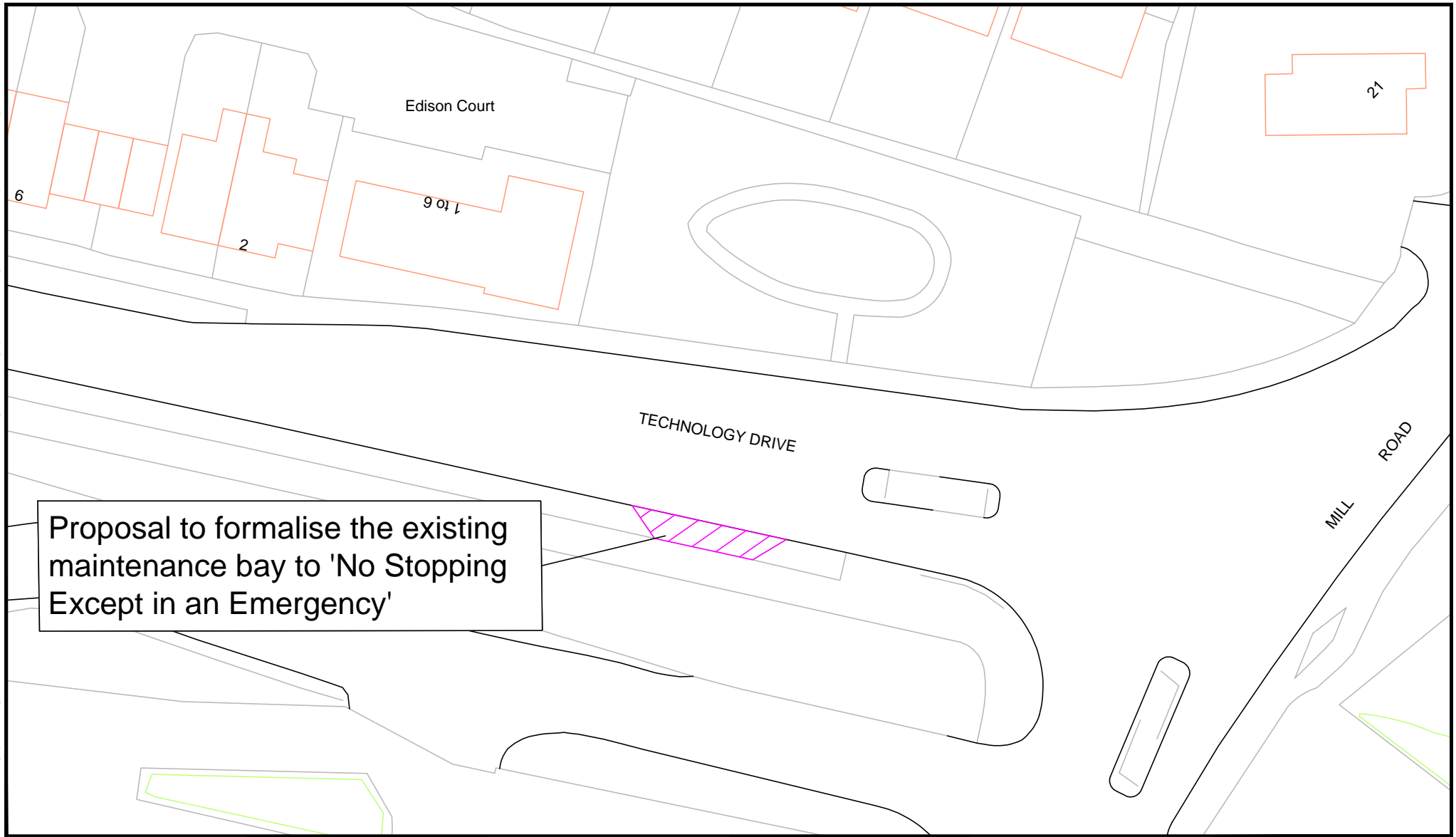
Lawford Road - Changes to 'No Return' time for Limited Wait Bays

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Proposal to formalise the existing maintenance bay to 'No Stopping Except in an Emergency'

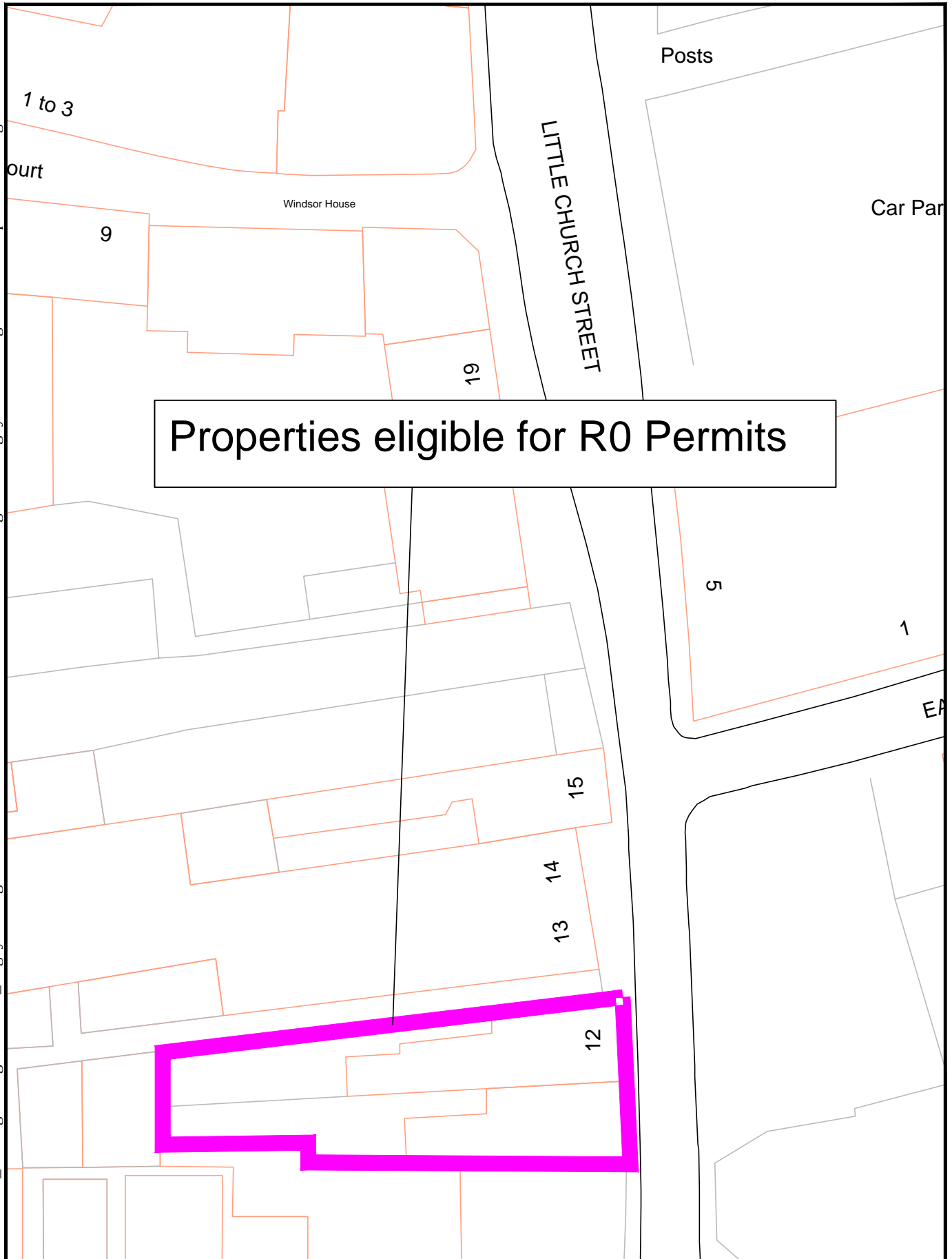
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Transport and Planning - 19th October 2018
Rugby Civil Parking Enforcement Variation 02
Technology Drive - No Stopping except in an emergency

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Properties eligible for R0 Permits

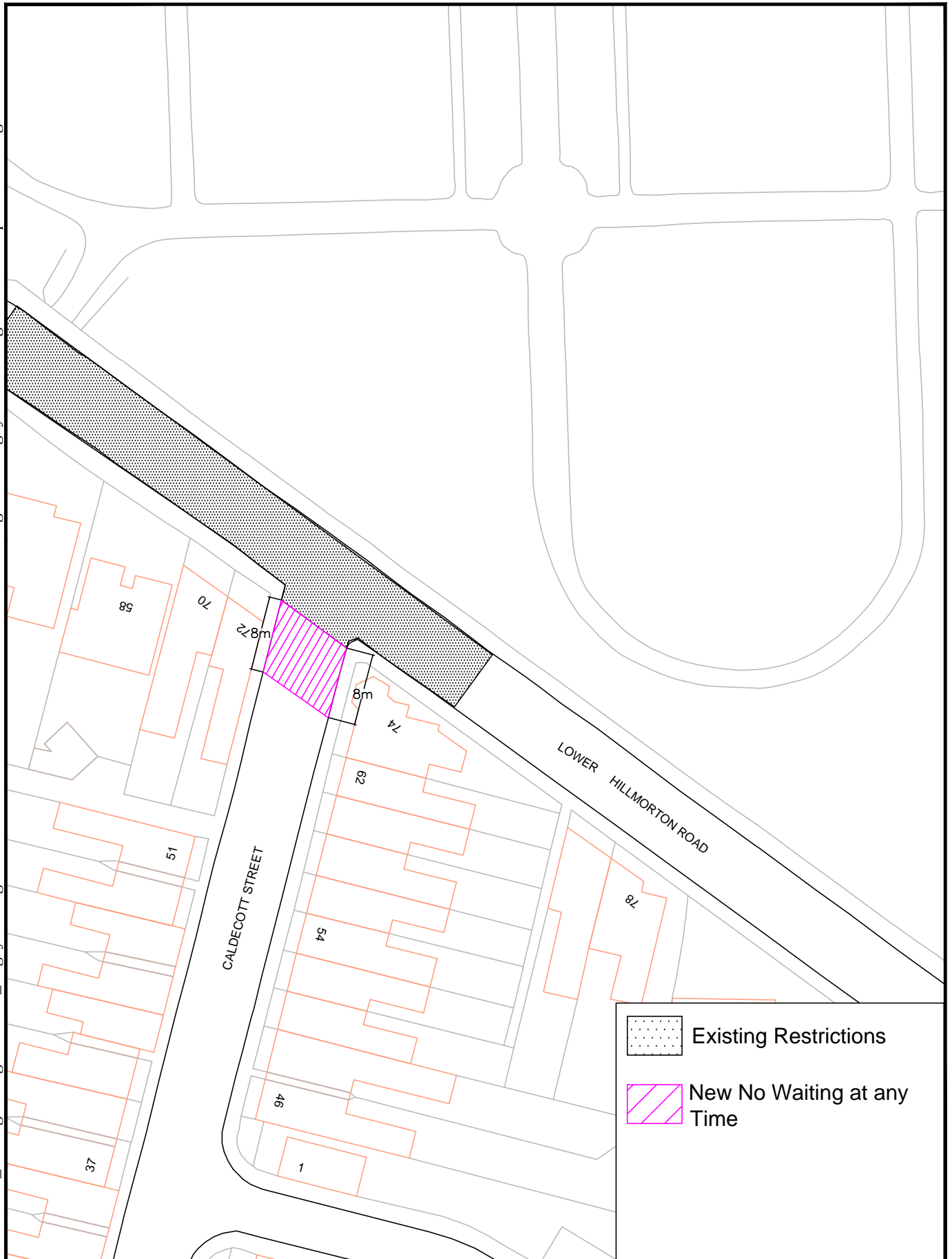
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Rugby Civil Parking Enforcement Variation 02
Little Church Street - R0 permit eligibility

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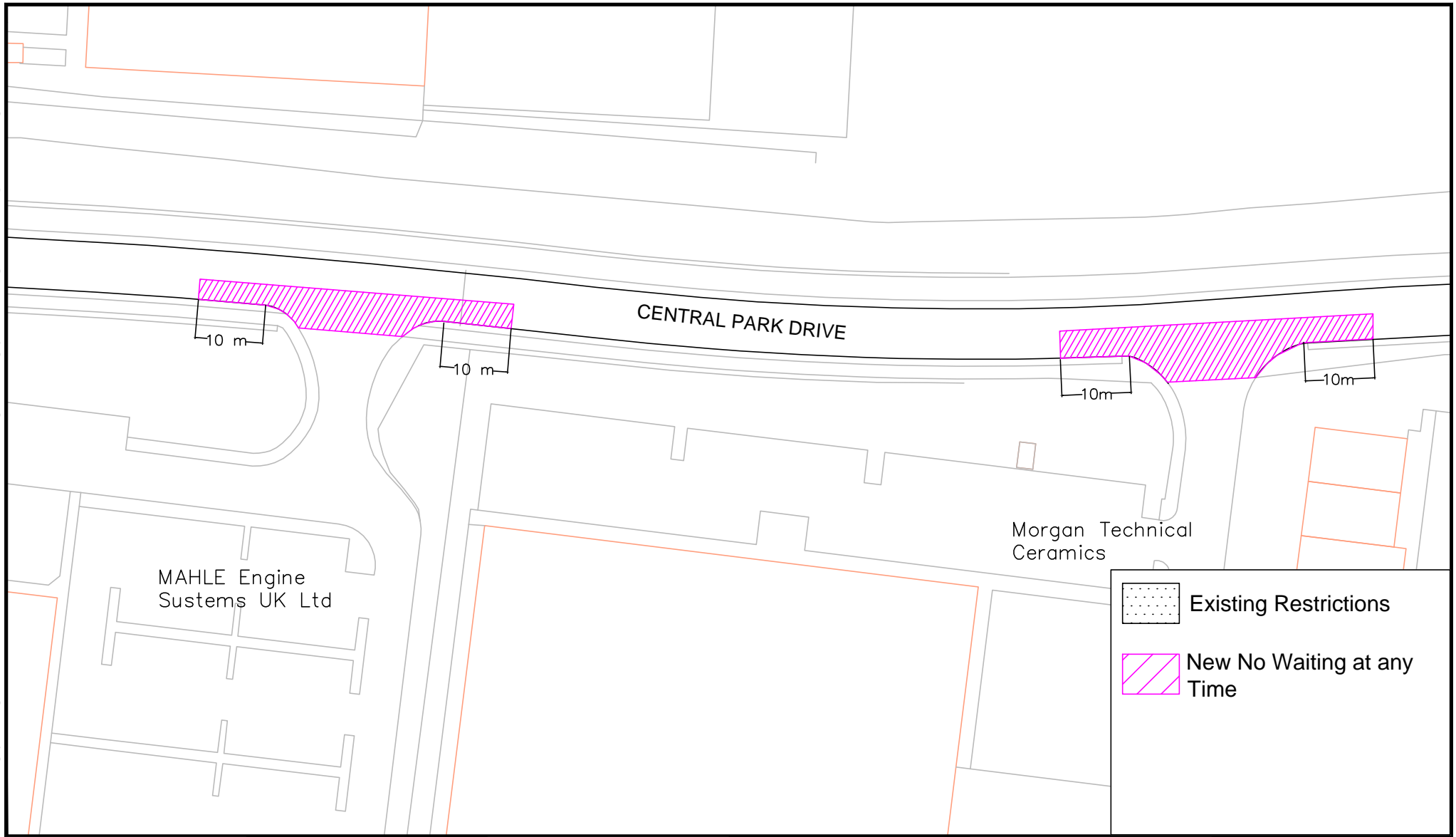
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
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Rugby Civil Parking Enforcement Variation 02
Cladecott Street - No Waiting at any Time

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	Existing Restrictions
	New No Waiting at any Time

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Transport and Planning - 19th October 2018
Rugby Civil Parking Enforcement Variation 02
Technology Drive - No Stopping except in an emergency

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