

## **Proposed Decision to be taken by the Portfolio for Transport and Planning on or after 14 June 2019**

### **The Warwickshire County Council (District Of Warwick) (Civil Enforcement Area and Special Parking Area) (Waiting Restrictions, On Street Parking Places and Residents' Parking) (Consolidation) (Variation No. 3) Order 2019**

#### **Recommendation**

That the Portfolio Holder for Transport and Planning approves that the Warwickshire County Council (District Of Warwick) (Civil Enforcement Area and Special Parking Area) (Waiting Restrictions, On Street Parking Places and Residents' Parking) (Consolidation) (Variation No. 3) Order 2019

With the exception of proposals relating to:

**Budbrooke Road and Wilmhurst Road, No Waiting at any Time** – It is recommended to withdraw these proposals due to the large numbers of objections that have specific concerns about parked cars being concentrated further into Wilmhurst Road and the potential dangers that are associated with this.

**Forfield Place, Disabled Badge Holders Only** – It is recommended to withdraw this proposal as it has been confirmed that this disabled bay is no longer required.

**Valley Road and Mason Avenue, No Waiting at any Time** – Due to an error in the consultation of this scheme it is recommended to withdraw this proposal and re-advertise in the next Warwick district variation.

#### **1. Introduction**

- 1.1. Proposals for waiting restrictions, both new and revised at various locations in Warwick District were published in the Leamington Courier on the 17<sup>th</sup> January 2019 and consultation carried out in accordance with statutory procedure. Objections and comments to the following proposals have been received.
- 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.
- 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. Budbrooke Road and Wilmhurst Road, Warwick – No Waiting at any Time

2.1. Wilmhurst Road is a residential road which shares a junction with the entrance to an industrial estate. A request was received to restrict dangerous parking in connection with the industrial estate. To facilitate this, double yellow lines were proposed at the junction of Budbrooke Road and Wilmhurst Road.

These can be found in Appendix B as Plan Number TR/10734-02

2.2. The following tables detail the objections and comments received together with the officers' responses and the officer recommendation.

Emails/letters	
Total objections	11
Total comments	17

Ref	Objections and comments received	Total number of responses containing the comment
<b>A</b>	Move the problem further down Wilmhurst Road potentially reducing the road width.	12
<b>B</b>	Request consideration is given to a single yellow line along one side of Wilmhurst Road.	2
<b>C</b>	Will exacerbate an already challenging parking situation.	1
<b>D</b>	Would cause considerable disruption.	1
<b>E</b>	Request consideration is given to a residents parking only scheme.	3
<b>F</b>	Object to these proposals in the current form	3
<b>G</b>	Traffic will increase into the residential estate.	1
<b>H</b>	Adversely impact the quality of the environment due to increased air pollution and noise pollution from increased traffic.	2
<b>I</b>	Adversely impact safety due to increased traffic.	2
<b>J</b>	Request the double yellow lines run the full length of Wilmhurst Road.	4
<b>K</b>	Request 'No waiting or parking on footpaths or other areas at any time' signage to be erected.	1
<b>L</b>	Request 'Residents only access (Except deliveries)' signage to be erected	1
<b>M</b>	Request 'No overnight parking' to be erected on Budbrooke Road	1
<b>N</b>	To introduce 'No Waiting at any Time' restrictions is simplistic and baseless	1

<b>O</b>	These proposals do not go far enough	1
<b>P</b>	Can consideration be given to purchasing the unused plot of land adjacent to the canal to provide parking for Coruna Court	1
<b>Q</b>	Can consideration be given to 30 mins short stay	1
<b>R</b>	Request safe spaces are white lined and dangerous areas double yellowed	1
<b>S</b>	Happy with the proposals	3

<b>Ref</b>	<b>Officer Comments</b>
<b>A/C/D</b>	It is acknowledged that restricting parking has the potential to displace the issues associated with improperly parked vehicles. However drivers are required to park in a safe and reasonable manner in accordance with the highway code, regardless of whether there are parking restrictions in place or not.
<b>B</b>	The proposals were for double yellow lines to protect the entrance to Wilmhurst Road. Introducing a single yellow line restriction would require new plans and another consultation with the probable result of similar objections and comments being received.
<b>E</b>	Resident only parking is against Warwickshire County Councils parking policy. It is considered over-restrictive because it can remove valuable on-street parking spaces which would otherwise be available to drivers needing short-term parking placing additional pressure on neighbouring streets which capacity could simply not cope with.
<b>F</b>	No comment necessary
<b>G/H/I</b>	By restricting parking at the entrance to Wilmhurst Road, it is acknowledged that there may be an increase in traffic entering the estate looking for a parking space. It is anticipated that this increase in traffic, together with the risks associated with it, is small compared to what it is currently.
<b>J</b>	The original request was to prevent dangerous parking at the junction of Wilmhurst Road and Coruna Road. Introducing double yellow lines for the full length of Wilmhurst Road would negatively impact all residents in the estate by restricting visitors, tradespeople etc. As such this is likely to be met with a large number of objections along similar grounds to the current proposals.
<b>K/L/M</b>	These signs are not currently permitted under the Traffic Signs Regulations and General Directions 2016 (TSRGD 2016).  The installation of any signs not compliant with TSRGD 2016 has the potential to make the parking restrictions unenforceable and possibly rendering the restrictions ineffective.
<b>N/O</b>	The original request was to prevent dangerous parking at the junction of Wilmhurst Road and Coruna Road.
<b>P</b>	The allocation of private land for the use of an individual or business falls outside the remit of Warwickshire County Council.
<b>Q/R</b>	The proposals were for double yellow lines to protect the entrance to Wilmhurst Road. Introducing parking bays and further double yellow lines

	<p>would be considered a major change to the proposals and would require further consultation.</p> <p>A formalised Residents' Parking Scheme consists of marked bays and double yellow lines, designed to strict guidance in terms of visibility and carriageway widths. This can often have a significantly reduced capacity in comparison with the informal parking layout, where the responsibility for determining what consists a safe and practical parking space lies with the individual motorist. As such this is likely to be met with a large number of objections along similar grounds to the current proposals.</p>
<b>S</b>	No comment necessary

<b>Recommendations</b>	
<p>It is recommended to withdraw these proposals due to the numbers of objections that have specific concerns about parked cars being concentrated further into Wilmhurst Road and the potential dangers that are associated with this.</p>	

<b>Members Comments</b>	

### **3. Forefield Place, Leamington Spa – Disabled Badge Holders Only**

A disabled badge holders only bay was requested for 10 Forefield Place. To expedite the installation of the bay, an informal bay was consulted upon and installed with the intention of formalising the bay in this current variation.

<b>Officer Comments</b>	
<p>Prior to the consultation being advertised we received a report that the requested disabled bay was no longer required as the occupant was moving away. This was checked during the consultation period by sending out a letter to the address asking for conformation from the occupant that the bay was still needed. No response was received.</p> <p>Whilst it is acknowledged that the bay was not for the specified property, with Forefield Place being primarily residential, it would be more beneficial for the road as a whole for the space to be part of the residential parking scheme.</p>	

<b>Recommendations</b>	
<p>It is recommended to withdraw this proposal as the disabled bay is no longer required.</p>	

<b>Members Comments</b>	

#### 4. Valley Road and Mason Avenue, No Waiting at any Time

No waiting at any time proposals were proposed on the roundabout junction of Valley Road and Mason Road.

Officer Comments
The proposals for the Valley Road roundabout junction were advertised in accordance with the statutory procedure however, due to an administration error, letters informing the residents/businesses were never sent out.

Recommendations
It is recommended to withdraw this proposal and re-advertise in the next Warwick district variation.

Members Comments

#### 5. Financial Implications

5.1. All work will be carried out within the existing 2019/20 budget allocations.

#### 6. Timescales associated with the decision and next steps

6.1. Portfolio meeting 14th June 2019. Implementation within 2019/20 financial year

#### 7. Background Papers

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

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This report was circulated to the following elected members prior to publication;

Councillors Clarke, Cockburn, Phillips, Shilton, Fradgley, Roodhouse, Chilvers and Chattaway

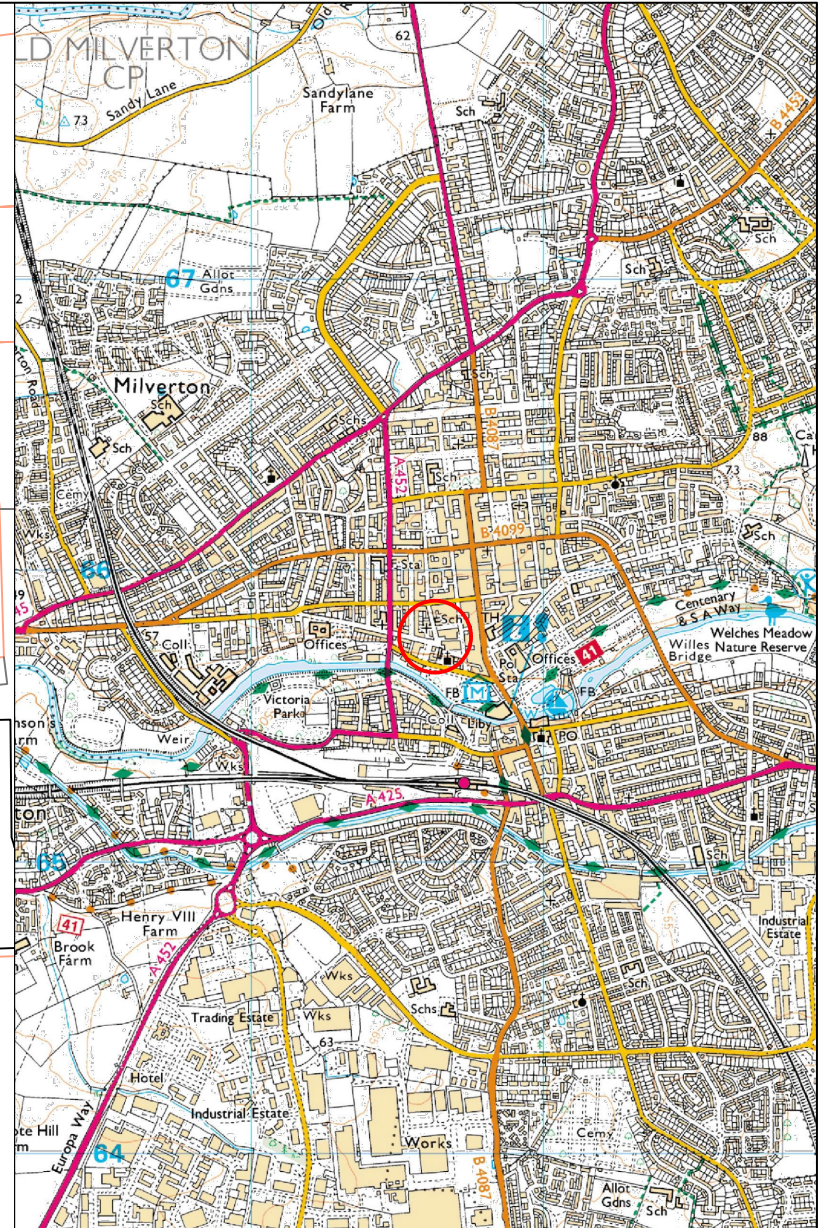
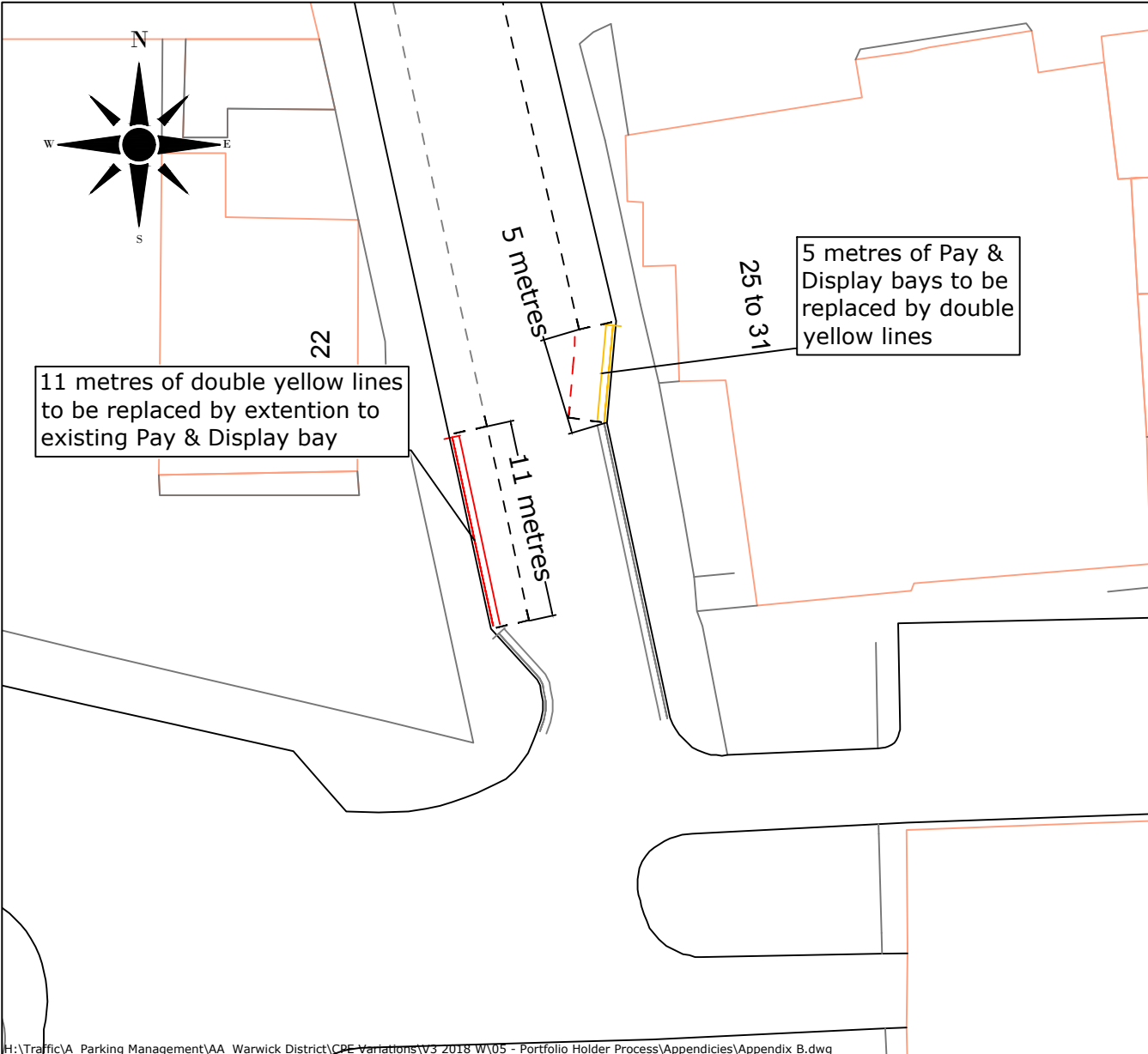
**Statutory Criteria for Decisions on Making Traffic Regulation Orders and Parking Orders**

**Various Roads, Warwick District -  
Proposed Waiting Restrictions, On-Street Parking Places  
and Residents' Parking Permits – Variation 03**

1. The Road Traffic Regulation Act 1984 enables the Council to implement Traffic Regulation Orders (TROs) for one or more of the following purposes:-
  - (i) avoiding danger to persons or traffic;
  - (ii) preventing damage to the road or to buildings nearby;
  - (iii) facilitating the passage of traffic;
  - (iv) preventing use by unsuitable traffic;
  - (v) preserving the character of a road especially suitable for walking and horse riding;
  - (vi) preserving or improving amenities of the area through which the road runs;
  - (vii) for any of the purposes specified in Section 87(1)(a) to (c) of the Environment Act 1995 in relation to air quality.
2. TROs are designed to regulate, restrict or prohibit the use of a road or any part of the width of a road by vehicular traffic or pedestrians. Permanent TROs remain in force until superseded or revoked.
3. TROs must not have the effect of preventing pedestrian access at any time, or preventing vehicular access for more than 8 hours in 24, to premises on or adjacent to the road. This restriction does not apply if the Council states in the order that it requires vehicular access to be limited for more than 8 hours in 24.
4. The Road Traffic Regulation Act 1984 also enables the Council to make orders authorising the use of part of a road as a parking place without charge, for the purpose of preventing or relieving congestion, and enables the Council to make orders designating parking places on highways with a charge. In determining what parking places are to be designated, the Council shall consider both the interests of traffic, and those of the owners/occupiers of adjoining property and in particular:-
  - (i) The need for maintaining the free movement of traffic;
  - (ii) The need for maintaining reasonable access to premises; and
  - (iii) The extent to which off-street parking is available in the neighbourhood.
5. In deciding whether or not to make any order, the Council is required to have regard to the matters set out in section 122 of the 1984 Act. Section 122(1) requires the Council to exercise the functions conferred on it by the 1984 Act as (so far as practicable, having regard to the matters specified in Section 122(2)) to secure the expeditious, convenient and safe movement of vehicular and other

traffic (including pedestrians), and the provision of suitable and adequate parking facilities on and off the highway.

6. The matters to which the Council must have regard are:-
  - (i) The desirability of securing and maintaining reasonable access to premises;
  - (ii) The effect on the amenities of any locality affected, and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run;
  - (iii) The national air quality strategy prepared under Section 80 of the Environmental Protection Act 1995;
  - (iv) The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles;
  - (v) Any other matters appearing to the Council to be relevant
  
7. Therefore, whilst the overall objective of the Council must be to secure the expeditious, convenient and safe movement of vehicular traffic, this will sometimes need to give way to the objectives in Section 122(2), and a balance has to be achieved between the overall objective and the matters set out in Section 122(2).



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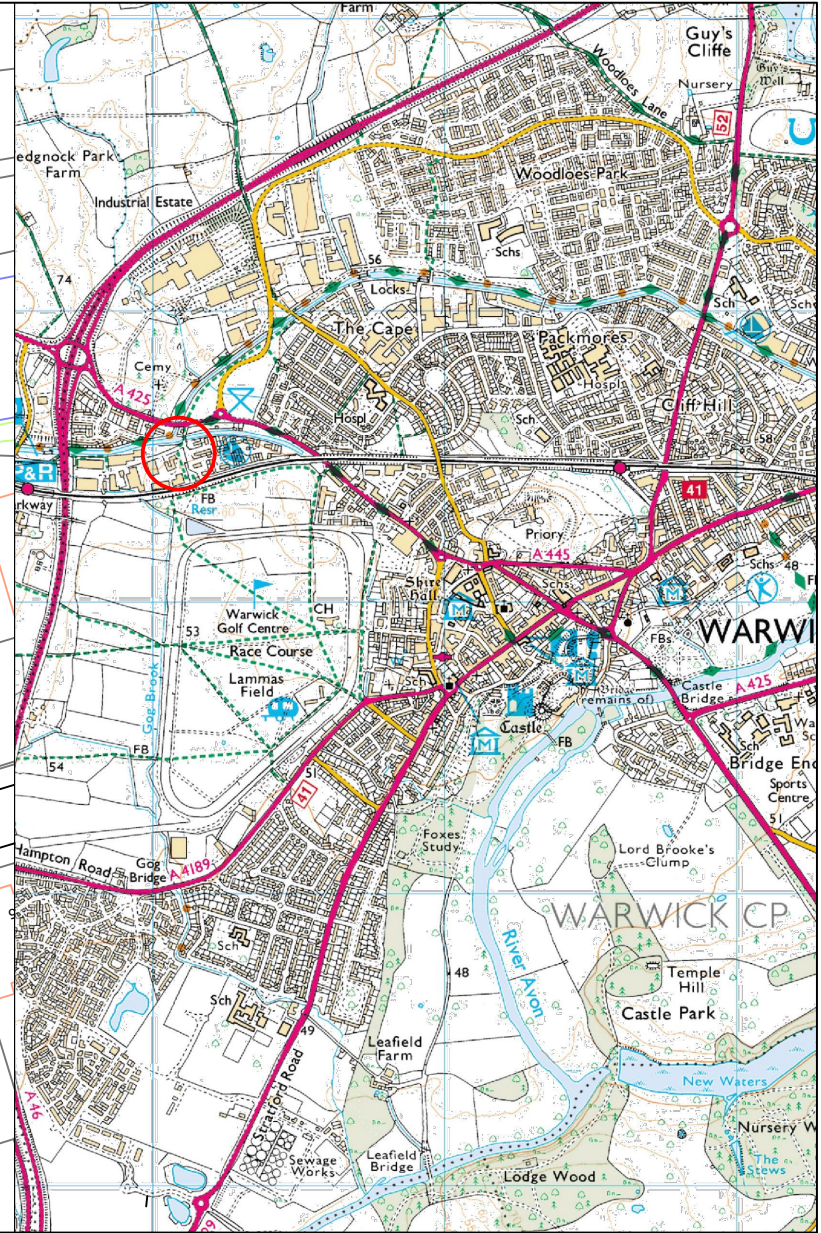
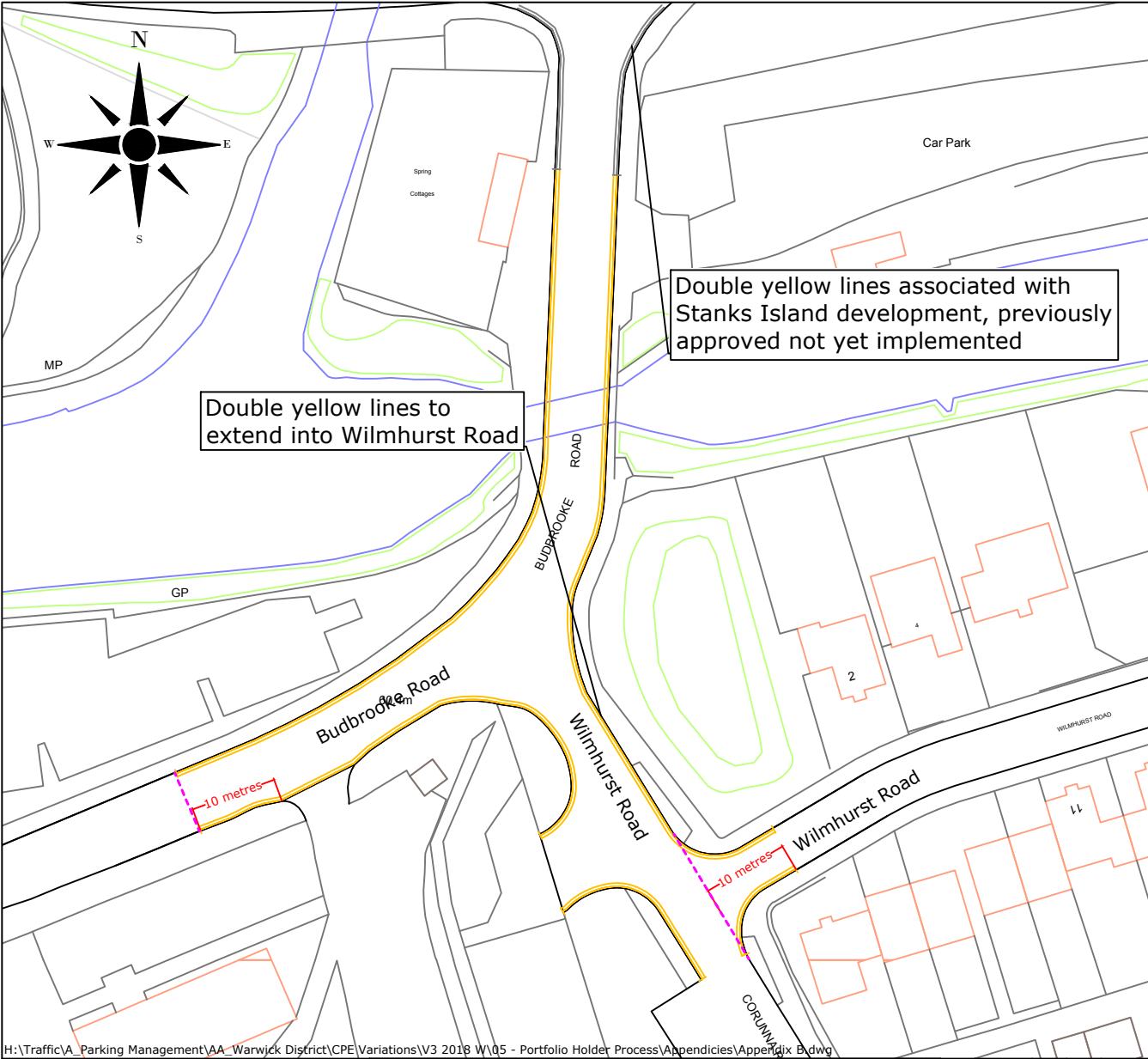
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Drawing title	Drawn by	Checked by
<b>Proposed changes to Pay &amp; Display bays Augusta Place Leamington Spa</b>	<b>BD</b>	<b>AP</b>
	Date	<b>10th May 2018</b>
	Scale	<b>NTS @ A4_L</b>
Project title	Drawing number	
<b>Warwick Variation 03</b>	<b>TR/10734-01</b>	





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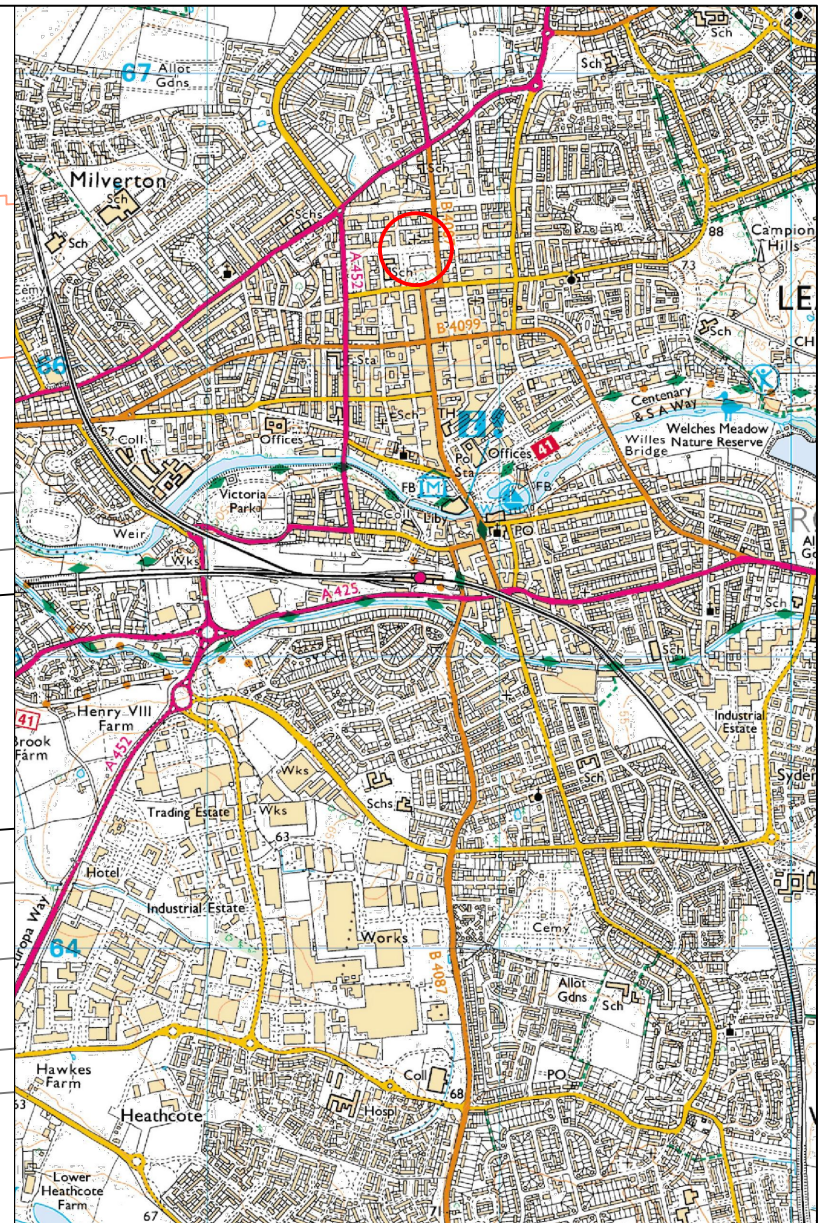
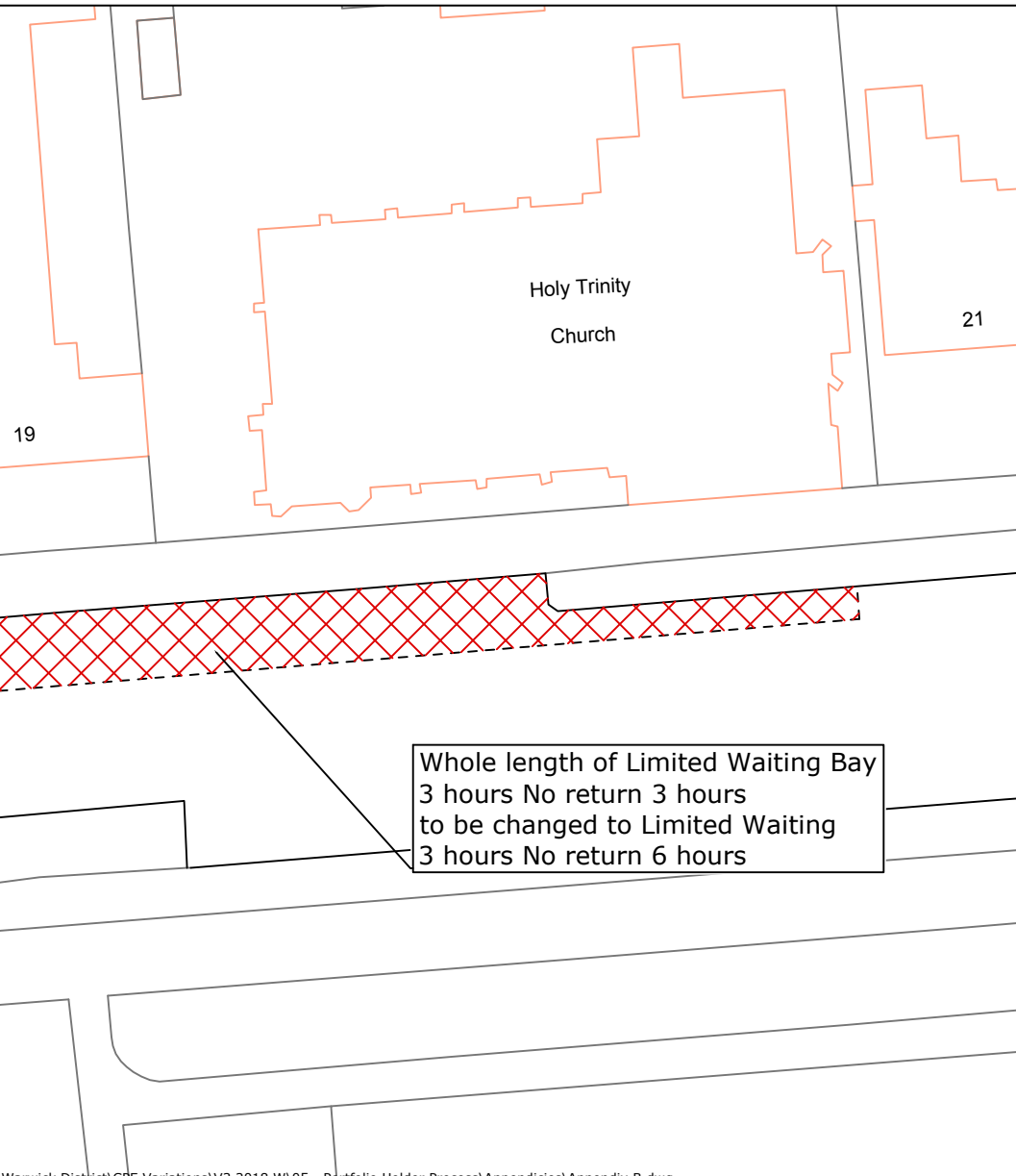
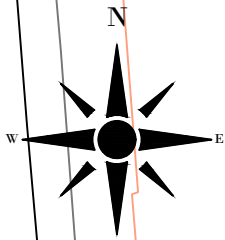
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Drawing title  
**Proposed  
 No Waiting at any Time  
 Budbrooke Road/Whilmhurst Road  
 Warwick**  
 Project title  
**Warwick Variation 03**

Drawn by <b>BD</b>	Checked by <b>AP</b>
Date <b>10th May 2018</b>	
Scale <b>NTS @ A4_L</b>	
Drawing number <b>TR/10734-02</b>	



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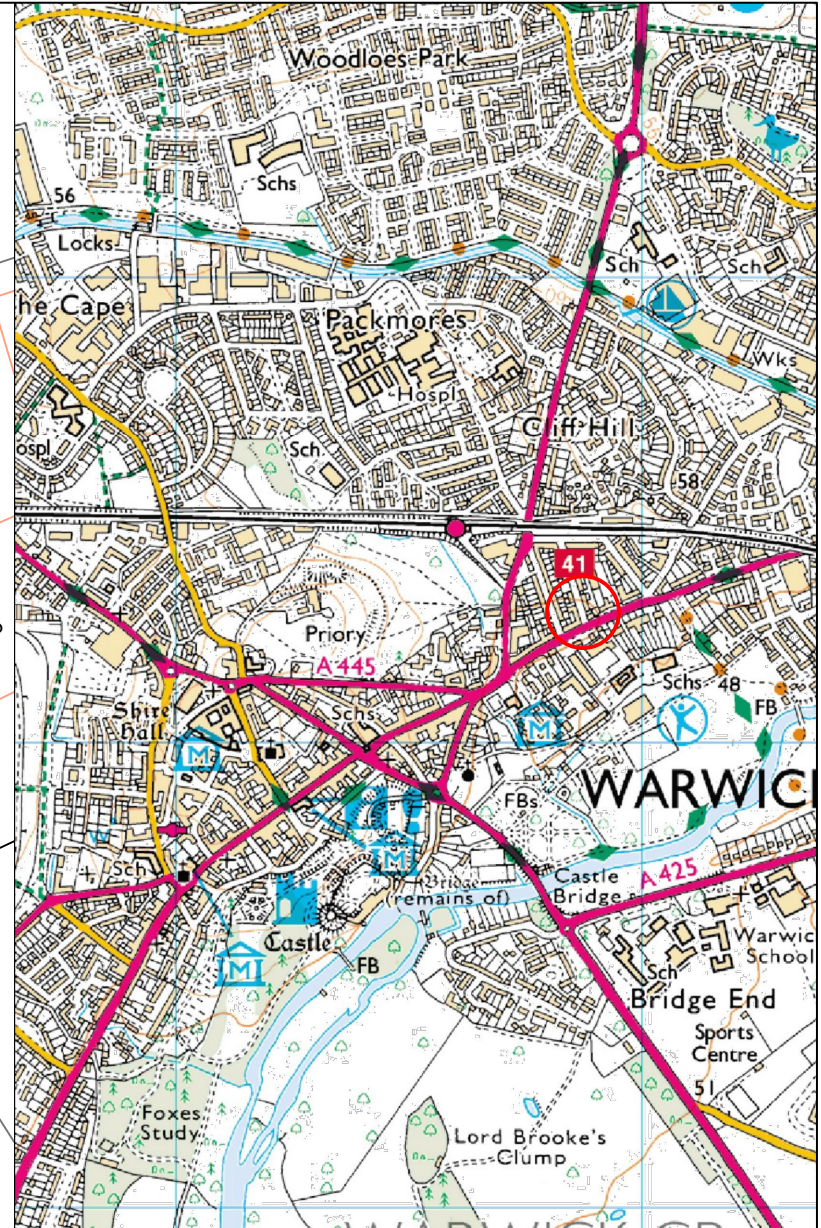
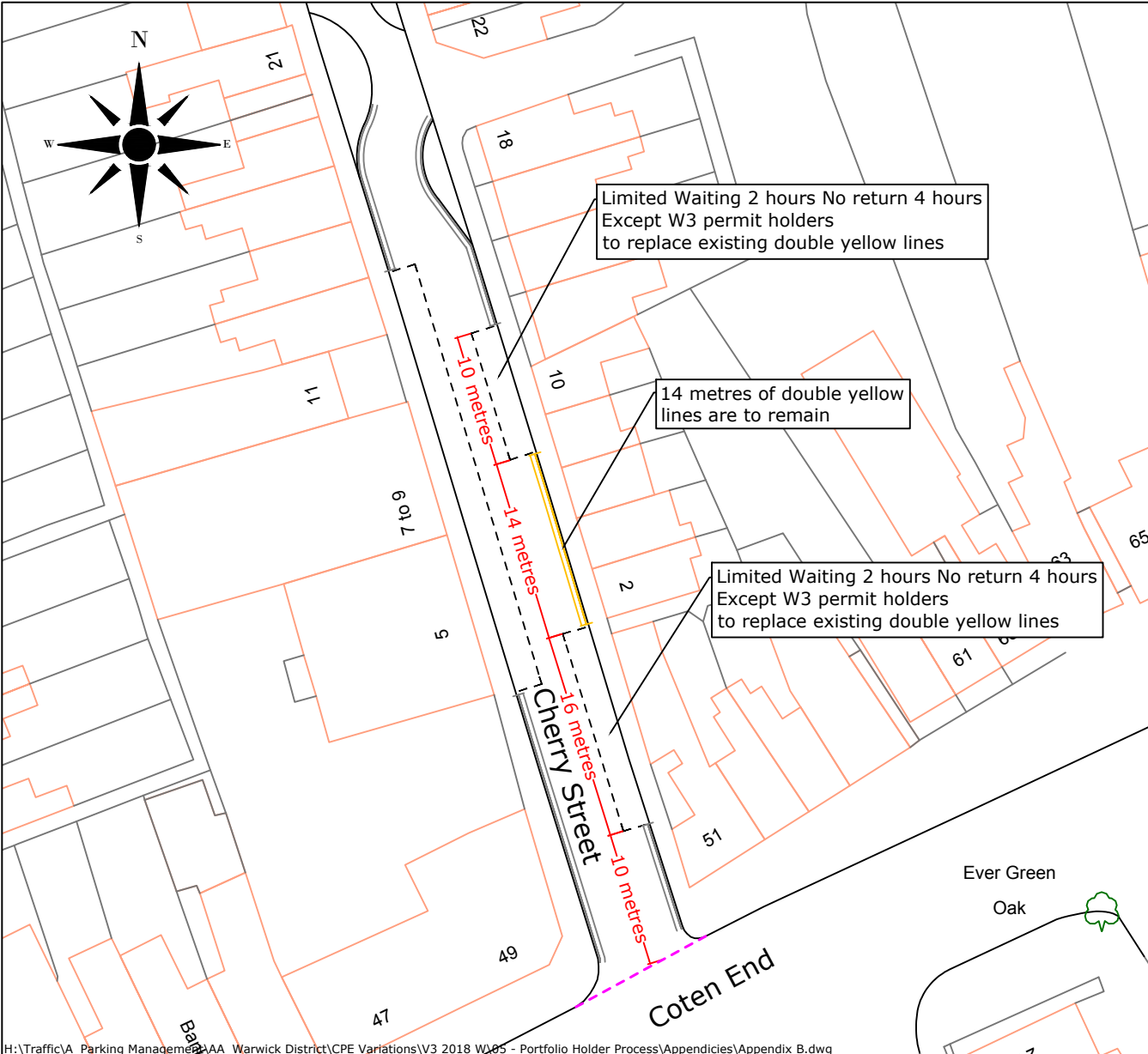
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Drawing title	Drawn by	Checked by
<b>Proposed changes to Limited Waiting</b> <b>Beauchamp Avenue</b> <b>Leamington Spa</b>	<b>BD</b>	<b>AP</b>
	Date	<b>10th May 2018</b>
	Scale	<b>NTS @ A4_L</b>
Project title	Drawing number	
<b>Warwick Variation 03</b>	<b>TR/10734-03</b>	



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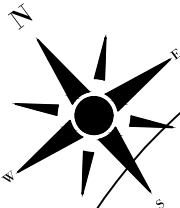
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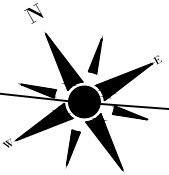
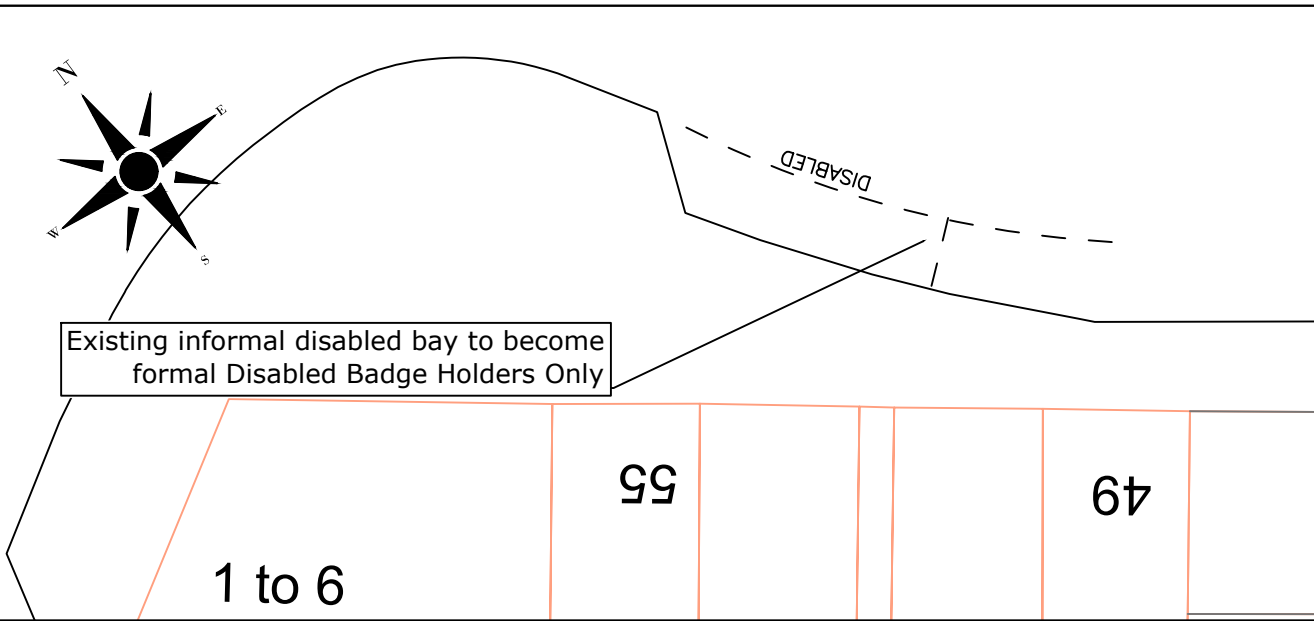
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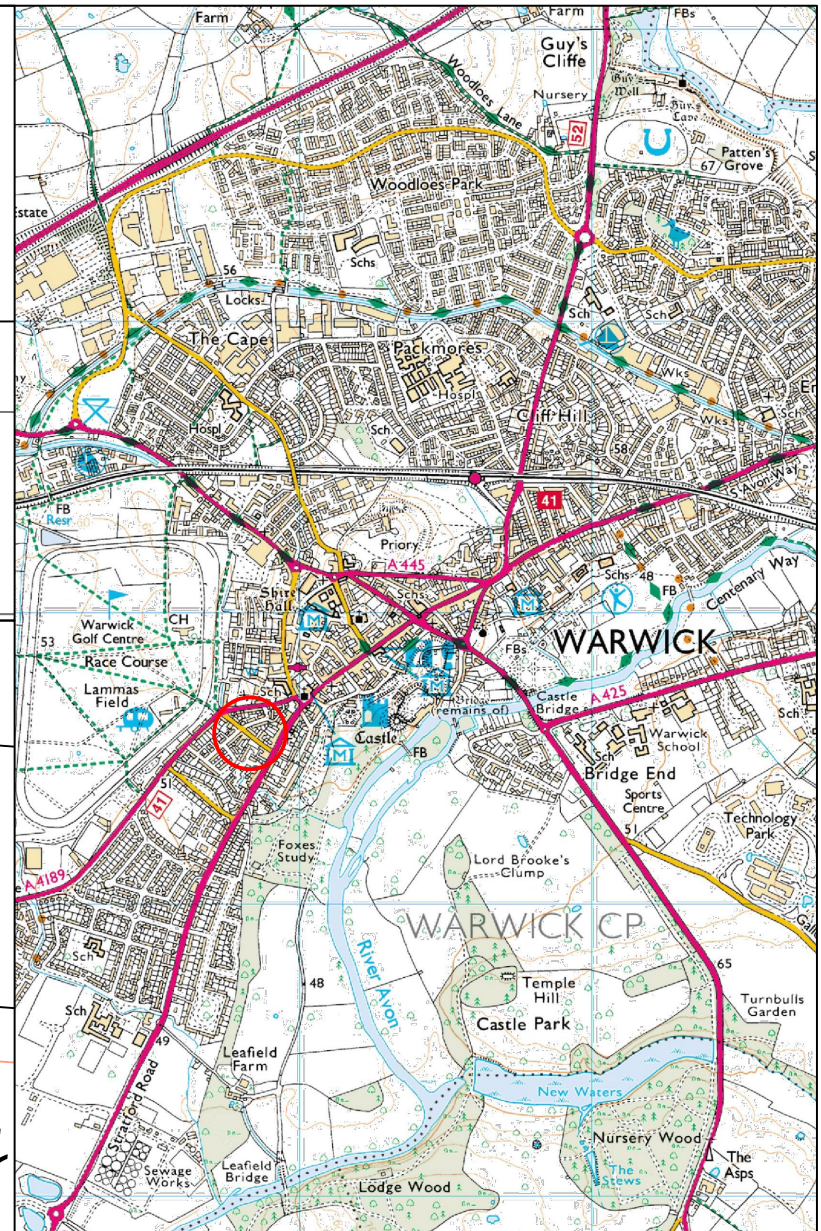
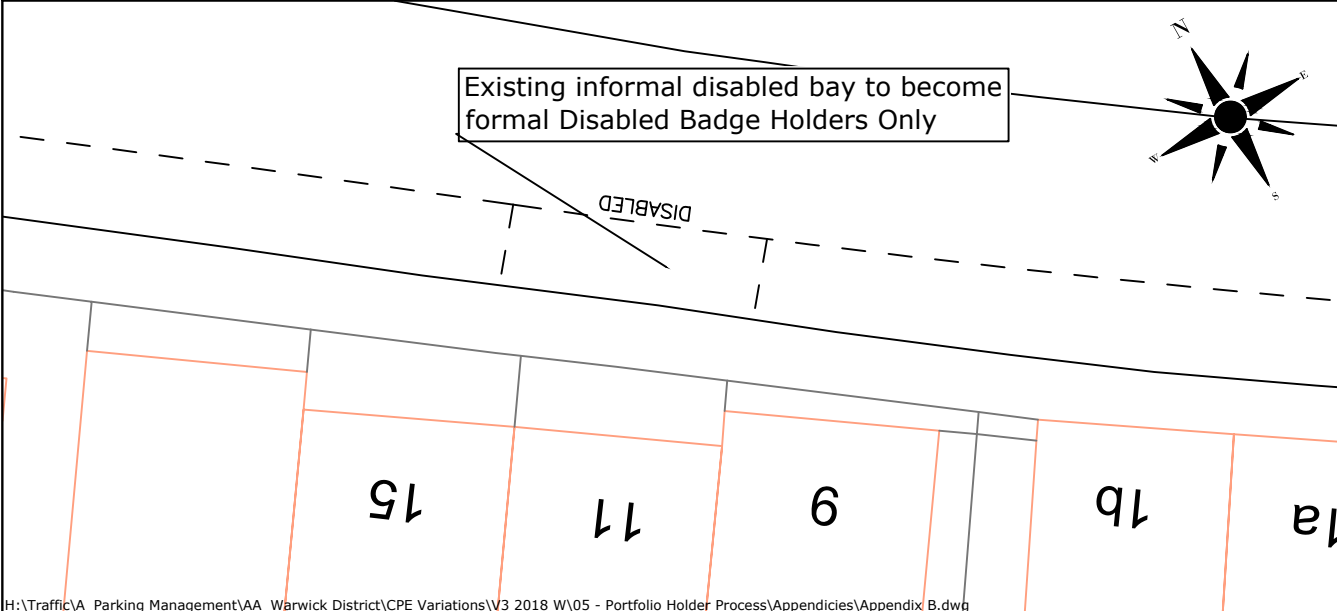
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<b>Proposed shared use Limited Wait bays with W3 permit exemption Cherry Street Warwick</b>	<b>BD</b>	<b>AP</b>
	Date	<b>6th April 2018</b>
	Scale	<b>NTS @ A4_L</b>
Project title	Drawing number	
<b>Warwick Variation 03</b>	<b>TR/10734-04</b>	



Existing informal disabled bay to become formal Disabled Badge Holders Only



Existing informal disabled bay to become formal Disabled Badge Holders Only



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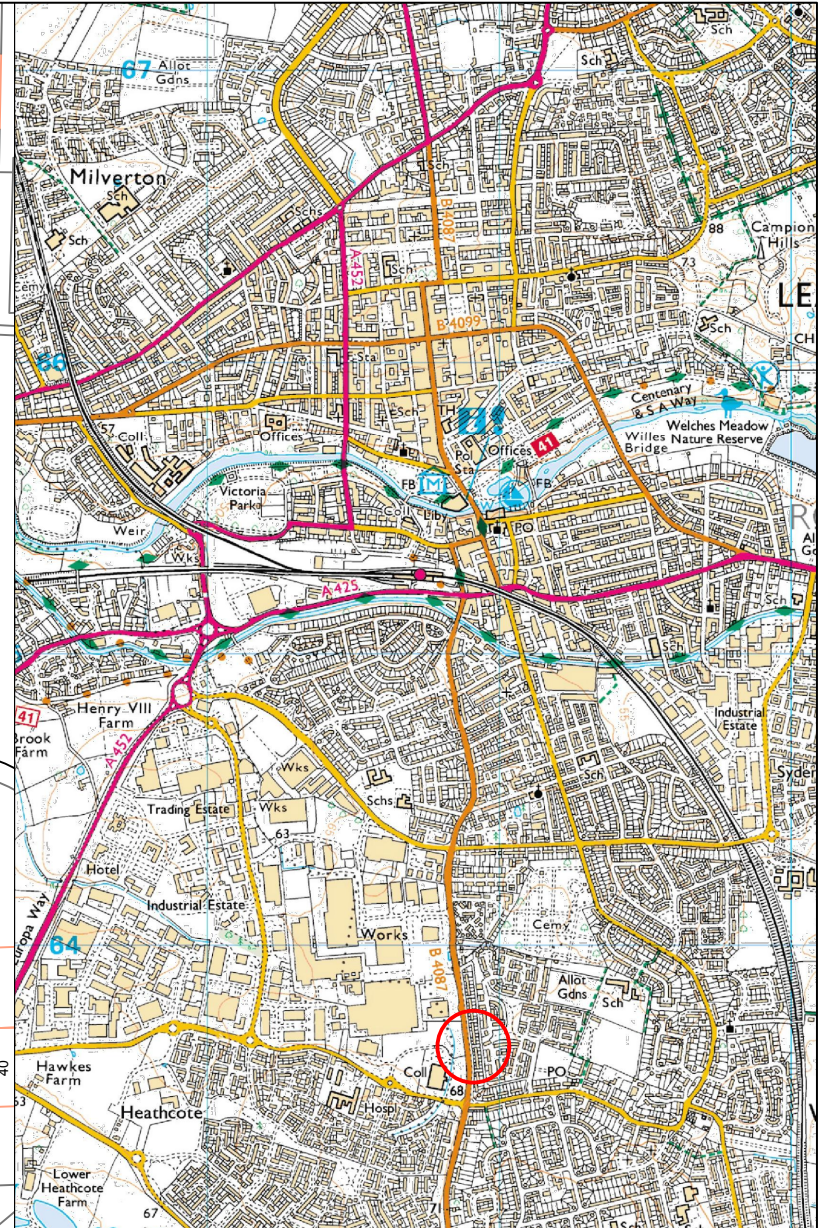
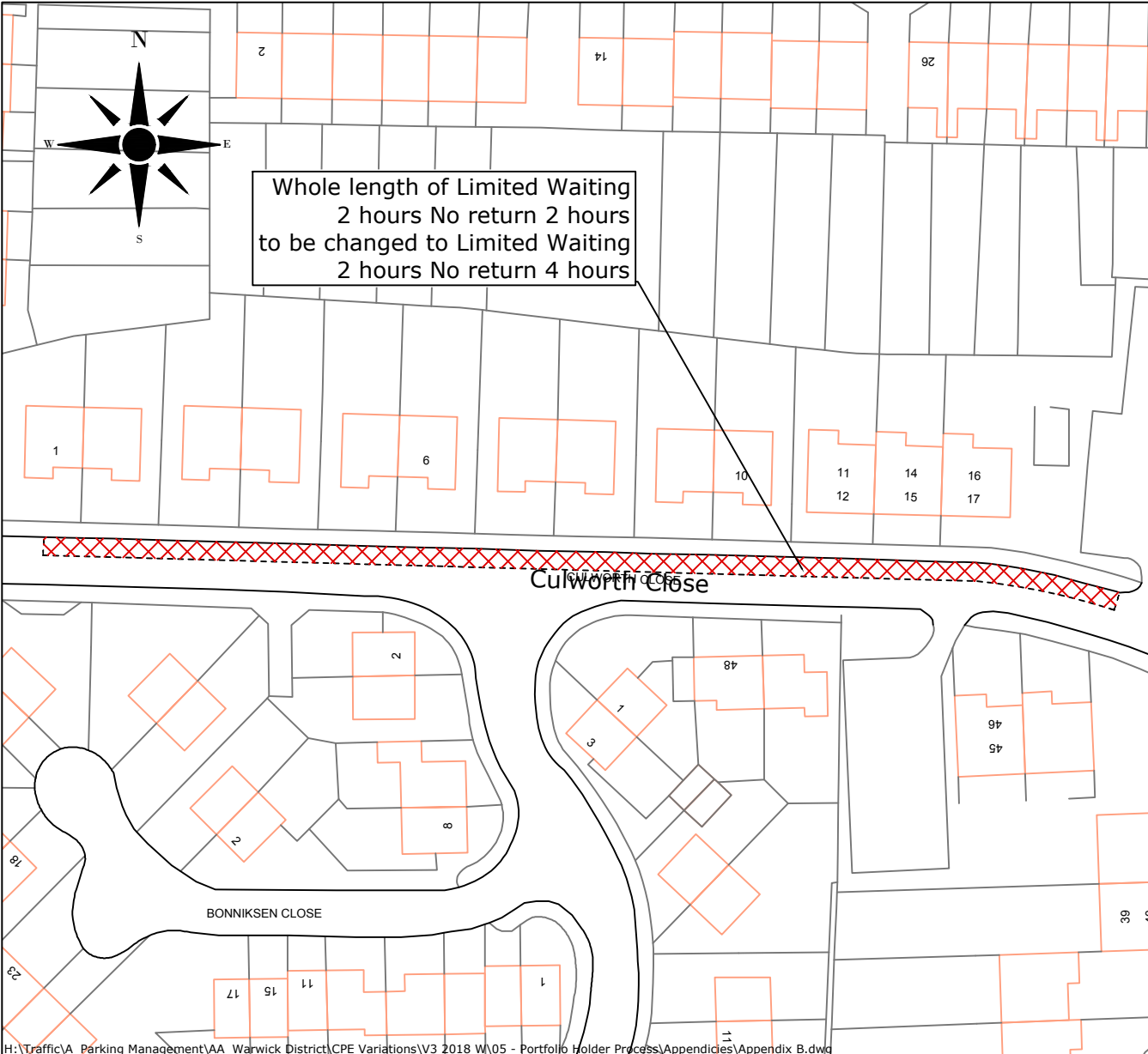
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Drawing title	Proposed formal Disabled Badge Holders Only Crompton Street Warwick	Drawn by	BD	Checked by	AP
		Date	10th May 2018		
		Scale	NTS @ A4_L		
Project title	Warwick Variation 03	Drawing number	TR/10734-05		



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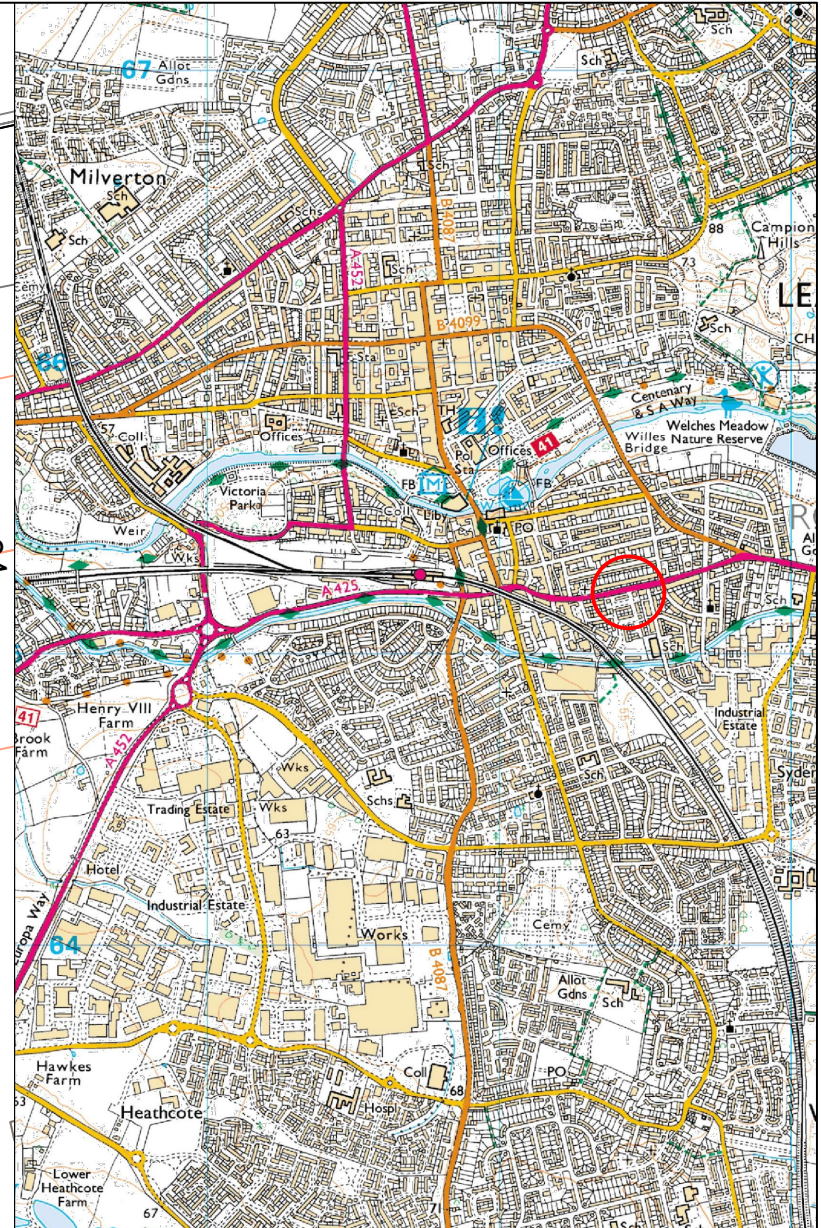
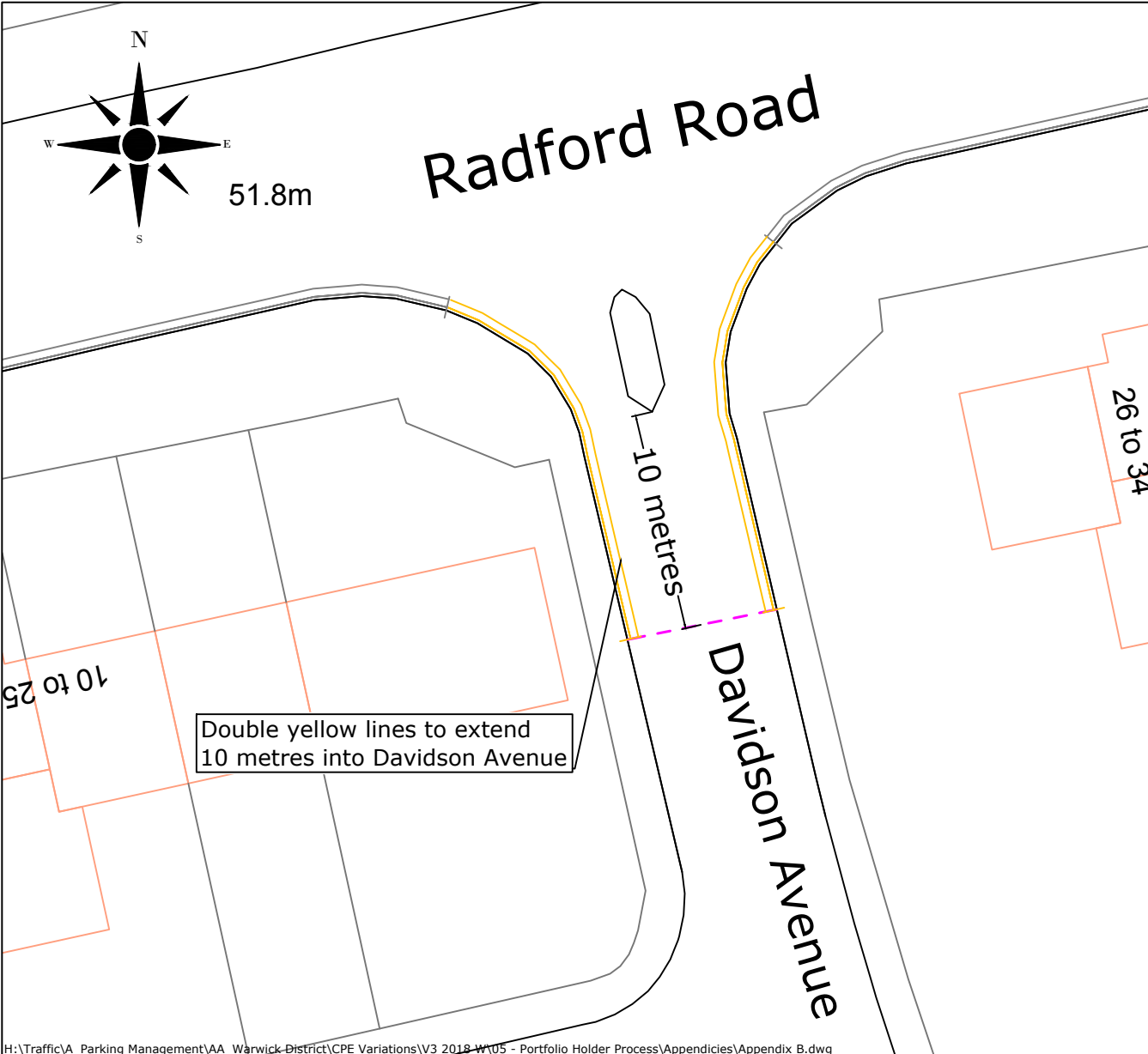
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Drawing title	Drawn by	Checked by
<b>Proposed changes to Limited Waiting No return timings Culworth Close Leamington Spa</b>	<b>BD</b>	<b>AP</b>
	Date	<b>10th May 2018</b>
	Scale	<b>NTS @ A4_L</b>
Project title	Drawing number	
<b>Warwick Variation 03</b>	<b>TR/10734-06</b>	



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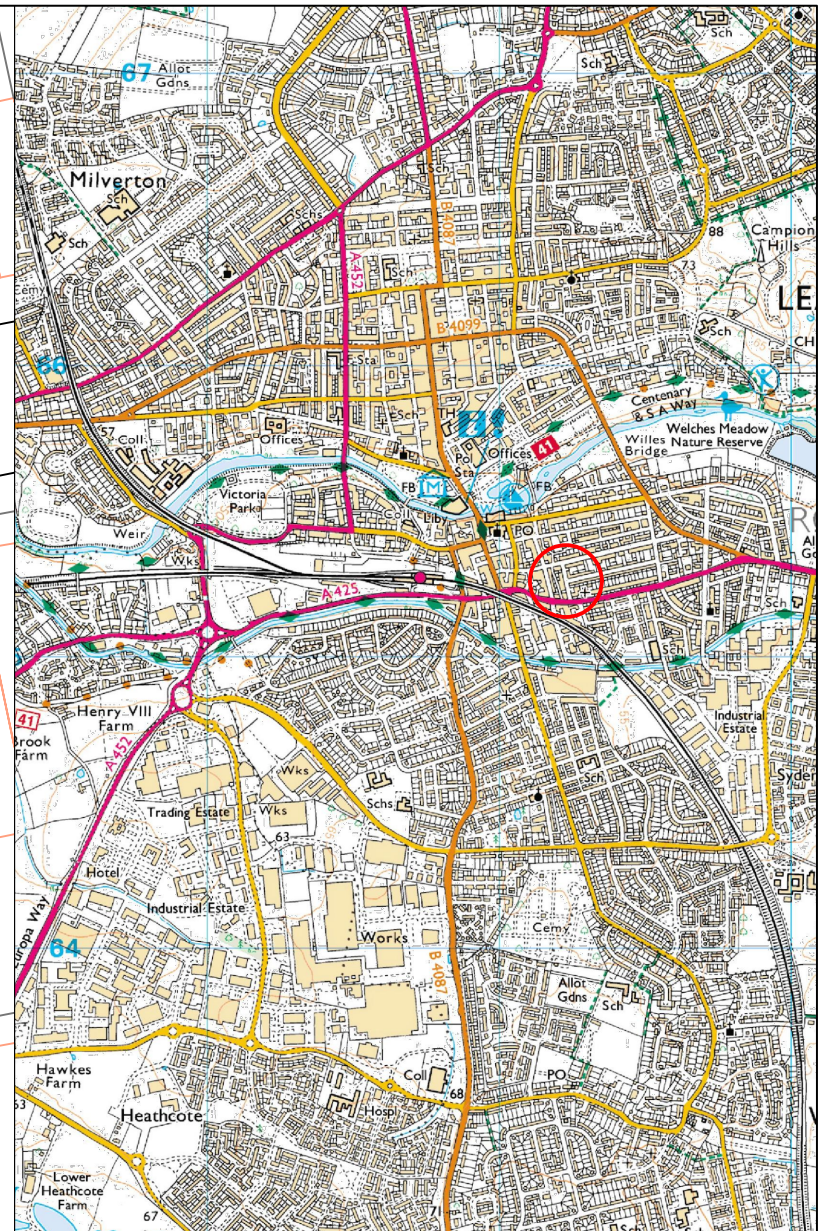
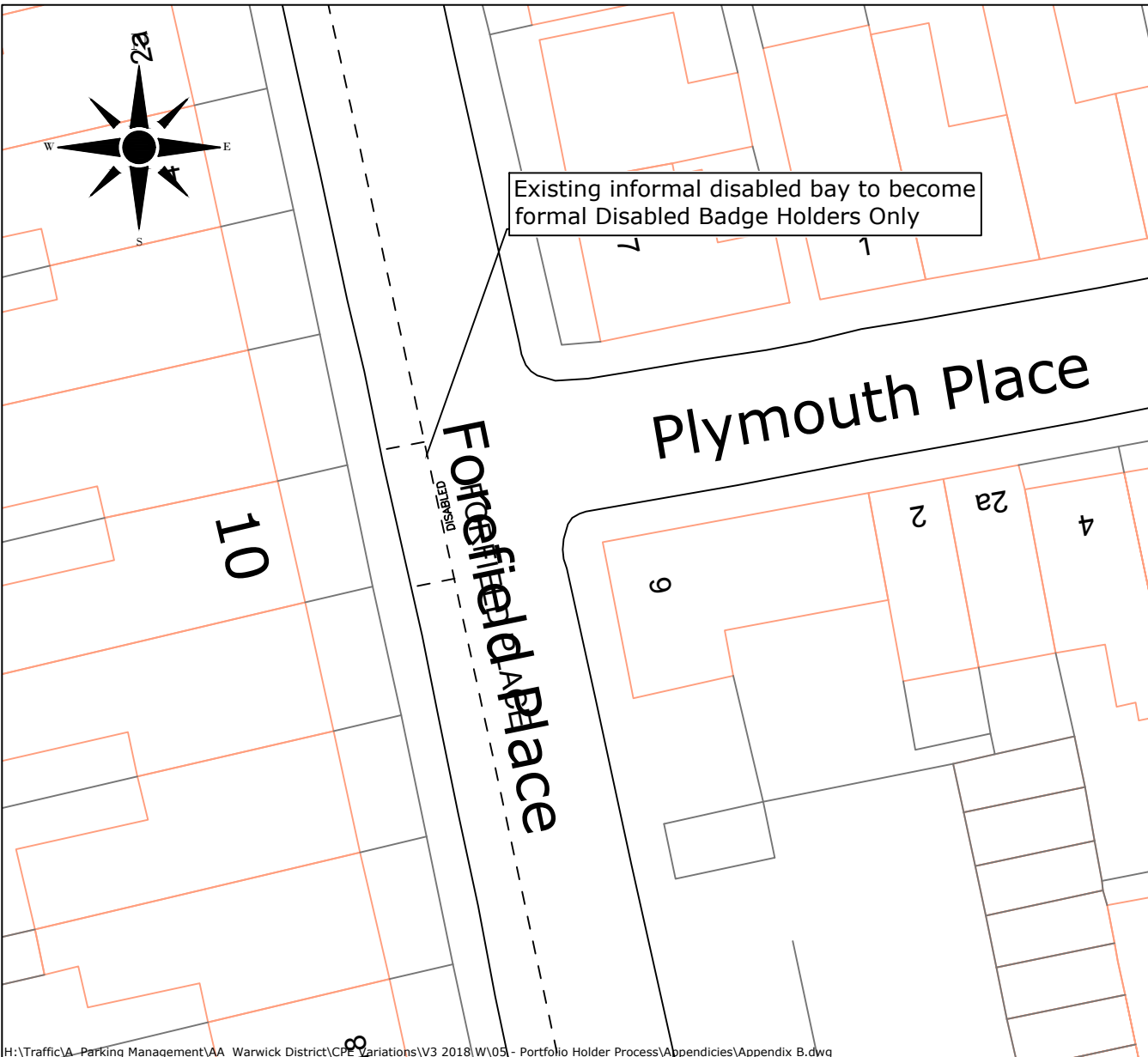
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Drawing title	Drawn by	Checked by
<b>Proposed No Waiting at any Time Davidson Avenue Leamington Spa</b>	<b>BD</b>	<b>AP</b>
	Date	<b>10th May 2018</b>
	Scale	<b>NTS @ A4_L</b>
Project title	Drawing number	
<b>Warwick Variation 03</b>	<b>TR/10734-07</b>	



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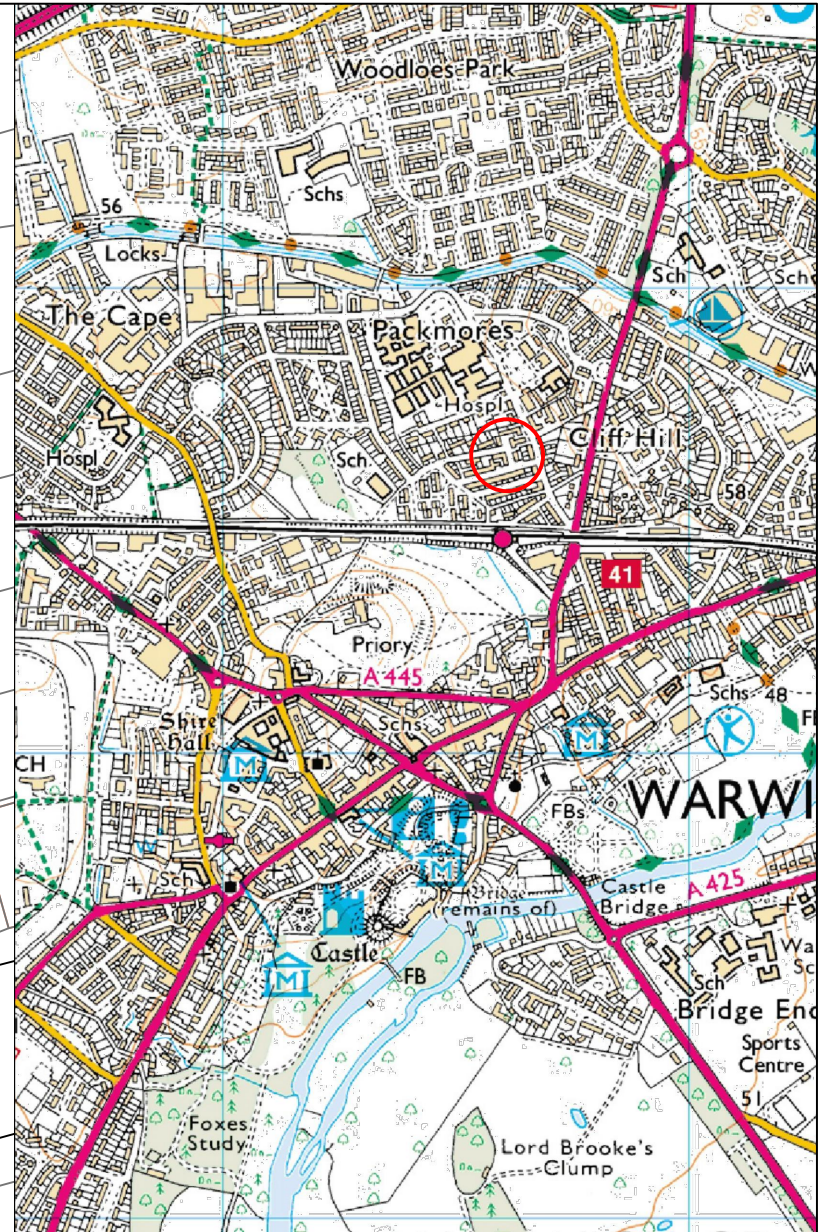
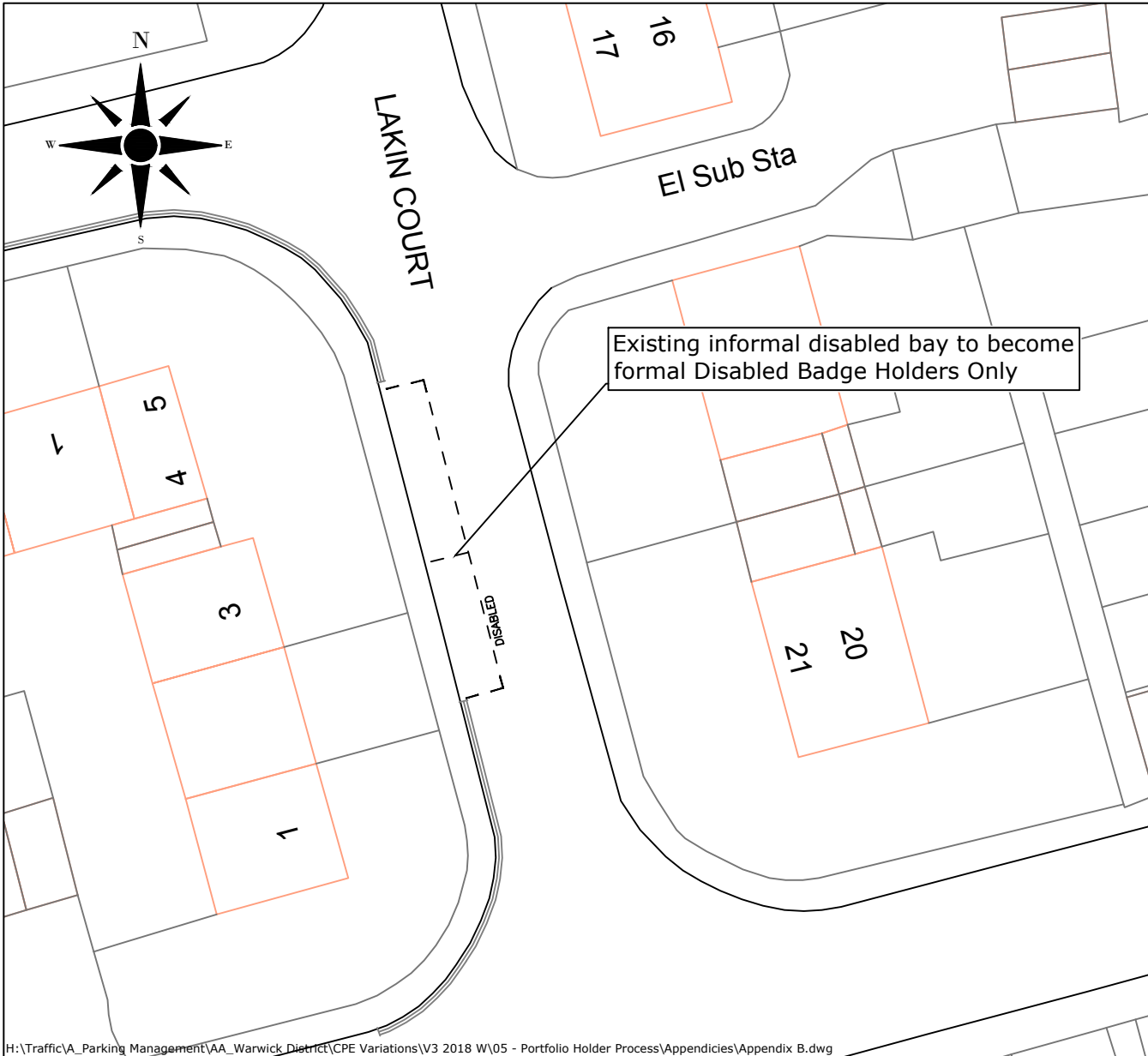
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Drawing title	<b>Proposed formal Disabled Badge Holders Only Forfeild Place Leamington Spa</b>	
Project title	<b>Warwick Variation 03</b>	
Drawn by	<b>BD</b>	Checked by
Date	<b>10th May 2018</b>	
Scale	<b>NTS @ A4_L</b>	
Drawing number	<b>TR/10734-08</b>	



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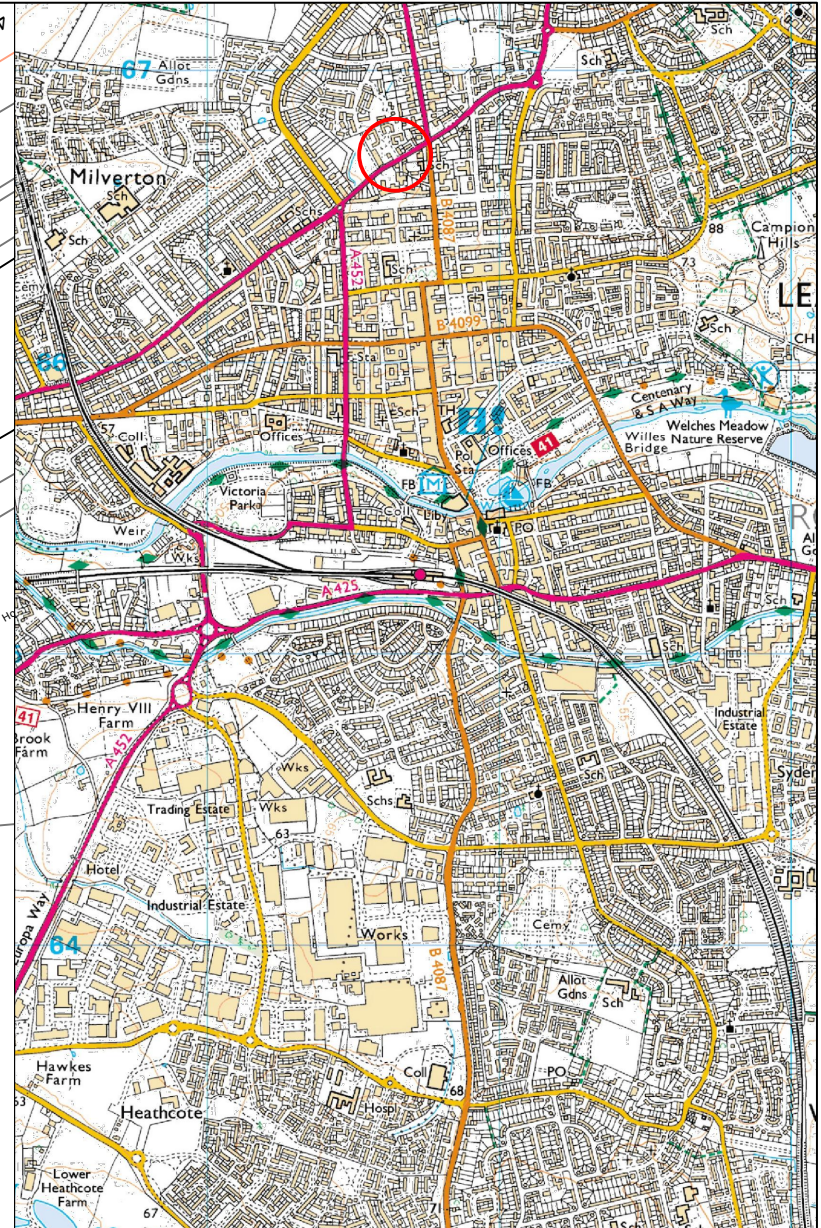
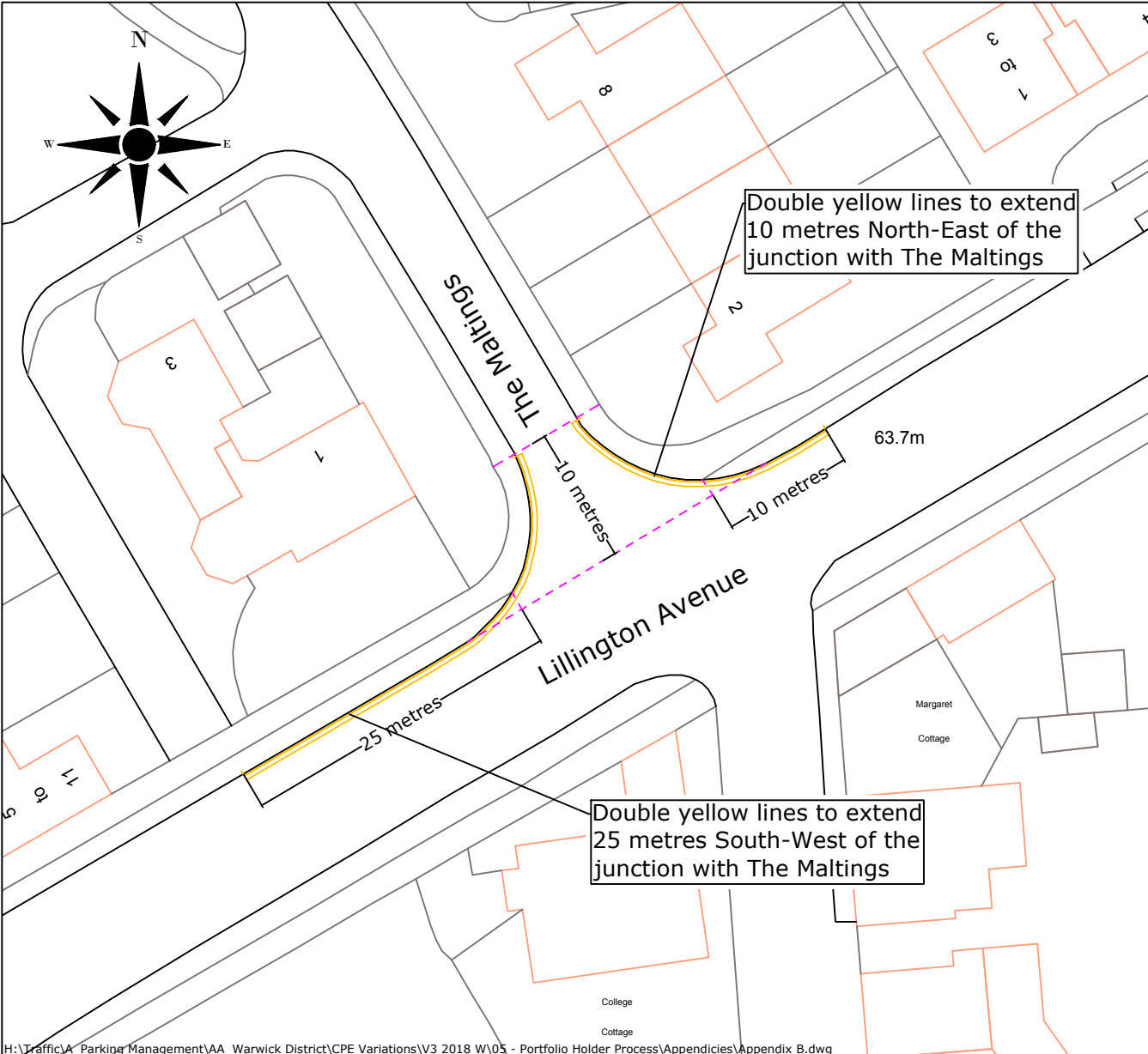
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Drawing title	Proposed formal Disabled Badge Holders Only Lakin Court Warwick	Drawn by <b>BD</b>	Checked by <b>AP</b>
Project title	Warwick Variation 03	Date 10th May 2018	Scale NTS @ A4_L
		Drawing number	TR/10734-09





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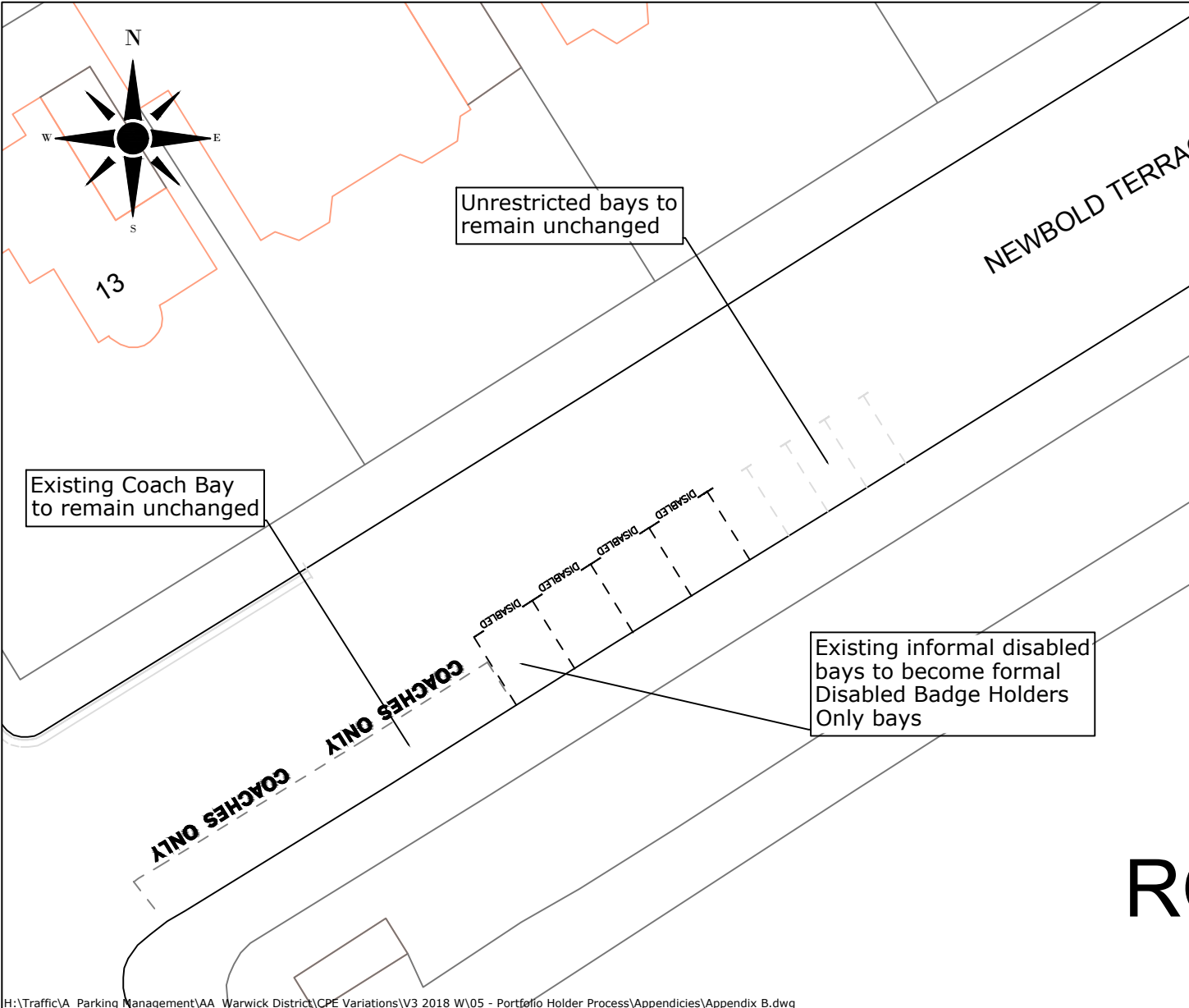
Drawing title

**Proposed introduction of No Waiting at any Time Lillington Avenue Leamington Spa**

Project title

**Warwick Variation 03**

Drawn by	Checked by
<b>BD</b>	<b>AP</b>
Date	<b>10th May 2018</b>
Scale	<b>NTS @ A4_L</b>
Drawing number	<b>TR/10734-10</b>



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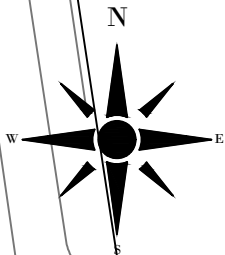
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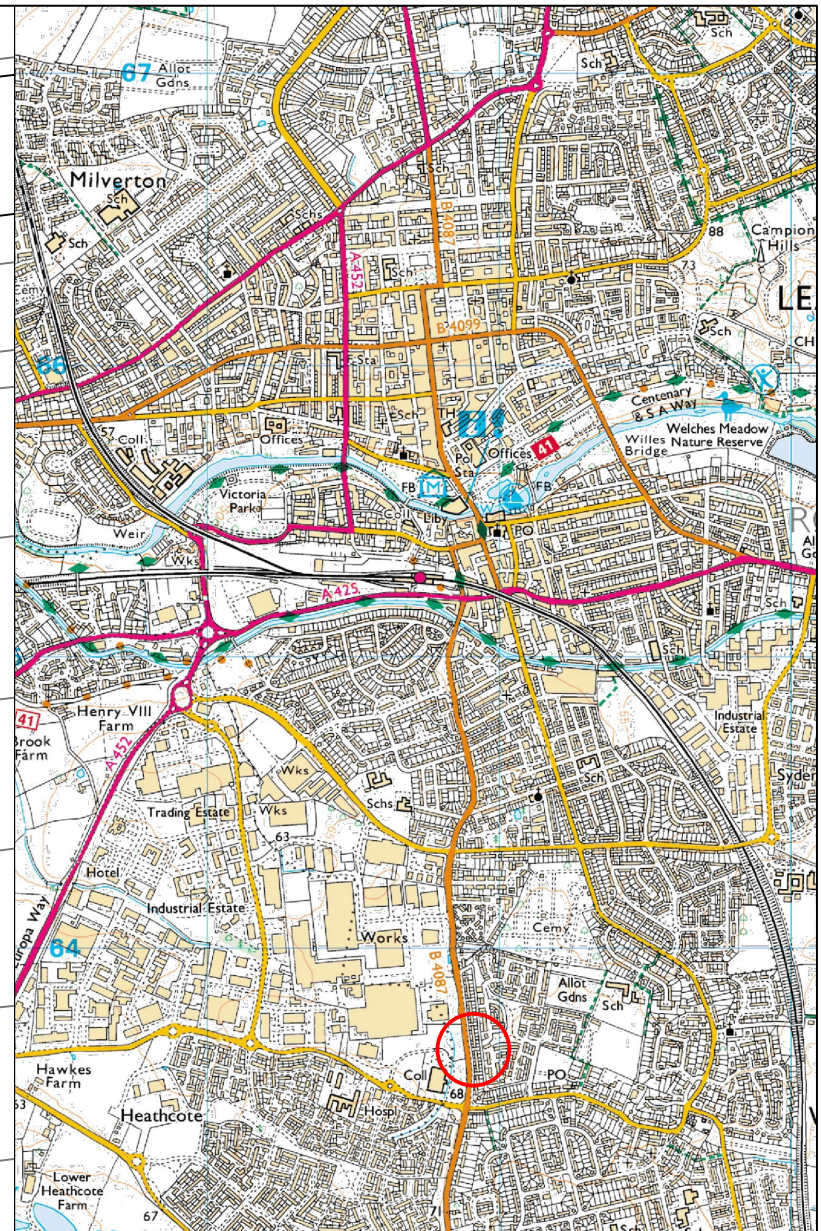
Drawing title	Proposed formal Disabled Badge Holders Only Newbold Terrace Leamington Spa	Drawn by	BD	Checked by	AP
		Date	10th May 2018		
		Scale	NTS @ A4_L		
Project title	Warwick Variation 03	Drawing number	TR/10734-11		



Tachbrook Road

Double yellow lines to extend past the building line of No. 367 Tachbrook Road, to protect the turning head.

367



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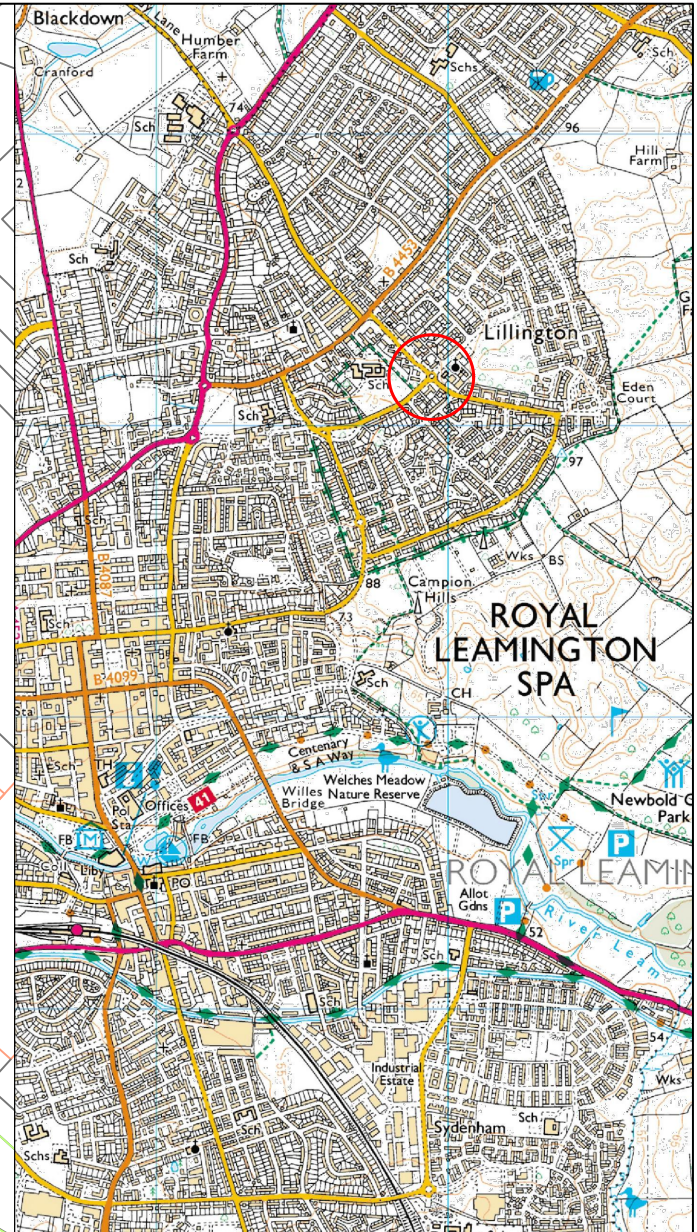
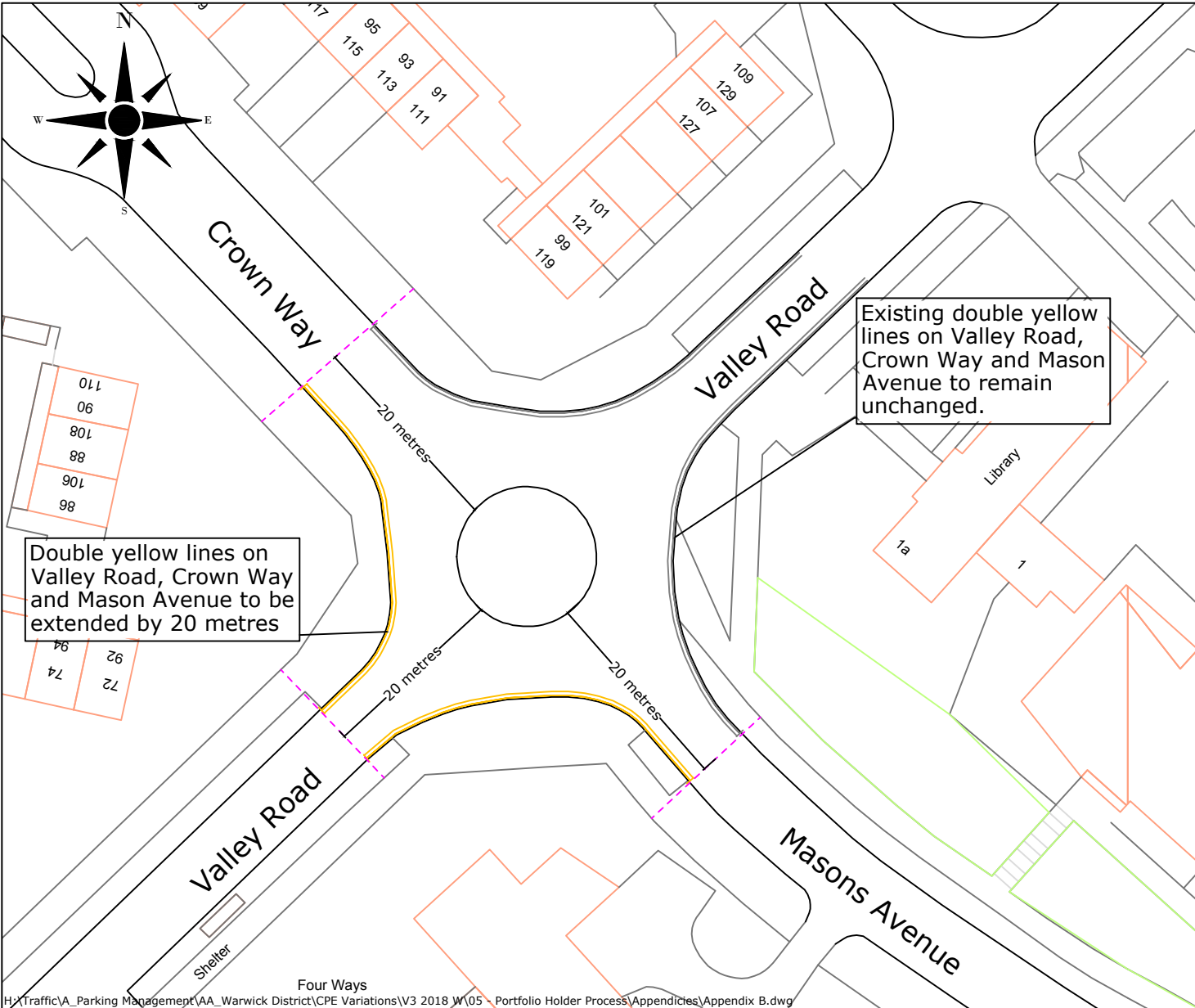
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Drawing title	Drawn by	Checked by
<b>Proposed extension of No Waiting at any Time Tachbrook Road Leamington Spa</b>	<b>BD</b>	<b>AP</b>
	Date	<b>10th May 2018</b>
	Scale	<b>NTS @ A4_L</b>
Project title	Drawing number	
<b>Warwick Variation 03</b>	<b>TR/10734-12</b>	



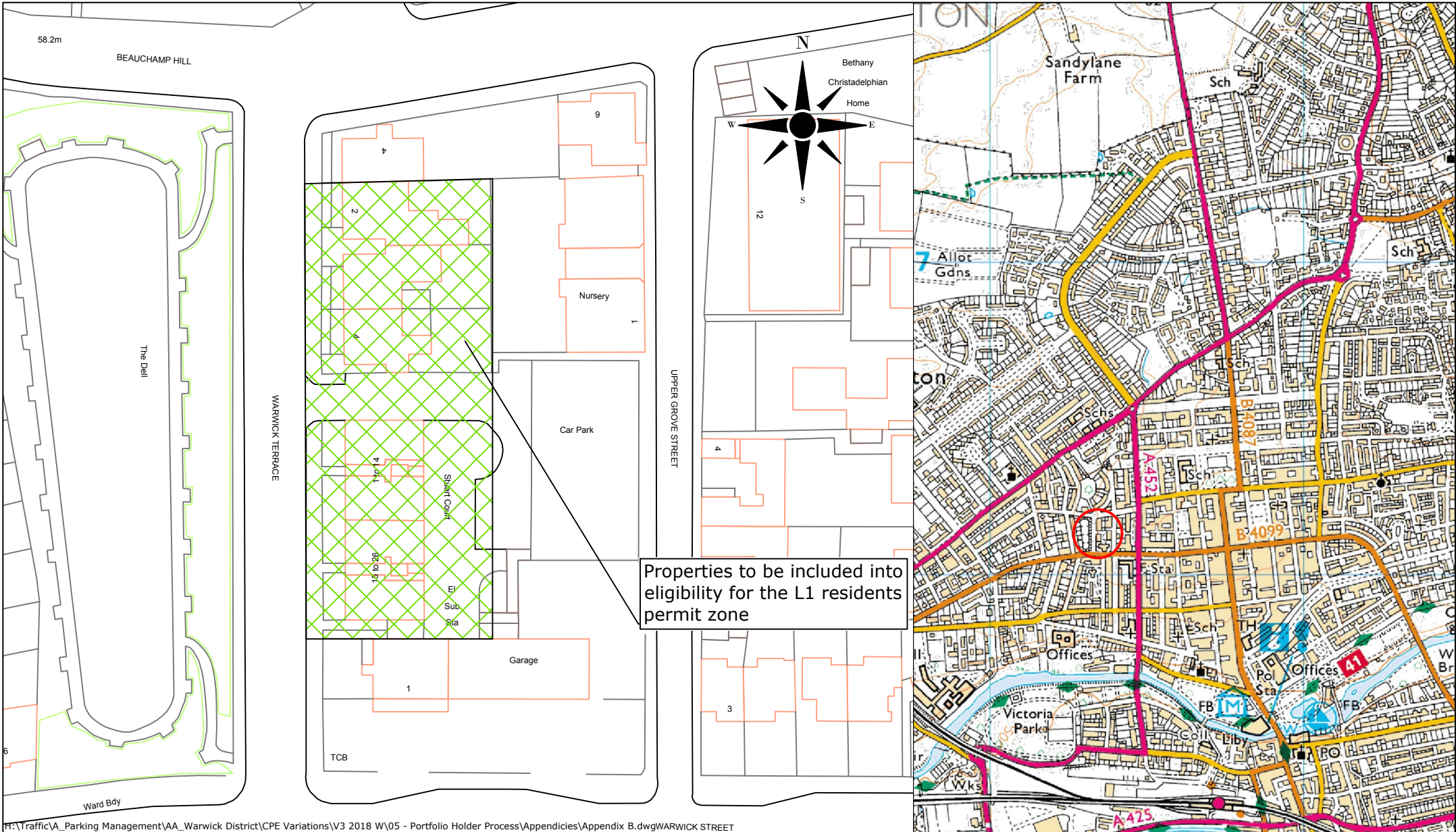

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Drawing title	Drawn by	Checked by
<b>Proposed introduction of          No Waiting at any Time          Valley Road          Leamington Spa</b>	<b>BD</b>	<b>AP</b>
	Date	<b>10th May 2018</b>
	Scale	<b>NTS @ A4_L</b>
Project title	Drawing number	
<b>Warwick Variation 03</b>	<b>TR/10734-13</b>	

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Properties to be included into eligibility for the L1 residents permit zone

H:\Traffic\A\_Parking Management\AA\_Warwick District\CPE Variations\V3 2018 W\05 - Portfolio Holder Process\Appendices\Appendix B.dwgWARWICK STREET



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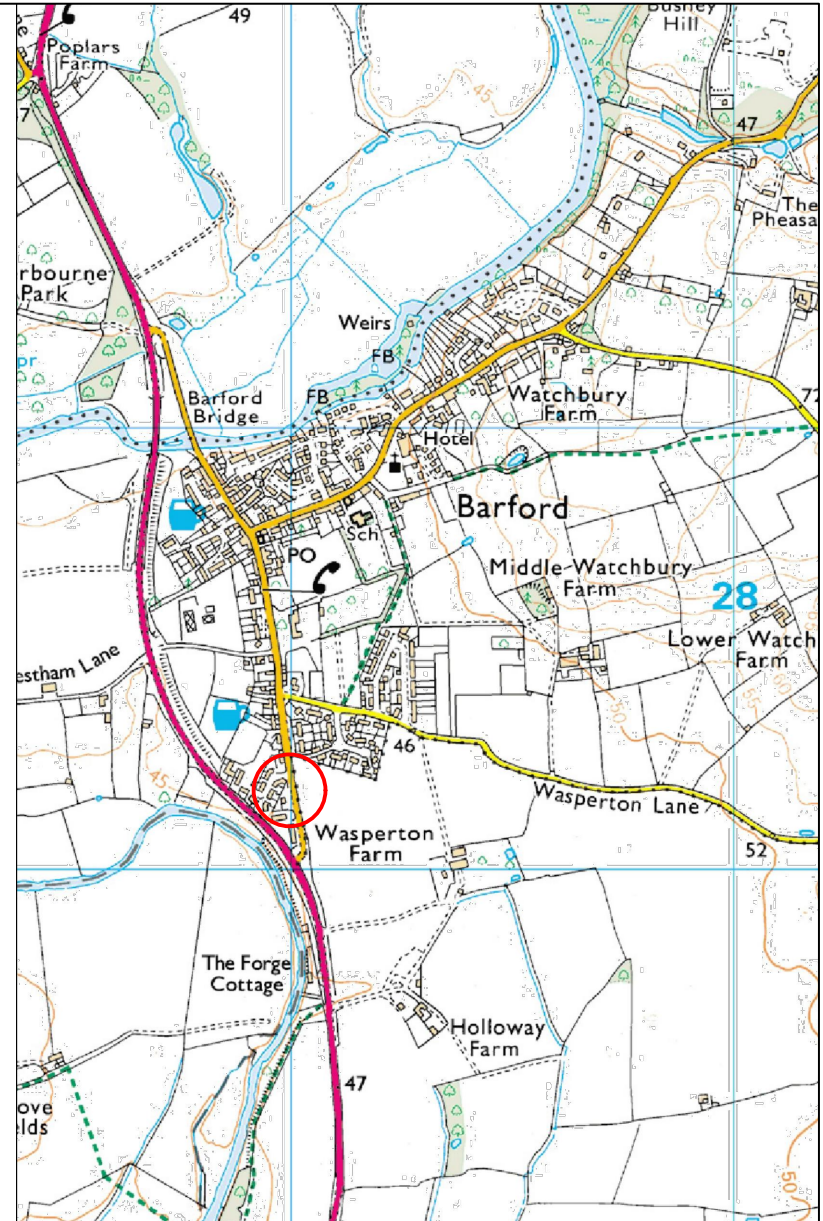
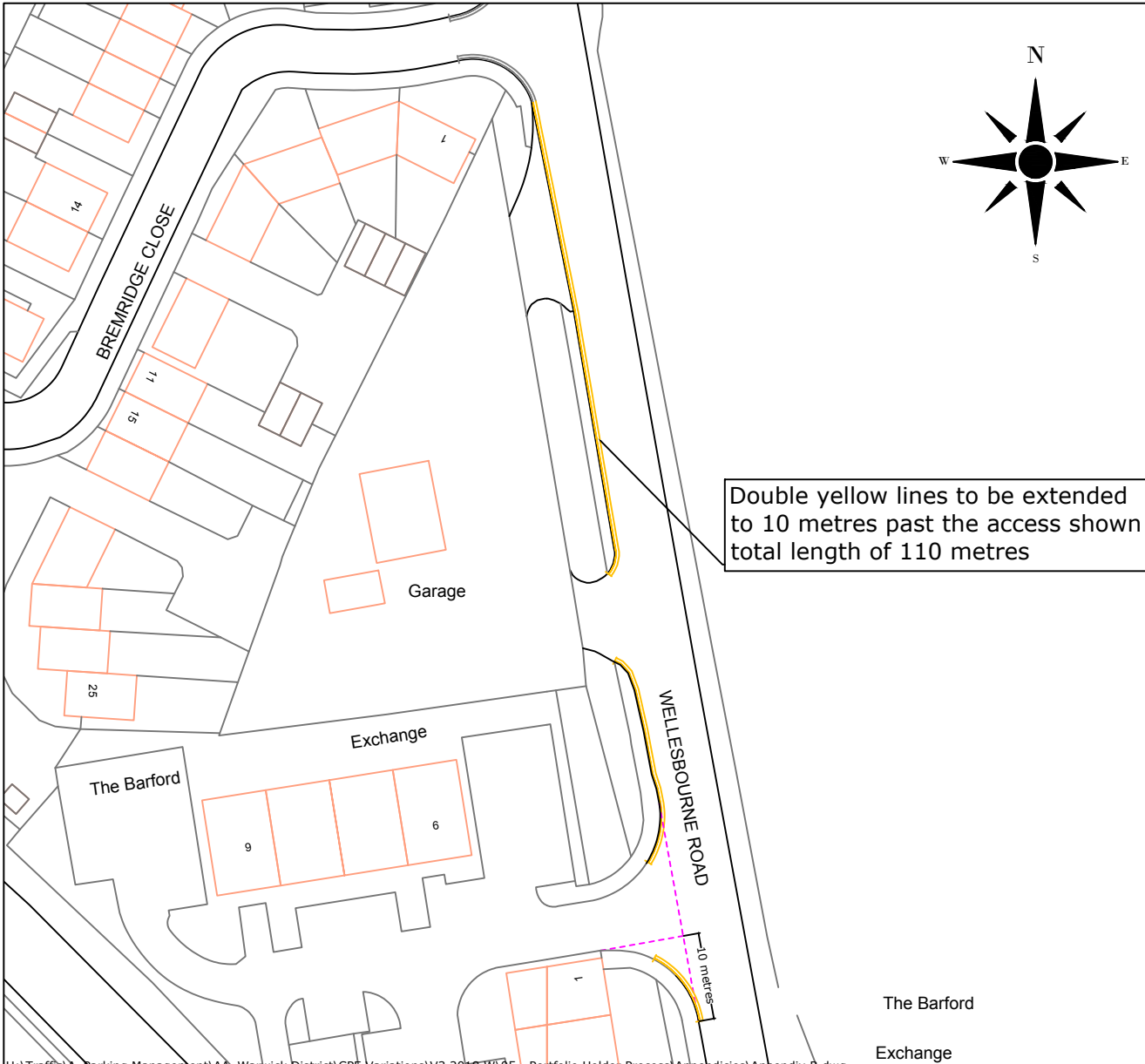
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Drawing title	Proposed inclusion of Warwick Terrace into L1 permit eligibility	Drawn by	BD	Checked by	AP
		Date	10th May 2018		
		Scale	NTS @ A4_L		
Project title	Warwick Variation 03	Drawing number	TR/10734-14		



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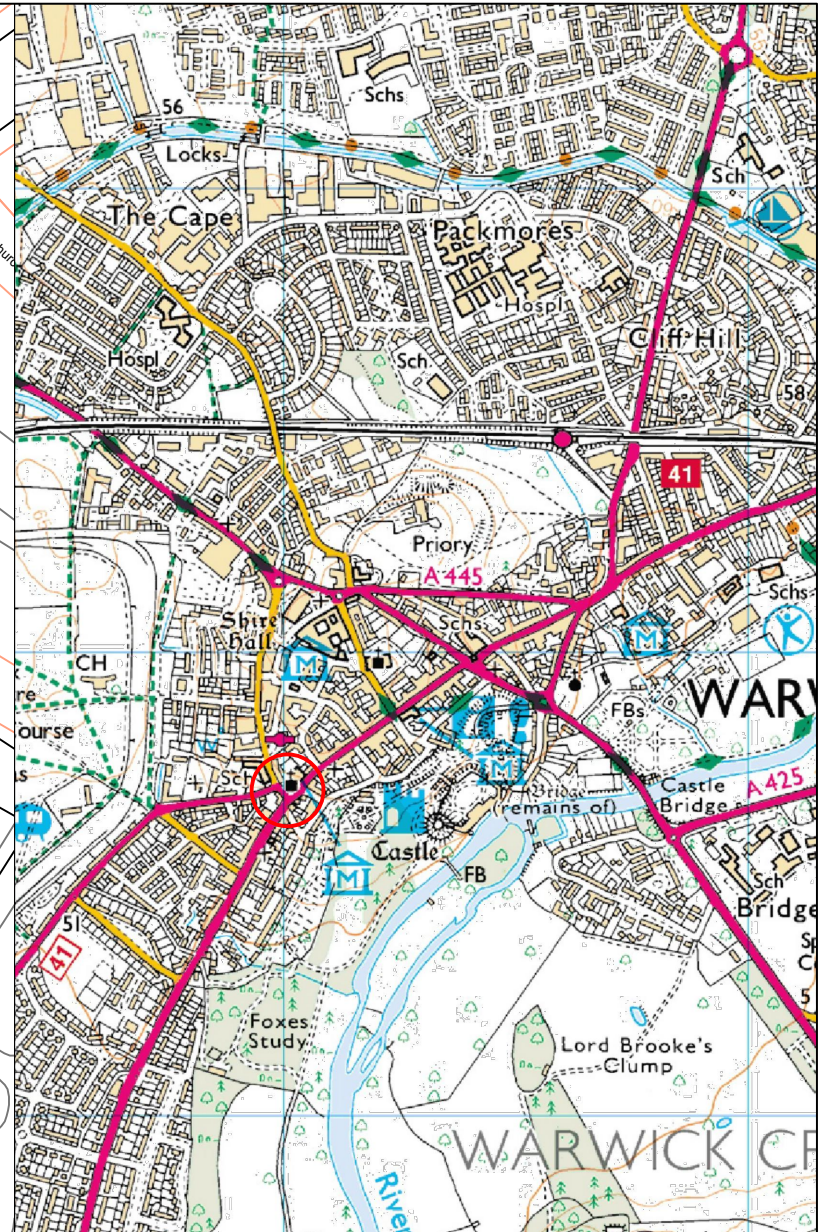
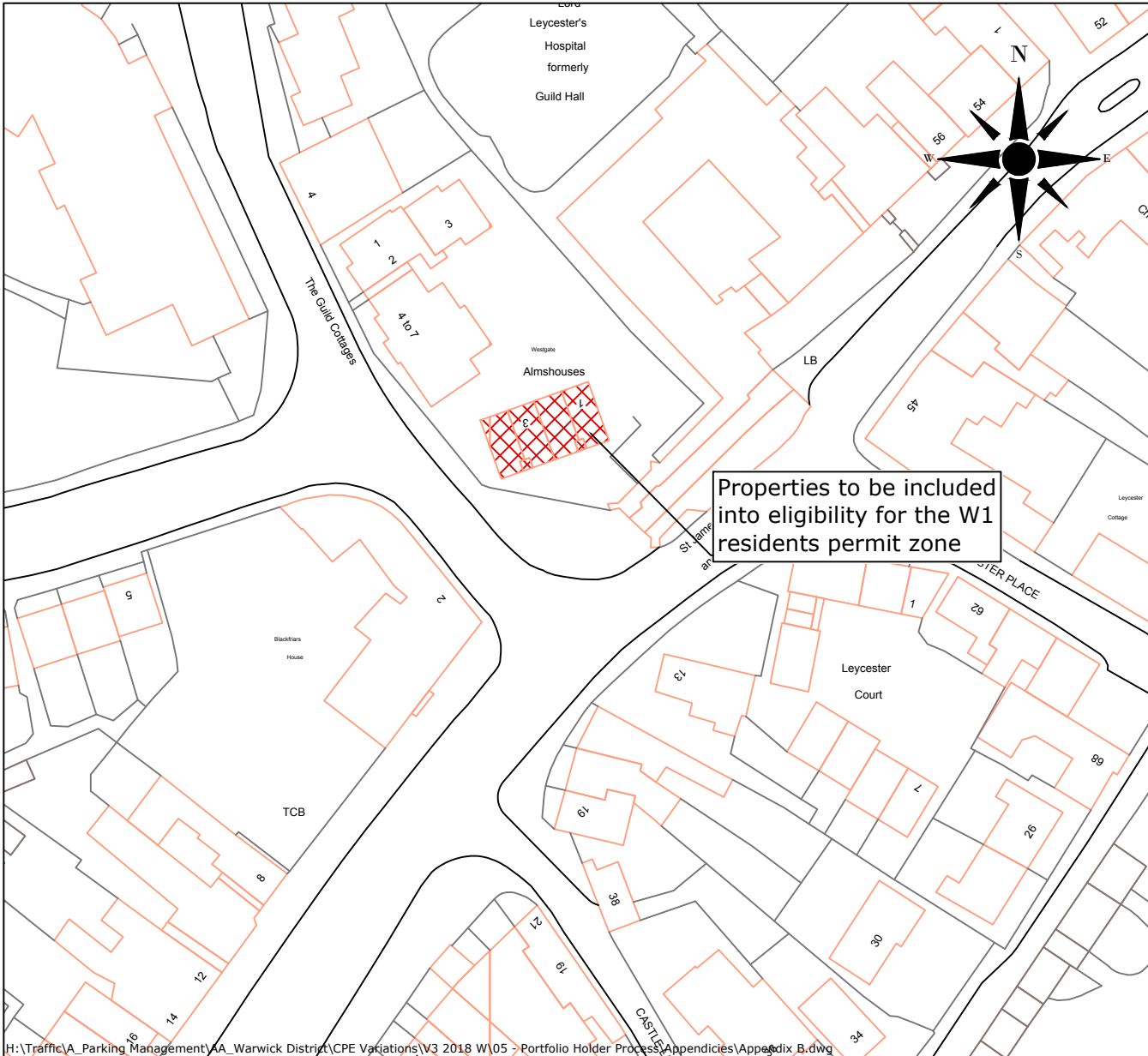
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Drawing title	Drawn by	Checked by
<b>Proposed introduction of No Waiting at any Time Wellesbourne Road Barford</b>	<b>BD</b>	
	Date	<b>10th May 2018</b>
	Scale	<b>NTS @ A4_L</b>
Project title	Drawing number	
<b>Warwick Variation 03</b>	<b>TR/10734-15</b>	



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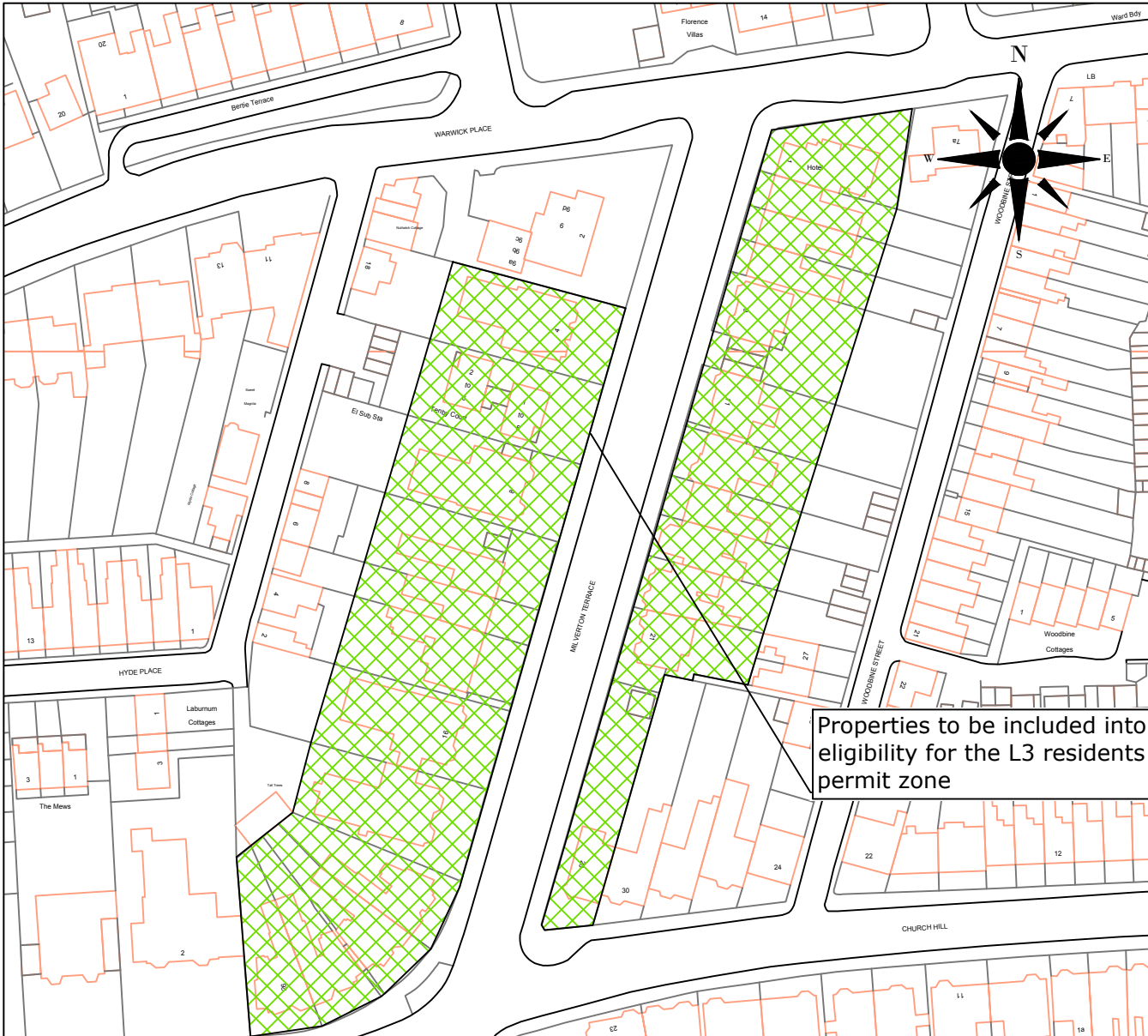
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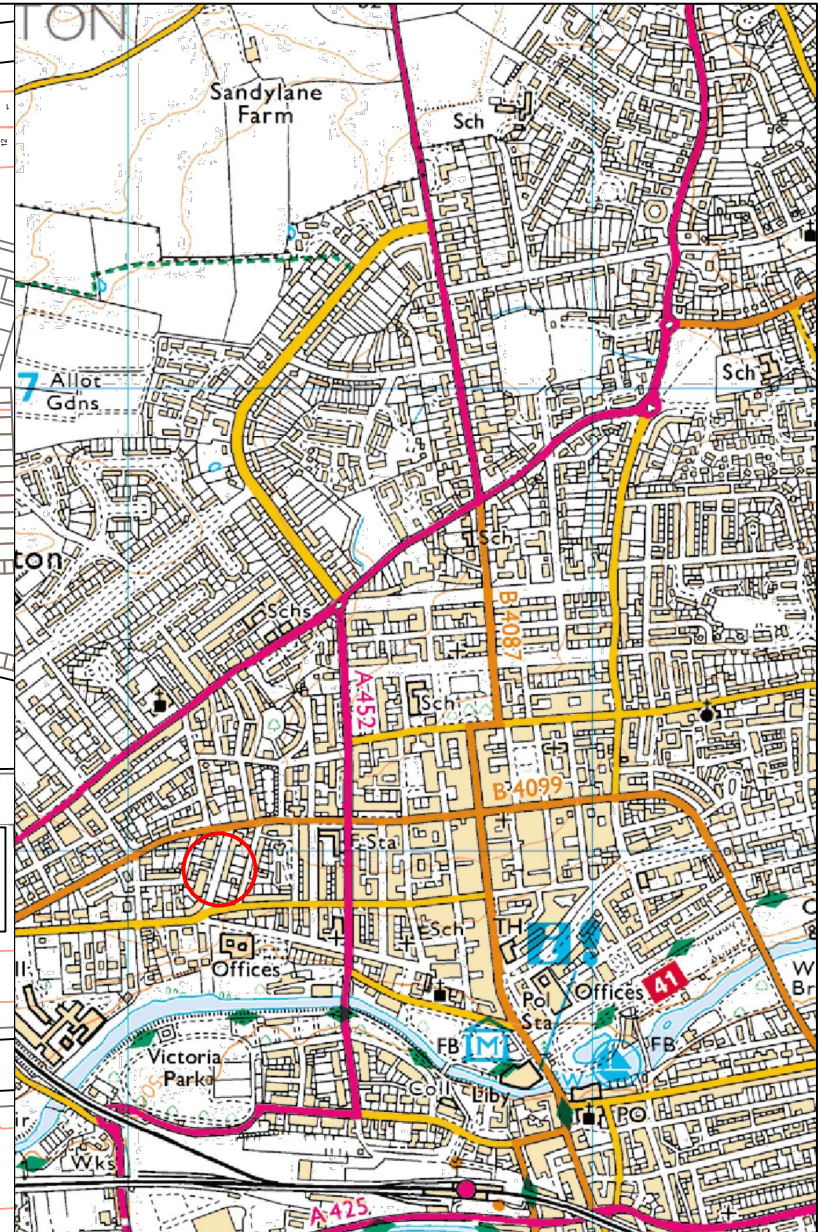
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Drawing title	Proposed inclusion of Westgate Almshouses into W1 permit eligibility	Drawn by	BD	Checked by	AP
Project title	Warwick Variation 03	Date	10th May 2018		
		Scale	NTS @ A4_L		
		Drawing number	TR/10734-16		



Properties to be included into eligibility for the L3 residents permit zone



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Drawing title	Proposed inclusion of Milverton Terrace into L3 permit eligibility	Drawn by	BD	Checked by	AP
Project title	Warwick Variation 03	Date	10th May 2018		
		Scale	NTS @ A4_L		
		Drawing number	TR/10734-17		



---

## Proposed waiting restrictions Bundbrook Road/Wilmhurst Road

1 message

9 February 2019 at 22:31

To: [REDACTED]

Dear Mr Davenport

I fully understand the reasons for these proposed restrictions, having lived in Wilmhurst Road at the very end since 2002 I have witnessed first hand how over the last few years inconsiderate parking by people working in nearby businesses and those wishing to avoid the car parking charges at Warwick Parkway Railway Station have made the junction a potentially dangerous place for all road users including pedestrians.

However I would respectfully suggest that the proposals if approved as they are would merely move the problem further into Wilmhurst Road. There have been many occasions in the last couple of years where larger delivery vehicles have been unable to get through the first part of Wilmhurst Road because of people parking opposite each other; and as residents we have been involved in squabbles as to who has parked first in trying to sort these matters out when they arise.

My concerns are two-fold firstly that in pushing the vehicles further into Wilmhurst Road they will be closer to the open spaces which are well used by local children and as you know children and cars are not a good mix. Secondly the potential for people parking opposite each other restricting the road width will increase which could have potential life saving issues if a fire appliance or ambulance were delayed in getting to the end of Wilmhurst Road by this parking.

I would ask that consideration be given in addition to what is already being proposed a single yellow line to be laid on one side of Wilmhurst Road restricting parking on that side between 0800 and 1600 Monday to Friday. This would still allow people to park in Wilmhurst Road where there is a space but it would ensure that the pavements are kept clear and there would be plenty of room for delivery and emergency service vehicles to get through at all times.

I hope you find this a constructive approach.

Yours faithfully

[REDACTED]  
[REDACTED]  
[REDACTED]

**Fwd: Budbrooke Road - Warwick District (Waiting Restrictions, On-Street Parking Places and Residents' Parking) Variation 3 - OBJECTION**

1 message

**Ben Davenport** <bendavenport@warwickshire.gov.uk>  
To: PMC WCC <pmc@warwickshire.gov.uk>

8 February 2019 at 15:01

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

From: [REDACTED] <[REDACTED]>  
Date: Fri, 8 Feb 2019 at 13:55  
Subject: Budbrooke Road - Warwick District (Waiting Restrictions, On-Street Parking Places and Residents' Parking) Variation 3 - OBJECTION  
To: pmc@warwickshire.gov.uk, <pmc@warwickshire.gov.uk>, bendavenport@warwickshire.gov.uk <bendavenport@warwickshire.gov.uk>  
Cc: [REDACTED], [REDACTED], [REDACTED], [REDACTED], [REDACTED], [REDACTED]

Dear Sirs,

In line with your proposal, dated 19<sup>th</sup> January 2019 (and the facility offered within to object) please see the statement below and the attached supporting evidence.

[REDACTED] leases 2 buildings in the Corunna Court development, approached via Budbrooke Road and Wilmhurst Road.

We have 78 employees based from these 2 buildings and have an additional national team who visit here frequently. Further to this we have regular National client and supplier meetings taking place daily from the offices.

Your proposal to withdraw on street parking (no waiting at any time) will exacerbate an already challenging parking situation. At any one time, approximately 8-10 cars connected with [REDACTED] can be parked on Budbrooke/Wilmhurst Road.

We have on-site parking and use this facility to the best of our ability and capacity.

Being an employee focussed organisation, the travel/parking arrangements for our staff are of paramount consideration. Prior to the 19<sup>th</sup> January 2019 notice, we had started looking at solutions to solve the parking issues we face now and moving forward.

A staff survey was commissioned for optional completion by all employees. We used the Warwickshire County Council's Travel Plan document and sample questionnaire (obtained from Warwickshire County Council's website) as the basis of our survey.

Key Information:

42% Completion (33 staff) – 78 staff based at Unit 2 & 3 Corruna Court

20 different home postcode locations for the 33 staff

28 of the 33 staff use a car to travel to work

Distance of one way, home to work journeys range from 1-43 miles

Top 2 reasons for needing car are distance of journey and taking/collecting children from school

17 of the 33 are not prepared to car share

3 of the 33 would definitely car share if they could

10 of the 33 would consider car sharing – 1 viable car share opportunity has already been identified as a result of the survey and this is going to be trialled from the CV6 postcode area.

The survey also collected other initiatives [redacted] could consider to ease the parking congestion on site. These are being considered and researched by the Senior Management Team.

All the staff that expressed an interest in car sharing have been directed to [redacted] a scheme that Warwickshire County Council subscribe to.

However, even with alternative options being considered and potentially adopted, the removal of on-street parking on Budbroke/Wilmhurst Road would cause considerable operational and personal disruption.

Staff and visitors would have to park further in the residential area of Wilmhurst Road, something that historically we have encouraged our staff NOT to do to minimise the disruption on the local residents. Without any other local parking facility there would be no other option.

In light of this (and our evidenced commitment as an employer to reduce travel and parking impact locally), [redacted] objection to the proposed parking/no waiting restrictions is a valid and substantiated one.

Please let us know the outcome of the objection and the proposal as a whole,

Kind Regards

[redacted]

[redacted]

[redacted]

DDI: [redacted]

Mobile: [REDACTED]

Fax: [REDACTED]

Email: [REDACTED]

Web: [REDACTED]

[REDACTED]

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## Traffic consultation Budbrooke/Wilmhurst Roads

1 message

---

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

7 February 2019 at 19:44

Dear sir

I wish to object to the above plan in its' current form.

While we agree that there is problematic/unsafe parking in Budbrooke Road and the entrance to Wilmhurst Road, your proposal merely shifts the problem deeper into Wilmhurst Road. We already have a problem with inconsiderate parking by local office staff and Warwick Parkway commuters, this will make it worse.

Could I suggest that you survey the origin of traffic parking in both of the above roads with a view to examining a residents only parking scheme, before going ahead with the traffic restrictions proposed?

Yours faithfully  
[REDACTED]

---

## Budbrooke Road

1 message

7 February 2019 at 14:45

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

Dear sirs

We wish to object to the proposal to install double yellow lines at the junction of Budbrooke Road and Wilmhurst Road. There is already a problem of people from local businesses parking in Wilmhurst Road and this will just make the problem worse. There is insufficient parking in the area already. There could also be a problem with emergency and delivery vehicles trying to access Wilmhurst Road, and residents driveways being obstructed. There is a case for double yellow lines to be installed at the entrance to Budbrooke Road and on the canal bridge, but no reason why they should be extended into Wilmhurst Road.

Yours sincerely

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
Email: [REDACTED]  
Tel. [REDACTED]  
Dated 7 February 2019

Sent from my iPad

---

**RE: OBJECTION and ALTERNATIVE SUGGESTION VIA AMENDMENTS re  
Proposal for No Waiting At Any Time and Double Yellow Lines on Budbrooke  
Road and Wilmhurst Road**

1 message

7 February 2019 at 00:42

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

Dear Mr Davenport

Reference:

THE WARWICKSHIRE COUNTY COUNCIL ROAD TRAFFIC REGULATION ACT 1984 THE WARWICKSHIRE COUNTY COUNCIL (DISTRICT OF WARWICK) (CIVIL ENFORCEMENT AREA) (WAITING RESTRICTIONS, ON STREET PARKING PLACES AND RESIDENTS' PARKING) (VARIATION 3) (CONSOLIDATION) ORDER 2019

Budbrooke Road and Wilmhurst Road, Warwick.

I was pleased to see that Warwickshire County Council (WCC) intend to address the current unsatisfactory and problematic parking in and around Budbrooke Road and (entrance of) Wilmhurst Road in Warwick..

As an owner of a property in Goode Close (off Wilmhurst Road) since 2007, both the parking of vehicles and volumes and types of vehicles in the areas you have identified have become and lead to increasing problems. As you will be aware, Wilmhurst Road and Goode Close are a Residential development, with only one access/egress to the estate at the point where this current WCC proposal proposes Double Yellow Lines and No Waiting At Any time on a very localised area of Budbrooke Road and Wilmhurst Road.

I absolutely agree that the problem you have identified is correct and needs to be addressed. As you may be aware, many complaints have been made to the Local Authority and Police regarding parking in the areas your current proposal addresses.

Indeed, the problem is captured by 3 photographs of a recent incident whereby the Recycling Refuse Lorry could not exit the estate and of a Car whose driver would not wait to get into the estate and so drove over the green area on the corner of Wilmhurst Road and over and along footpaths, not seeing the Refuse Workers or even my car and another behind me. The Police have had a Statement and are following the matter up. Clearly this could have resulted in a far worse incident.

Alternatively, someone may have needed to get in / out of the estate urgently or in an emergency.

Additionally, please see the photograph of the Blue Mercedes whose driver attending a local business parked fully and squarely on the footpath on Wilmhurst Road, totally blocking free passage by users egs pedestrians, people with prams, the Disabled, Children etc.

Like many modern estates, the residential development provided appropriate parking on each property, but serviced by 'narrow' roads.

It is also the case that very large articulated lorries, not all visiting Budbrooke Industrial Estate, regularly park up on Budbrooke Road, including overnight. On consecutive nights last year no fewer than 22 Road Surfacing / Aggregate lorries were parked awaiting to be called to their work – this in addition to other lorries parked on Budbrooke Road. **The road appears to be becoming known as an 'Overnight Lorry Park'.**

Whilst I agree with the problem as identified and to be addressed by WCC, namely (from your Statement Of Reasons) "Budbrooke Road, Wilmhurst Road – No Waiting at any Time. It is proposed to introduce no waiting at any time restrictions at the junction of Budbrooke Road and Wilmhurst Road, thereby avoiding danger to persons or traffic", I feel the need to **OBJECT TO THE PROPOSALS IN THEIR CURRENT FORM.**

My reasons for objecting are that I consider the current proposal would:

1. **Move the identified problem further into the Residential Estate, effectively the estate becoming an Overspill Car Park for local businesses in Corunna Court, Budbrooke Road Industrial Estate, and Saltisford Canal Centre**
2. **Increase the volume of traffic into the Residential Estate.** These 'offending' vehicles/drivers that you have correctly identified as posing the danger to persons and / or traffic will drive into the estate looking for somewhere to park, park their vehicle and at some point drive out, either after having been parked or because they can't find anywhere to park. This increased traffic flow will **consequently have the EFFECT OF INCREASING THE DANGERS THAT WCC are seeking to remove**
3. **ADVERSELY IMPACT**
  - a. the **quality of the environment due to increased noise pollution and air pollution** from vehicles due to the increased vehicle movements etc
  - b. the **quality of living environment of the families** on the residential estate  
and consequently
  - c. the **safety of families** (with children of all ages)
4. Probably **increase Maintenance Costs for Residents** of Wilmhurst Road and Goode Close who pay for the maintenance of Green Spaces and Trees etc, due to actions of non-residents of the estate if the above fears materialise
5. Cause Covenants and Restrictions of the Residential Estate to be contravened

Contrary to your well intentioned solution of, "avoiding danger to persons or traffic", I sense the exact opposite would happen, on an increased scale and within the residential estate.

The parking problem and the dangers to persons and traffic you have rightly identified has started encroaching further into Wilmhurst Road and on occasions Goode Close. (I have photographs of examples).

**Covenants and Restrictions are included within the Titles and Deeds of Properties on Wilmhurst Road and Goode Close.**

These include the types of vehicles to enter / be on the estate and specific uses and exclusions regarding the Green Spaces within the estate, which Residents pay for the maintenance of by a management company. It would be very unsatisfactory if we were to find local business employees and visitors parking on them, inevitably causing damage, that we as residents then end up paying for them to be made good.



Perhaps understandably, **children gather and play on the Green Spaces within the residential estate**. If the problem WCC have identified and are aiming to resolve ends up being relocated further into the residential estate, any parking on or near these Green Spaces will make access and use of them less safe (or worse) and the dangers to persons will therefore clearly be significantly increased – the very problem you are seeking to avoid.

With respect, I would like to **suggest the following AMENDMENTS to this current WCC Proposal:**

1. The proposal be extended throughout the whole of Wilmhurst Road and Goode Close residential development
2. NO WAITING OR PARKING ON FOOTPATHS OR OTHER AREAS AT ANY TIME signage to be erected at the entrances to Wilmhurst Road and Goode Close
3. RESIDENTS ONLY ACCESS (Except Deliveries) signage to be erected at the entrance to the Residential Estate
4. NO OVERNIGHT PARKING signage on Budbrooke Road

Regards

[REDACTED]

**From:** bendavenport@warwickshire.gov.uk <bendavenport@warwickshire.gov.uk> **On Behalf Of** Parking Management Consultations  
**Sent:** 23 January 2019 12:11  
**To:** [REDACTED]  
**Subject:** Re: Clarification re Proposal for No Waiting At Any Time and Double Yellow Lines on Budbrooke Road and Wilmhurst Road

Dear [REDACTED]

Yes all objections can be emailed to this email address.

Kind Regards

Ben Davenport

On Wed, 23 Jan 2019 at 11:59, [REDACTED] wrote:

Dear Sir / Madam

I am seeking clarification, can Objections be emailed to pmc@warwickshire.gov.uk ?

I await your response.

Regards

[Redacted]

Tel: [Redacted]

This transmission is intended for the named addressee(s) only and may contain confidential, sensitive or personal information and should be handled accordingly. Unless you are the named addressee (or authorised to receive it for the addressee) you may not copy or use it, or disclose it to anyone else. If you have received this transmission in error please notify the sender immediately. All email traffic sent to or from us may be subject to recording and/or monitoring in accordance with relevant legislation.

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**4 attachments**



**IMG\_3664.JPG**  
2350K



**IMG\_3666.JPG**  
2372K



**IMG\_3667.JPG**  
1774K



**IMG\_3661.JPG**  
137K

Ben Davenport  
Parking Management  
Traffic and Road Safety Group  
Communities Directorate  
PO Box 43  
Shire Hall  
Warwick, CV34 4RL  
pmc@arwickshire.gov.uk

Submitted by:

[REDACTED]  
[REDACTED]  
Warwick  
[REDACTED]  
[REDACTED]

6 February 2019

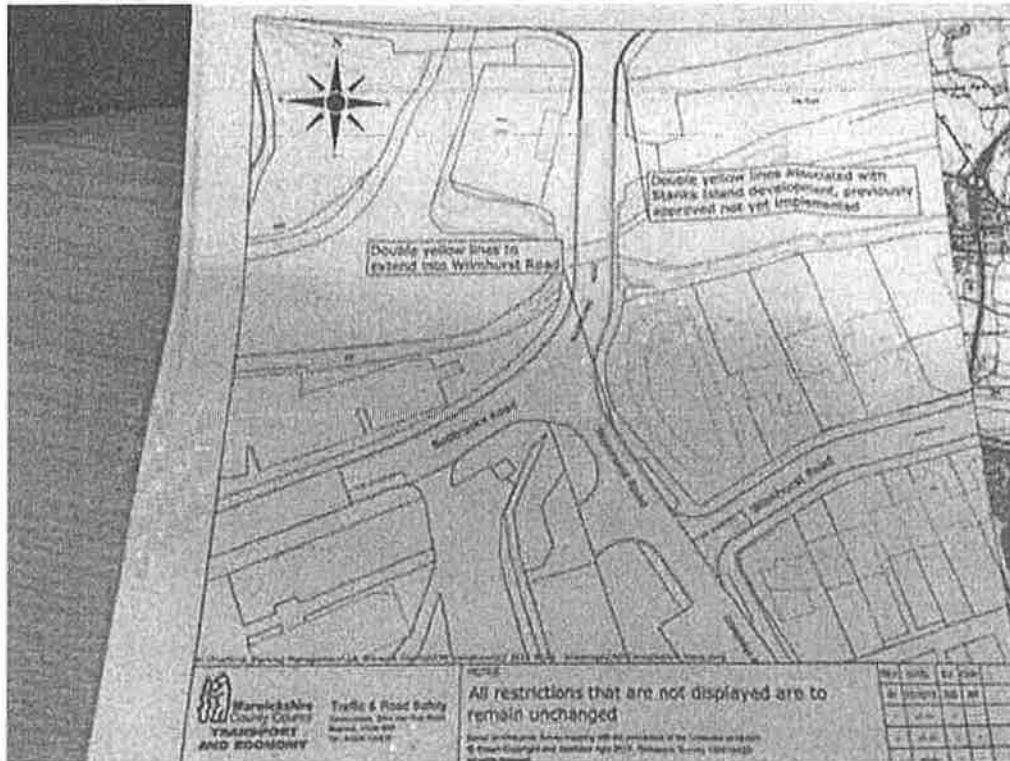
Dear Mr Davenport / Warwickshire County Council

1. Further to the advertisement on 17 January 2019 of your proposals to introduce 'No waiting at any time' and double yellow lines on Budbrooke Road, Warwick, and in the entrance to Wilmhurst Road, Warwick, we write to object to these proposals in their current form. The grounds on which our objections are made are set out in this letter.

Avoiding danger to persons or traffic

2. The Warwickshire County Council (District of Warwick) (Permitted Parking Area and Special Parking Area (Waiting Restrictions, On-Street Parking Places and Residents' Parking) (Consolidation) (Variation No.3) Order 2018, Statement of Reasons includes the following wording: 'Budbrooke Road, Wilmhurst Road - No Waiting at any Time. It is proposed to introduce no waiting at any time restrictions at the junction of Budbrooke Road and Wilmhurst Road, thereby **avoiding danger to persons or traffic**'. We note that you consider the avoidance of danger to persons or traffic in this context to be a 'High priority'.
3. The associated Schedule specifies '**Budbrooke Road – No waiting at any time** North-west side from a point 25 metres south of its junction with Birmingham Road, south-westwards for 89 metres.  
South-east side from a point 25 metres south of its junction with Birmingham Road, south-westwards for 89 metres'.

Consultation drawing TR/10734-02



4. We welcome the recognition that the parking by those working in Corunna Court and on the Budbrooke Industrial Estate, represents **a danger to persons and traffic**. We agree that this is a serious issue – on a daily basis during the working week there are dozens of vehicles parked in the areas that you now propose to restrict - and we have previously raised our concerns with Warwick Central SNT.
5. The recognition and acknowledgement of the 'danger to persons and traffic' caused by cars parked by those working in Corunna Court and on the Budbrooke Industrial Estate on Budbrooke Road and Wilmhurst Road as a result of the inadequacy of the parking provision for the offices/industrial units is **a step in the right direction**.
6. However, the assertion that implementing the double yellow lines associated with the Stanks Island development and extending this 10 metres into the start of the residential area of Wilmhurst Road, and 10 metres further into Budbrooke Road - to 'introduce no waiting at any time restrictions at the junction of Budbrooke Road and Wilmhurst Road' - will resolve the issues and 'thereby **avoid danger to persons or traffic**' is, in our view, view simplistic and baseless.

7. These proposals simply do not go far enough to tackle the underlying issue which is the lack of adequate parking provision to meet the business (employees and visitors) demand in this area. This Issue is already causing, at times, chronic parking problems deeper into the Wilmhurst Road estate.
8. Our concern is that these proposals, if implemented, will simply serve to shift the Issue of problematic and dangerous parking deeper into the Wilmhurst Road residential estate on a daily basis. The addition of dozens of business-related vehicles to the residents' vehicles already parked in Wilmhurst Road/Goode Close will exacerbate the already 'high priority' risk of danger to persons or traffics, which the Council has recognised as the driver for these current proposals. How can a proposal which simply shifts and exacerbates a risk be a tenable option?
9. By restricting/removing areas of the road currently used by employees of/visitors to, Corunna Court and the Budbrooke Industrial Estate, yet at the same time failing to provide or publicise any additional or alternative parking solutions, the Council is simply setting up a situation whereby those who can no longer park in the usual spots, will be forced to seek out their own alternative parking.
10. We say that it is highly likely that these individuals - likely to be employees of, and visitors to, Corunna Court and the Budbrooke Industrial Estate - will instead seek to park on Budbrooke Road or further into Wilmhurst Road/in Goode Close, beyond the limitations of the short distances covered by the double yellow lines. In the event (likely to be daily during the working week) that this happens, this will mean dozens of additional vehicles parked in these areas, leading to:
  - a. An increased volume (anticipated to be dozens, based on current numbers of vehicles parked in the areas you propose to restrict) of non-residents' vehicles parking in Wilmhurst Road and Goode Close, beyond the extend of the double yellow lined area;
  - b. An associated increased risk of 'danger to persons or traffic' in these areas as a direct consequence, noting that Wilmhurst Road and Goode Close already have residents' cars parked on the road and on pavements in some areas and that the addition of the vehicles previously parked on the sections of road that the Council proposes to restrict, will result in an unacceptable and unsafe level of parked vehicles in Wilmhurst Road and Goode Close, on a daily basis.
  - c. A situation where the additional vehicles are likely to be parked on pavements, verges, the road itself, the Green area, and in close proximity to junctions, driveways and turning areas, all of which will represent an increased and unacceptable 'danger to persons or traffic'.
  - d. A situation in which, with this volume of vehicles entering, leaving and parking in an area which should be solely residential, it is simply a matter of time before the risk of 'danger to persons or traffic' materialises into an issue, with accidents and Incidents resulting from the inappropriate and unacceptable volume of vehicles being forced into this residential area, particularly at peak times and during the course of the working day.

11. Is the Council aware that, on 11 January 2019, the refuse lorry was unable to exit Wilmhurst Road because of vehicles parked at the entrance to the estate? As a result, a driver seeking entry to the estate drove over the footpath on multiple occasions. A pedestrian on the footpath at that time could have been injured or worse, and any emergency vehicle seeking to enter or exit the estate would have been prohibited from doing so.
12. Restricting parking for 10 metres in the entrance to the residential section of Wilmhurst Road will simply move this existing bottleneck further into the Wilmhurst Road estate and around Goode Close.
13. How can the Council justify the implementation of proposals that simply move an established HIGH PRIORITY risk of 'danger to persons and traffic' even deeper into a residential area which has a high population of children? We say that by doing so the Council is knowingly increasing the risk of 'danger to persons or traffic' and doing nothing to 'avoid' it.
14. It cannot be right or fair that the residents of Wilmhurst Road and Goode Close could now be forced to bear the consequences of the Council's failure to make adequate provision for parking in the vicinity of industrial developments that it approved for building. See next underlined point.
15. Could you please clarify where Warwick County Council considers that those whose regular and ad hoc parking areas would be removed by the implementation of these proposals will park instead?

**By implementing this proposal we say that the Council is displaying a total disregard for the interests and safety of residents of Wilmhurst Road and Goode Close and is knowingly exacerbating the already-high risk of 'danger to persons or traffic' which it acknowledges is caused by employees of, and visitors to, Corunna Court and the Budbrooke Industrial Estate parking in Budbrooke Road and Wilmhurst Road due to the inadequacy of the parking provision for these business premises.**

**By implementing the proposal to remove and restrict areas currently used for parking, whilst neglecting to provide or publicise any alternative areas for parking, we say that the Council is knowingly and willingly exposing the residents of Wilmhurst Road and Goode Close to an unacceptably level of risk of 'danger to persons and traffic'.**

**Moving the problem deeper into Wilmhurst Road and into Goode Close cannot be justified on any level. Having now acknowledged the parking issues around Budbrooke Road and Wilmhurst Road as being HIGH RISK and a 'danger to persons or traffic', can the Council justify, on any level, setting up a situation whereby it implements proposals that simply push a known HIGH RISK 'to persons and traffic' deeper into a residential area that is populated largely by families with young children?**

**We say that implementing the proposals in their current form will:**

- adversely affect highway safety and the convenience of road users in Wilmhurst Road and Good Close; and
- adversely affect the residential amenity of the residents in this area, by reason of noise and disturbance from the additional business-related vehicles parking further into Wilmhurst Road and in Goode Close.

Previous developments do not appear to have met the conditions on which approval was granted

16. In the Warwick District Council Planning Document dated 19 August 2003 relating to the erection of units with parking at Corunna Court - [https://planningdocuments.warwickdc.gov.uk/online-applications/files/C633AB3F1B5980A2C5C28364F3024879/pdf/W\\_03\\_1080--190184.pdf](https://planningdocuments.warwickdc.gov.uk/online-applications/files/C633AB3F1B5980A2C5C28364F3024879/pdf/W_03_1080--190184.pdf) - we note that approval for the development of light Industrial units on the site, and associated parking, was granted 'subject to a Green Travel Plan' being agreed.
17. In this document, the Case Officer, Will Charlton, says that 'although sympathising with the neighbouring properties that parking may overflow onto surrounding roads, it is considered that additional parking spaces cannot be requested or refusal of permission on lack of parking sustained'. The document goes on to say that:

The access to the site would be via the Budbrooke Road, which joins with the Birmingham Road. This junction is very busy and often congested during peak times. However, no objection has been made by County Highways, subject to a Green Travel Plan being agreed, and therefore it is considered that refusal cannot be sustained, especially as the originally permitted use of the site allowed for the parking of 50 vehicles.


**RECOMMENDATION:**

GRANT subject to conditions on materials, landscaping, bin/cycle store details, noise, hours of use, contamination and the formation of a Green Travel Plan.

18. Could you please provide an assurance that the Green Travel Plan, which was a condition of this approval, was formulated and point us to where we might find details of the plan and its impact once implemented.

Actions and intentions contrary to the Strategy set out in the Warwick District Local Plan

19. The Warwick District Local Plan 2011-2029 -

  
speaks of the need to provide 'spaces and services to enable healthy and safe lifestyles'. It goes on (p94) to say that 'Parking Development will only be permitted that makes provision for parking which:- a) has regard to the location and accessibility of the site by means other than the private car; b) does not result in on-street car parking detrimental to highway safety; c) takes account of the parking needs of disabled car users, motorcyclists and cyclists'.

20. The Plan notes that 'Parking provision is an essential part of both commercial and residential developments. However, it is important to strike the right balance. Providing too much parking can discourage the use of more sustainable forms of transport and can compromise densities and the efficient use of land. On the other hand, providing insufficient parking can lead to inappropriate parking on the public highway and elsewhere (potentially resulting in environmental and safety impacts) and can restrict the accessibility and mobility needs of people and businesses. We refer you back to point 9(d) of this letter.
21. These proposals will result in a situation which is directly at odds with, and directly contravenes, these stated aims.

As residents of Wilmshurst Road we reject the proposals by Warwick County Council in their current form to 'introduce no waiting at any time restrictions at the junction of Budbrooke Road and Wilmshurst Road, thereby avoiding danger to persons or traffic'. We set out our counter-proposals below.

#### Counter-Proposals

We propose that the Council either:

22. In addition to the implementation of the proposals in their current form, introduces a permit-based Residents Only Parking scheme throughout the remainder of Wilmshurst Road and Goode Close.
- or
23. Introduces 'no waiting at any time' restrictions throughout the entirety of Wilmshurst Road and in Goode Close, as opposed to limiting this to a small section at the entrance to the residential area of Wilmshurst Road.
24. We note that there is currently a sizeable unused/undeveloped plot of land adjacent to the canal on the right-hand side of the Budbrooke Industrial Estate. Can the Council not consider the purchase of this plot of land for the purpose of providing additional parking spaces to serve Corunna Court and the Budbrooke Road Industrial Estate?

We trust that you will carefully consider the basis of the objections contained within this letter. We look forward to your full response at the earliest opportunity in order that we may then consider our next steps.

Yours sincerely



Warwick





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## Parking Restrictions on Budbrooke Road, Warwick


1 message

6 February 2019 at 08:18

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

Dear Sir or Madam,

I am writing in support of the proposals for double yellow lines on Budbrooke Road in Warwick. Over the past two years there has been a large increase in the number of cars parking on this busy road. I work at Grand Union House, which is the first building on the right as you enter Budbrooke Road, and it has become increasingly difficult to see whether any traffic is coming from either direction when pulling out of our car park. I would go so far as requesting that the double yellow lines are extended, as we regularly have vehicles parked right up to the entrance to our car park, exacerbating the problem and raising the risk of a traffic accident.

Regards,  


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## Proposed parking restrictions at Budbrooke Rd/Wilmhurst Rd

1 message

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To: pmc@warwickshire.gov.uk

4 February 2019 at 12:09

For the attention of Ben Davenport

I am resident at [REDACTED] and am writing to give my FULL SUPPORT OF YOUR PROPOSALS to curb parking at the entrance to this residential site. Parking there causes a massive problem for vehicles entering or leaving the site. The problem is initially caused by the fact that there is a dog leg bend just inside Wilmhurst Road. Any vehicle parked on the left as you enter the site causes you to enter the road on the RIGHT! Vehicles parked on the right at the dog-leg mean that you enter the site blindly as you cannot see if anything is coming the other way.

I, myself had a very narrow escape from serious accident and potential injury when leaving the site on my motorcycle. As I approached the dog-leg, passing a car parked on my left, a car suddenly emerged from behind it, having had to enter the site on the wrong side of the road. I managed to stop with inches to spare. What a good job we didn't collide. Who would have been at fault? I was passing a car which was parked with two wheels up on the pavement and I was still on the left side of the road, so not my fault. The other driver had no option but to enter the site on the wrong side due to parked cars, so couldn't be blamed either. Clearly, given that the dog-leg exists, THE FAULT LIES SOLELY WITH THE PARKED CARS.

NOT ONLY DO I SUPPORT THE CURRENT PROPOSAL, I FEEL THAT THE RESTRICTION SHOULD BE EXTENDED BEYOND THE DOG-LEG TO GIVE DRIVERS FROM BOTH DIRECTIONS SIGHT OF EACH OTHER,

[REDACTED]

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## Proposed No Waiting At Any Time Wilmhurst Road / Budbrook Road, Warwick.

1 message

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To: pmc@warwickshire.gov.uk

2 February 2019 at 16:02

I am a Wilmhurst Road resident.

I have just one question:

Without parking provision for the cars that currently park on the area where the 'No Waiting At Anytime' is proposed, where do you suppose those cars will park after the yellow lines have been added?

Answer: Wilmhurst Road.

This will cause even more chaos and misery than there currently is with these cars. Corunna court and Budbrook industrial estate does not currently have adequate parking provision for the number of visiting vehicles.

Wilmhurst Road is inherently windy and narrow, if this proposal is allowed to go ahead then there will be many more incidences where the bin lorry can't get through. I dread to think of the consequences if a fire engine or ambulance needed to get in/ out of our currently tranquil road.

The problem will be intensified by moving it further into Wilmhurst Road.

I eagerly await your response.

  
  
Warwick  
  


Sent from  iPad

## WCC proposals for parking on Wilmhurst and Budbrooke Roads, Warwick.

1 message

To: pmc@warwickshire.gov.uk

2 February 2019 at 13:44

2nd February 2019

I would like to comment on your proposals for parking in Wilmhurst Rd. Which I consider to be badly thought out. I bought this house from new thinking I was going to live in a nice quiet hassle free location but the parking situation has turned this development into 1 haphazard car park!! Firstly will you please explain why Warwick council allowed the Corunna Court Offices to be built without adequate parking facilities?

The area has become a nightmare with office workers parking (abandoning) their cars anywhere they can without a thought for residents and essential visitors. My house is right on the bend and every day I witness delivery lorries, builders merchants lorries trying to get round the cars parked at the top of Wilmhurst road to get into the estate. Many times they have had to reverse out or delivery people bringing the parcels by foot. I am pleased to see that double yellow lines at the top of the road will alleviate this BUT have you stopped to consider where the offending vehicles will park?. There are already office workers cars parked all down Wilmhurst road. It is not a wide road and nearly every day there is a car parked opposite my drive. Trying to reverse out is a nightmare as there is a lamppost right on the edge of my property and I have difficulty getting the lock. These proposals of yours are just the tip of the iceberg. I predict that vehicles will park on either side of the road causing obstruction especially if an ambulance or fire engine try to get through. Not enough thought has been given to the problem and will just bring more hassle to residents of Wilmhurst and Goode close.

Could there not be limited parking signs possibly short stay 30 minutes or free parking meters for residents. My partner and I are 80 and 89. He has careers, nurses and doctors visiting on a regular basis. It is just not on when a nurse has to park somewhere a distance away to visit just because people have parked their cars for the day near to my house.

Why are the yellow lines being put along Budbrooke Road? Is there no room along there for a car park?

I would like an answer to my questions please

Regards

Sent from my iPad

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**RE: No waiting at any time on Budbrooke Road Warwick**

1 message

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To: pmc@warwickshire.gov.uk

25 January 2019 at 19:29

I would like to raise my concerns about the proposed changes to "No waiting at any time on Budbrooke Road & Wilmhurst Road" which while on the face of it appears sensible what it will actually do is move the issue further along Wilmhurst Road a residential area in which children play.

In addition to the risk to children there is also access issues for lorries as the road is already narrow and if more cars are street parked then bin lorries etc. won't be able to access the estate not to mention fire engines and ambulances if such needs arose.

Consequently, I fear while this scheme is well intentioned it doesn't solve the problem it just moves it a few 100 yards and increases the risk to children, access for emergency services and bin lorries etc.

Hence, I would like you to reconsider this proposal and look for an alternative solution for instance using unused space on the industrial estate for additional car parking.

Yours sincerely,

[Redacted]  
[Redacted]  
Warwick  
[Redacted]  
[Redacted]  
[Redacted]  
[Redacted]

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## Road safety proposals around Budbrooke Road

1 message

24 January 2019 at 17:32

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

Good afternoon,

I have just found out about proposals made by WCC to put in place double-yellow lines and 'no waiting at any time' measures on Budbrooke Road and Wilmhurst Road.

This in itself is very welcome as the traffic situation in this area has deteriorated significantly recently.

As a resident of Wilmhurst Road I am however very concerned that this will simply move the problem further down Wilmhurst Road and Goode Close and will therefore not provide a genuine solution.

I would like to see something put into place to prevent this, for example permit parking for residents only, at all times (with a number of visitor permits being issued to each household).

There may be other better solutions, but simply preventing people from parking at the top of the road will in no way alleviate the congestion and parking problems for the residents.

Kind regards,

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## Warwick District (Waiting Restrictions, On-Street Parking Places and Residents' Parking) Variation 3

1 message

24 January 2019 at 14:09

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

Sir,

I am writing to comment on the Budbrooke Road proposal in the above. I live at [REDACTED]

I object to the proposal in its current form as I believe it will simply move the parking problem further into Wilmhurst Road.

We cannot change the fact that ridiculous planning approvals have resulted in an Industrial and office estate with woefully inadequate parking facilities to accommodate the workforce. Daily up to 25 cars park (often with little thought for others) in the areas you are proposing to yellow line. They will still need somewhere to park post lining. As the plan stands currently they will simply park, without consideration, in Wilmhurst Road. Thus you will have moved the problem into a residential area with inherent danger to children etc. It should also be noted that Wilmhurst regularly gets blocked to large vehicles by inconsiderate parking as it stands. As a cul-de-sac this has obvious consequences for emergency vehicles etc. This will only get worse under the current proposal.

My proposed solution would be to introduce parking control to the whole of Wilmhurst Road. It would not be necessary to yellow line the whole road as there are perfectly safe places to park. If safe parking spaces were white lined and dangerous areas double yellowed it would allow residents and workers to park safely without restriction whilst removing the dangerous element. Maybe some of the spaces would have to be half on the pavement but that is common these days. At least if spaces are marked etc the inconsiderate amongst us will have to adhere or face penalty.

In summary the current proposal will simply move the problem (with added road safety concerns) and not solve it.

Could you please acknowledge receipt of this email.

Yours faithfully

[REDACTED]

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## Budbrook Road

1 message

23 January 2019 at 20:55

To: pmc@warwickshire.gov.uk

Good Evening Ben,

After receiving a letter with the proposals of double yellow lines within the Budbrook Estate, I have to say this is a grate way forward. Although living on Goode Close within the residential estate, this will cause a further problem. Cars from the business already park within Wilmhurst Drive up to the point of Goode Close on the bend which also course massive danger, this also needs to be consider for double yellow lines . There are a lot of young children which play on the estate within the summer months of which this will course a safety issue to the residents. Spaces for residential cars is already a problem.

One solution is for the whole estate to have double yellow lines and any residual cars who need to park on the road within the week have permits. The double yellow lines need to go around the bend on Wilmhurst Road as well. Al business cars will have to find new places to park, of which there only local option would be our estate which is free of charge. we cant allow this to happen.

I do hope further options are to protect the estate are brought in force.

Kind regards

Warwick



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## Waiting Restrictions Variations 3

1 message

17 January 2019 at 17:19

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

Dear Ben Davenport

Ref: <https://wccroadsafetyengineering.files.wordpress.com/2019/01/consultation-plans-budbrooke-road.pdf>

Thank you for your recent notice of the proposed parking restrictions for the Wilmhurst Road area.

May I first say how absolutely delighted I am with the proposals. Without wanting to sound melodramatic, I honestly think resolving the increasingly untenable problems of parking around this intense area of blind bends, T junctions, and industrial heavy goods entrances has arrived before a fatal incident. Everyday sees dangerous situations caused by excessive parking (compromising the traffic sightlines, road access/maneuverability and functions of the road layout as well as pedestrian safety). Many years ago I objected to the lack of parking on the planned and adjacent Corunna Road office development – predicting the growth of “car dumping” around the residential area – and was told by the County Council that the limited onsite parking was deliberate to encourage car sharing and cycling to work. (A naïve concept which has been much satirised in our street for years).

While I am genuinely impressed by the thoroughness of your parking restriction plans, I must point out one improvement (and one additional suggestion).

1. As the proposed yellow lines will resolve the dangerous road issues, I feel it will be a real shame to overlook one detail. On the North side of Wilmhurst road, between the dropped curbs of House No 2 and House No 4, is a short stretch of raised curb. (I live opposite at No 5). I have witnessed on several occasions a car parked (half on and half off the curb) on this tiny stretch, opposite a parked car on the other side of the road. Residents on the estate blast their horns, delivery lorries have to turn around and leave, residents have to visit the neighbouring offices to find the “offender”, etc. A fire engine can not pass here when this happens. Please can you consider extending/adding a short (seemingly innocuous) stretch of yellow lines at this short section on the north side of the road. Thank you.
2. As such significant works are being planned, my second point is not as crucial, but something which I feel deserves some consideration. The stretch of Wilmhurst Road which runs directly into Corunna Road is increasingly used as some form of high speed race track in this busy intersection and indeed, even residents of Wilmhurst Road bank hard left – following the continuation of Wilmhurst Rd – at “crazy” speeds. Ironically, I predict the improved views (brought about by the restricted parking) will encourage some to increase their speeds regularly. Therefore the consideration for a speed hump, across Wilmhurst Road – south of the Cement works entrance and north of the left bend of Wilmhurst Road – might well be a sensible precaution (although I appreciate this might require additional approvals/budget).

Finally, for what its worth, if residents were contacting you concerning parking restriction times, I would be relaxed with “between 08:30 and 18:00” for example, as the issues primarily revolve around week day business hours.

Thanks again – I am delighted!

Best regards

[REDACTED]

[REDACTED]

Warwick

[REDACTED]

[REDACTED]

[REDACTED]

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## Waiting restrictions variation3

1 message

17 January 2019 at 15:23

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

I am in support of the plans for Budbrook rd/Wilmhurst rd, as the access problems caused by parking by the people who work nearby has been a problem for years.

My only concern is that these people will park further up Wilmhurst rd and cause newer problems for residents. Will there be a follow up assessment? With a view to a residents parking permit scheme when these problems occur?

Regards

Sent from [redacted] iPhone

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