

**Proposed Decision to be taken by the
Portfolio Holder for Transport and Highways
on or after 22 February 2013**

**Various Roads, Rugby Borough
Proposed Waiting Restrictions**

Recommendations

That the Warwickshire County Council (Borough of Rugby) (Permitted Parking Area and Special Parking Area)(Waiting Restrictions, On-Street Parking Places and Residents Parking) (Consolidation) (Variation No. 17) Order 2013 be made as advertised but with the following amendment:-

- (i) The proposals for Lawford Road, Pennington Street, Plowman Street and Round Street, Rugby shown on **Plan 2 in Appendix C** be implemented.

1.0 Key Issues

- 1.1 Proposals for parking restrictions in various locations in Rugby Borough were advertised in the Rugby Advertiser on 13 December 2012. The report considers the objections and comments that were received and recommends how they should be dealt with.
- 1.2 A number of proposals were included in the consultation with no objections being received and it is recommended that these be implemented as advertised.
- 1.3. The proposals which attracted objections or comments are in the following locations:-
 - (i) Aqua Place, Rugby – Proposed Double Yellow Lines.
 - (ii) Firs Drive , Rugby – Proposed Double Yellow Lines.
 - (iii) Lawford Road, Pennington Street, Plowman Street and Round Street, Rugby – Proposed Double Yellow Lines.
 - (iv) Bond End/St Ediths Close, Monks Kirby – Proposed Prohibition of Waiting, 7am to 7pm.
- 1.4. The comments, suggestions and objections that have been received are discussed below together with the reasons for the proposals. The number of objections received is shown in brackets [].
- 1.5 The statutory criteria for decisions on making Traffic Regulation Orders/Parking Orders is included as **Appendix E**.

2. Aqua Place, Rugby - Proposed Prohibition of Waiting At Any Time (Plan in Appendix A)

- 2.1 Aqua Place is a popular location for long term parking owing to its close proximity to Rugby Railway Station. This parking often results in difficulties of access and exit from the area. Various proposals have been consulted on in the past to try and deal with the issues but there was no overall support for these. More recent representations have indicated that the current proposals would be acceptable. The proposals are designed to keep the junction with Mill Road and the first length of Aqua Place clear of parked vehicles at all times.
- 2.2 The following objection has been received.

Objection [1]

We have two cars one of which is parked on the drive and the other on the road. The restrictions will impact on both our ability to park as well as our visitors. Nothing was implemented following the survey that was carried out as none of the options had majority support and that would probably be the case today as each option would still only be beneficial to certain residents. We must surely be allowed the opportunity to park outside our own house or at least in our own street.

Response

The proposals are considered to be the minimum necessary to achieve safer access to and exit from the junctions. There will continue to be lengths of unrestricted parking available in the road.

2.3. Recommendation

That the proposals shown on the plan in **Appendix A** be implemented as advertised.

3.0 Firs Drive, Rugby - Proposed Prohibition of Waiting At Any Time (Plan in Appendix B)

- 3.1 Concerns have been raised about the level of on-street parking in Firs Drive and in particular on the bend in the road. The proposal is designed to improve visibility around the bend.
- 3.2 The following objection has been received:-

Objection (1)

Restricting the parking on the bend is a step in the right direction but unfortunately all that is going to happen is that it will increase the inclination of freeloaders to park further down Firs Drive where parking remains

unrestricted, or on the other side of the road right outside our houses and this is where the real problem is centred anyway.

Response

Additional parking restrictions in the road could be considered although these could have an adverse affect on residents and their visitors.

3.3. Recommendation

That a further review of the parking arrangements in Firs Drive be carried out as part of the 2013/14 programme and, in the meantime, the proposals shown on the plan in **Appendix B** be implemented as advertised .

4.0 Lawford Road, Pennington Street, Plowman Street and Round Street, Rugby - Proposed Prohibition of Waiting At Any Time (Plans 1 and 2 in Appendix C)

4.1 Following complaints a review of the parking arrangements in the Round Street, Pennington Street and Plowman Street has been carried. This has resulted in proposals that are designed to regulate parking at junctions and the bend on Round Street/Pennington Street.

4.2. The following objections have been received:-

Objection (1)

Residents of the sheltered housing at 1-10 Round Street would like the double yellow lines to be extended. There is a need to cover the area in front of the properties that is currently marked out as "Keep Clear" (to provide access for ambulances and delivery vehicles) and at the entrance/exit to the off-street parking area.

Response

Further consultations have been carried out on this relatively minor change to the advertised proposal and no objections have been received.

Objection (1)

There is a need to prevent all day parking for the benefit of customers of the shops and businesses in the area.

Response

Time limited parking restrictions could be considered but proposals for these will need to be consulted on and publicly advertised.

Objection (1)

Cars parked illegally on both sides of the road at the junction of Plowman Street and Lawford Road which is extremely dangerous. When entering Plowman Street from Lawford Road and a car is coming the other way it is necessary to give way by stopping on the main road. Emergency vehicles needing to get through would find this extremely difficult. Double yellow lines should be provided on both sides of the whole length of Plowman Street.

Response

The proposals for Plowman Street should help to overcome many of the current difficulties whilst but they also recognise that there is a very heavy demand for on-street parking in the area. However, the situation here will be monitored and further restrictions will be considered if this proves to be necessary.

4.3. Recommendation

That the proposals shown on **Plan 2 in Appendix C** be implemented and that proposals for time limited waiting in the area be developed in the 2013/14 programme.

5.0 Bond End/St Ediths Close, Monks Kirby – Proposed Prohibition of Waiting 7am to 7pm (Plan in Appendix D)

- 5.1 There has been an ongoing issue with regard to the bus service in Monks Kirby being able to pick up and set down passengers at the bus shelter in Bond End. At one time buses would drive into Brockhurst Lane and then reverse into Bond End but, following concerns raised by bus drivers about this manoeuvre, the arrangement was changed so that buses would drive into Bond End, reverse back into St Ediths Close and then turn right to the shelter. However, this manoeuvre has not always been possible owing to residents parking on Bond End and, as a result, buses now turn round at the village green where passengers have to wait in the open in all weathers.
- 5.2. The Parish Council has been seeking to resolve the difficulties without success and has concluded that the only solution is the introduction of formal parking restrictions on Bond End and at the junction with St Ediths Close.
- 5.3 The following objection has been received:-

Objection (1)

There has always been a bus stop in Bond End. However, the school children have never used this stop. The bus used to, and currently still, picks the children up outside the Church next to the trees. There is little difference between buses reversing in Bond End and buses reversing from Brockhurst Lane. There was a trial period where the bus used the proposed turning in St Ediths. It was deemed unsuitable by the bus company and the other route was used again. The bus can take up to four attempts to reverse into the

close and on more than one occasion has hit our gatepost and pushed it over. This is totally unacceptable. St Ediths is home to elderly people, disabled people and children. The proposal for the bus to reverse here is an accident waiting to happen.

A new bus shelter should be built at the site where the children are picked up. The current shelter is very run down and residents have complained about the smell and how unsightly it is.

The Parish Council has stated that it is not their policy to have signs and lines in the village. If the proposals go ahead residents and their visitors will not be able to park outside their properties. If they park in Brockhurst Road or Main Street this will cause problems with residents there.

Response

The following responses to the above points have been received from the Parish Council and the bus company, Travel De Courcey Ltd.

The bus company has made it clear that buses can not continue to reverse from Brockhurst Lane into Bond End. There was a trial period when the bus company tried turning into St Edith's Close but residents vehicles parked in Bond End made this very difficult. The bus company has assessed the risks of reversing into St Edith's Close and is happy that it does not pose any serious risks. The stance was and still is that buses can only turn in St Edith's Close if it is free from inconsiderately parked cars. There have not been any incidents reported to the Parish Council or the bus company involving damage to gate posts.

Parish Councillors have stated that they do not wish to have a proliferation of signs and lines in the village but feel that there are no other measures that they can take to resolve the difficulties.

The Parish Council has investigated a bus shelter by the village green and this had been dismissed by the Planning Department at Rugby Borough Council. The Parish Council has not had any complaints about the state of the existing bus shelter. There have been many requests from bus users to be able to use the bus shelter again

The Parish Council is committed to serving residents of Monks Kirby as well as possible and in this case this means giving the bus users access to the existing bus shelter. We are using the democratic processes available to us to find the best compromise which meets the greater need. We have investigated many options over many years and consistently come against reasons why this issue cannot be solved. We implore WCC to see the bigger picture in this debate and to make a decision which will finally resolve the issue.

5.4. Recommendation

It is unfortunate that this matter has reached this stage but in the circumstances there does not appear to be any alternative action that can be

taken. It is therefore recommended that the proposals shown on the plan in **Appendix D** be implemented as advertised.

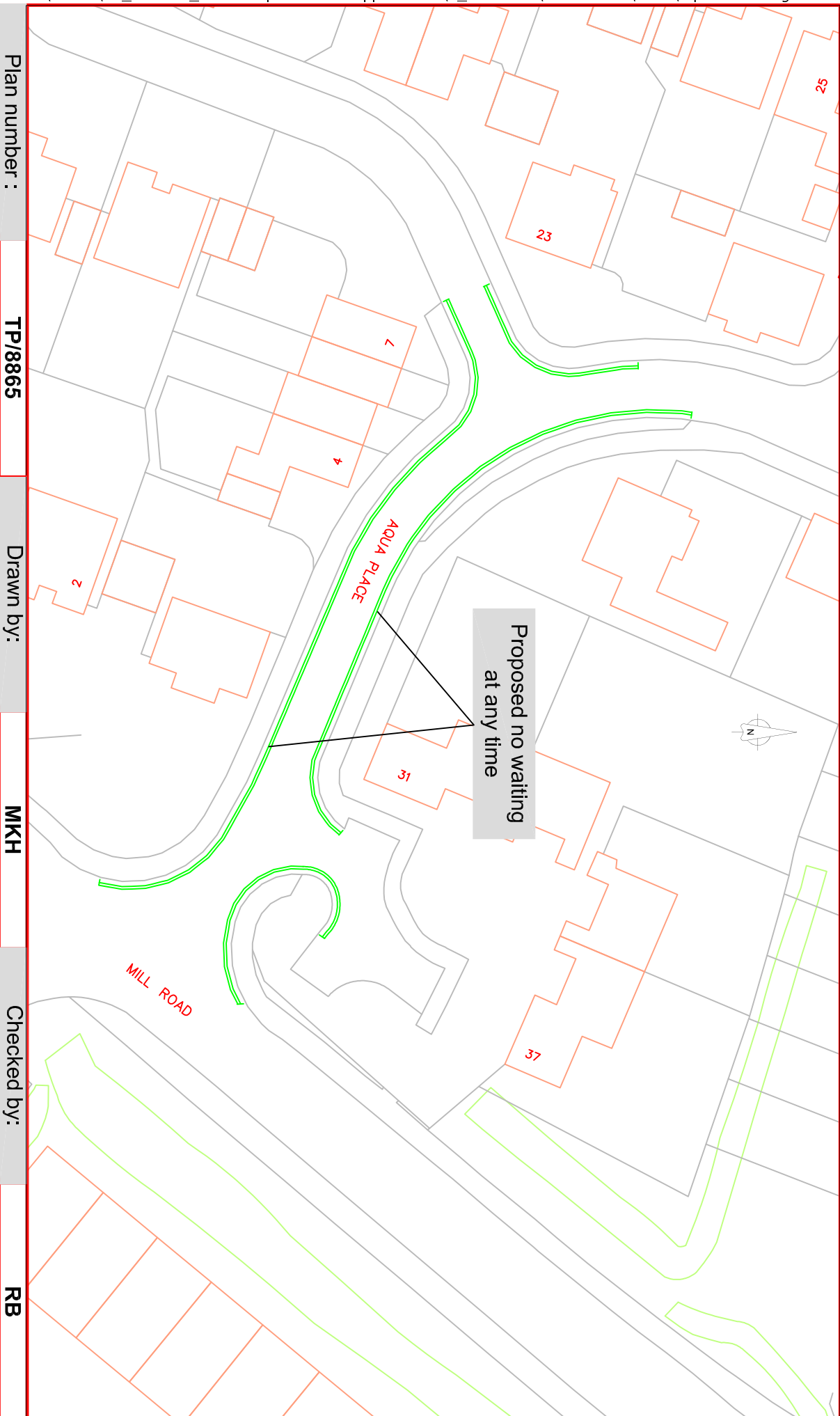
6.0 Associated Timescales

- 6.1 The aim will be for the parking restrictions to be implemented within 8-10 weeks of the decision.

7.0 Background Papers

- 7.1 Various letters and emails.

	Name	Contact Information
Report Author	Roger Bennett	rogerbennett@warwickshire.gov.uk
Head of Service	Graeme Fitton	graemefitton@warwickshire.gov.uk
Strategic Director	Monica Fogarty	monicafogarty@warwickshire.gov.uk
Portfolio Holder	Councillor P Butlin	cllrbutlin@warwickshire.gov.uk



Plan number :

TP/8865

Drawn by:

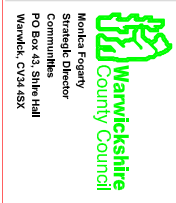
MKH





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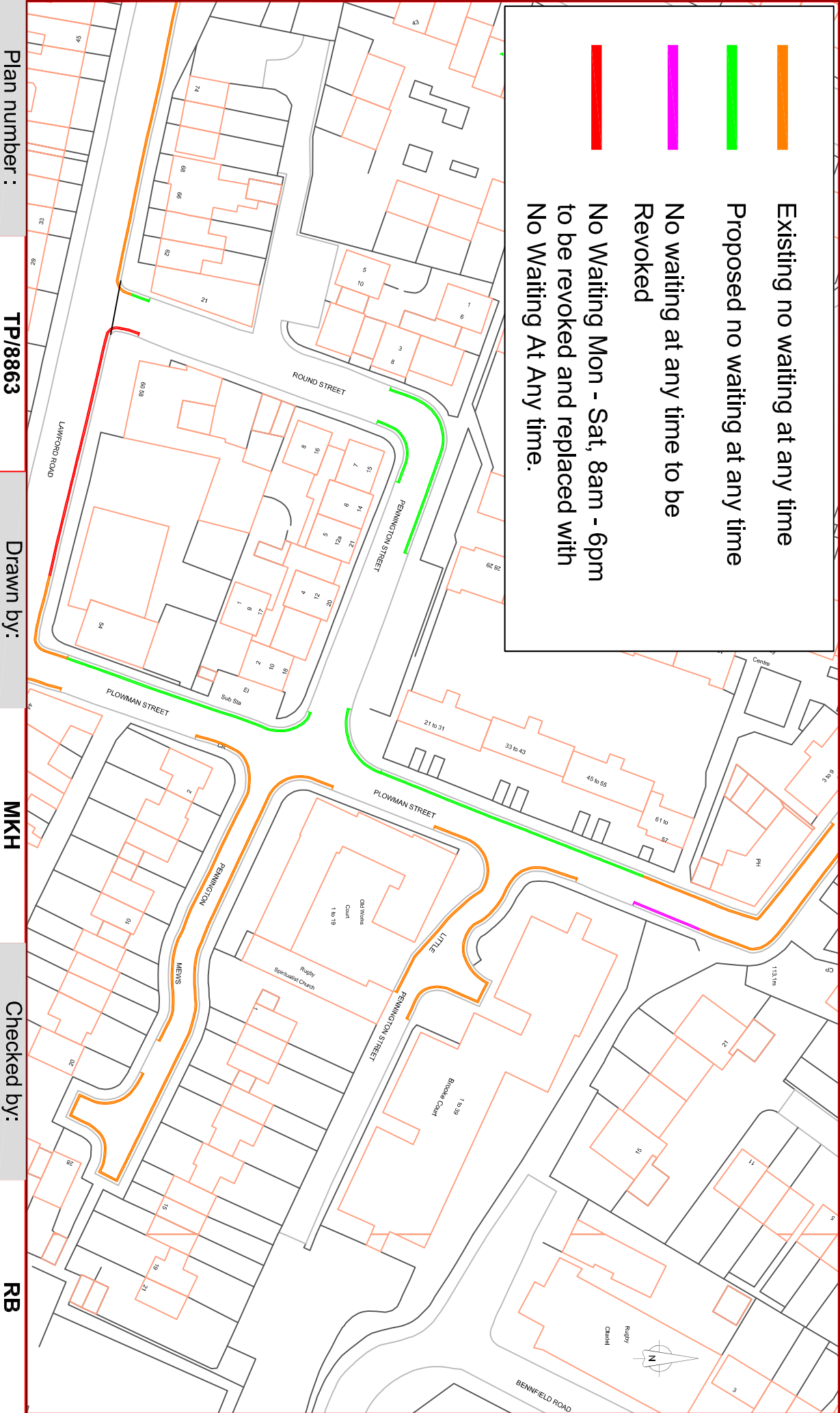
RB

Portfolio Holder, Transport & Highways - 22 Feb 2013
 Civil Parking Enforcement - Rugby Var. 17
 Aqua Place, Rugby (As Advertised)

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 Warwickshire County Council.



	Existing no waiting at any time
	Proposed no waiting at any time
	No waiting at any time to be Revoked
	No Waiting Mon - Sat, 8am - 6pm to be revoked and replaced with No Waiting At Any time.



Plan number :

TP/8863

Drawn by:

MKH

Checked by:

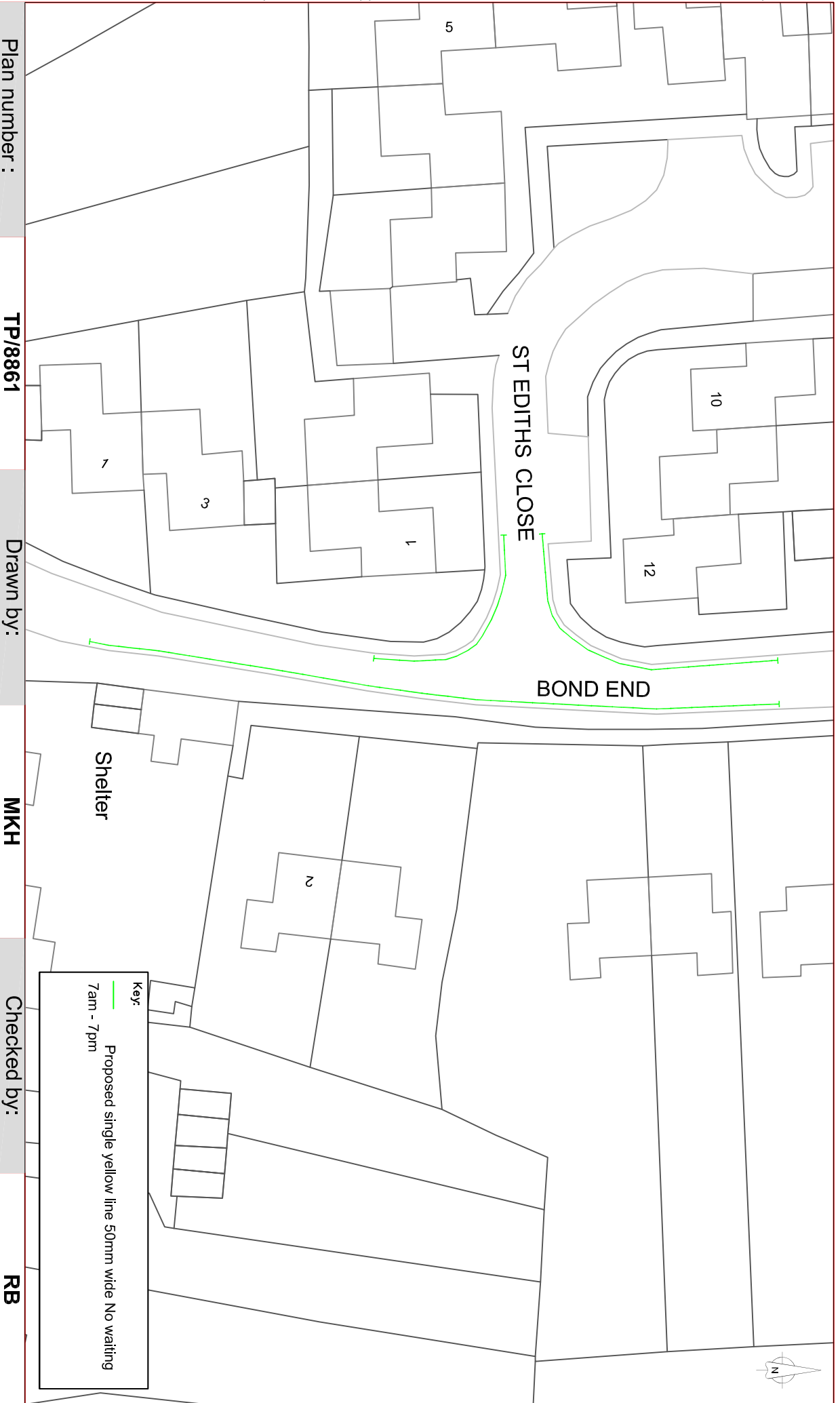
RB

Portfolio Holder, Transport & Highways - 22 Feb 2013
 Civil Parking Enforcement - Rugby Var. 17
 Round Street Plan 1 (As Advertised)

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 Warwickshire County Council.



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



Plan number :

TP/8861

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MKH

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RB

Key:
— Proposed single yellow line 50mm wide No waiting
— Tam - 7pm

Portfolio Holder, Transport & Highways - 22 Feb 2013
 Civil Parking Enforcement - Rugby Var. 17
 Bond End & St Edith's Close, Monks Kirby (As Advertised)

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Appendix E of Item No

Proposed Decision to be taken by the Portfolio Holder for Transport and Highways on or after 22 February 2013

Various Roads, Rugby Borough - Proposed Waiting Restrictions

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

The Road Traffic Regulation Act 1984 enables the Council to implement Traffic Regulation Orders (TROs) for one or more of the following purposes:-

- (a) avoiding danger to persons or traffic;
- (b) preventing damage to the road or to buildings nearby;
- (c) facilitating the passage of traffic;
- (d) preventing use by unsuitable traffic;
- (e) preserving the character of a road especially suitable for walking and horseriding;
- (f) preserving or improving amenities of the area through which the road runs;
- (g) for any of the purposes specified in section 87(1)(a) to (c) of the Environment Act 1995 in relation to air quality.

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.

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.

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.

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.

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.

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).