

AGENDA MANAGEMENT SHEET

Name of Committee	Rugby Area Committee
Date of Committee	22nd March 2007
Report Title	Proposed Variations to Waiting Restrictions - Various Streets, Rugby
Summary	Proposals for various changes to the Parking Consolidation Order for Rugby Borough were advertised on 14th December 2006. This report discusses the objections that have been received and recommends that the proposals be implemented as advertised. The report also recommends that further proposals for reducing the length of double yellow lines at some junctions in the Borough be advertised.
For further information please contact	Garry Palmer Traffic Technician Tel. 01926 412475 garrypalmer@warwickshire.gov.uk
Would the recommended decision be contrary to the Budget and Policy Framework?	Yes/No
Background Papers	Letters of objection Letters of support Plans

CONSULTATION ALREADY UNDERTAKEN:- *Details to be specified*

Other Committees	<input checked="" type="checkbox"/> Rugby Area Committee – 23rd November 2006.
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Local Member(s)
(With brief comments, if appropriate)

Councillor Ms K King - 'I am pleased to support this thorough review of the parking scheme to date, all the proposals and objections will need to be considered carefully to ensure that the agreed scheme is of a benefit to residents.'
Councillor B Levy
Councillor J Vereker – report noted, concern over delay in decision on white line proposal – Elsee Road
Councillor I Smith – report noted, further comments will be made at the meeting.
Councillor J Wells

Other Elected Members

.....

Cabinet Member
(Reports to The Cabinet, to be cleared with appropriate Cabinet Member)

Councillor M Heatley – for information.

Chief Executive

.....

Legal

I Marriott – agreed.

Finance

.....

Other Chief Officers

.....

District Councils

Rugby Borough Council.

Health Authority

.....

Police

No objections.

Other Bodies/Individuals

Fire Service.
Ambulance service – No objections.
Automobile Association Developments.
The Road Haulage Association.
Freight Transport Association.
Coventry and Warwickshire Disabled Drivers Association.

FINAL DECISION

YES/NO (If 'No' complete Suggested Next Steps)

SUGGESTED NEXT STEPS :

Details to be specified

Further consideration by this Committee

.....

- To Council
- To Cabinet
- To an O & S Committee
- To an Area Committee
- Further Consultation

Rugby Area Committee - 22nd March 2007

Proposed Variations to Waiting Restrictions – Various Streets, Rugby

Report of the Strategic Director for Environment and Economy

Recommendation

1. That the proposed variation to the Warwickshire County Council (Borough of Rugby) (Permitted Parking Area and Specialised Parking Area) (Waiting Restrictions, On-Street Parking Places and Residents Parking) (Consolidation) Order 2006, be implemented as advertised.
2. That the proposals shown on the plans in **Appendix E** be advertised.

1. Introduction

- 1.1 Parking enforcement was decriminalised in Rugby Borough in October 2006. At that time all existing Traffic Regulation Orders were consolidated into a single consolidation order. Subsequently changes to some parking restrictions have been requested by individuals and organisations. Various proposals were advertised on 14th December 2006 and a number of objections have been received to each of the proposals. These are reviewed in this report. It is recommended that the proposals be implemented as advertised.
- 1.2. At the meeting of this Committee on 23rd November 2006 Members requested that a review be undertaken of the appropriateness of existing double yellow lines in residents parking zones. This review has now been carried out. It is recommended that proposals for the extent of double yellow lines at some junctions be advertised as shown in **Appendix E**.

2. Bath Street

- 2.1. The advertised proposal is for four additional parking bays with waiting limited to 1 hour, no return for 2 hours except for R2 permit holders, 8am-8pm, Monday-Saturday. These would provide additional parking for about 12 vehicles A plan showing the proposals can be found in **Appendix A**.
- 2.2. One letter of objection has been received.

2.3 **Objection**

Placing extra parking bays on Bath Street will eliminate the space needed to allow vehicles to pull over at the chicanes, causing a safety issue and potential congestion. The proposed parking bay north of its junction with William Street will hinder deliveries to Panco Fine Arts during the day when there is less of a parking issue. It is suggested that a single yellow line allowing parking in the evening will help to alleviate the residents parking issue and still allow the business to receive deliveries in the day.

Response

The existing parking restrictions at the chicanes do allow drivers to pull in so that they can operate on a “give and take” basis. This will still be possible with the proposed parking arrangements but the “give and take” distance will be greater. It is recommended that the proposal be implemented as advertised, that the impact be monitored and that a daytime restriction be considered further if necessary. Deliveries to the adjacent business can be carried out in William Street.

3. **Elsee Road/Moultrie Road**

- 3.1 The advertised proposals include for additional residents only parking bays on the southern side of Elsee Road. These incorporate the existing time limited parking bay at the eastern end of the road and a 16.5 metre length of the double yellow lines at the western end.
- 3.2 Further residents only parking is proposed on the north side of Elsee Road from a point 14.7 metres west of its junction with Moultrie Road westwards for a distance of 30 metres.
- 3.3. These proposals would provide additional parking spaces for about 11 or 12 vehicles.
- 3.4 A limited waiting bay, permitting parking for two hours with no return for two hours Monday-Saturday 8am-6pm, is proposed for the eastern side of Moultrie Road. The bay would start from a point 22 metres south of its junction with Clifton Road and proceed southwards for a distance of 16.5 metres providing space for three or four vehicles.
- 3.5 A plan showing the proposals can be found in **Appendix B**.
- 3.6 Thirteen letters of objection have been received on seven different points. (Number of objections received shown in brackets []).
- 3.7. **Objection [4]**

The residents parking bay on the north side of the entrance to Elsee Road will not leave enough room for emergency services vehicles to access the road particularly if vehicles are badly parked [3]. The peak time for residents parking

is Saturdays and Sundays. Perhaps the proposed parking bay on the north side, or any additional ones, should only be available on these days so they don't cause a bottle neck on Elsee Road during the week when there is more traffic [1].

Response

Elsee Road is about 6.8 metres wide at its eastern end. Each parking bay is 2 metres wide. This leaves a running lane of about 2.8 metres which is wide enough to allow access for a fire engine.

3.8. Objection [4]

The additional spaces provided will not be sufficient to meet demand. 12 to 15 cars regularly park illegally on the footway on the north side of the street. Additional parking bays should be distributed along the north side of Elsee Road allowing passing places in-between for traffic entering or exiting.

Response

Parked vehicles on both sides of the road any further west than proposed would not leave sufficient width for large vehicles and would cause difficulties for drivers turning in or out of off-street parking facilities. Observations have confirmed that the existing parking bays on the eastern end of the southern side of Elsee road (which are available in the evenings and overnight) are often ignored by residents in favour of parking partly on the footway and partly on the double yellow lines outside their homes. The proposals for additional parking spaces in the road should provide sufficient capacity to meet the demand. Additional, unrestricted, parking is available in the evenings and overnight in Moultrie Road.

3.9. Objection [3]

The proposed parking bays at the north-eastern end of Elsee Road are too remote from residents' properties to be monitored by car owners. Partial footway parking would better allow an increase to parking capacity without substantially reducing the space available to vehicles using the road.

Response

No action can be taken on this matter until a policy on footway parking has been considered by the County Council's Cabinet. It is anticipated that a proposed policy will be circulated for consideration shortly.

3.10. Objection [1]

The westwards extension of the existing residents parking bay will enclose the access to three garages belonging to 33 Elsee Road therefore blocking access.

Response

Parking in front of a dropped kerb will still be obstructive even inside a parking bay although residents can still park across their own access. An access protection marking will be installed outside the driveway to make this clear to other drivers.

3.11 Objection [1]

As Elsee Road is a no through road would it be possible to introduce a 'No Motor Vehicles' Traffic Regulation Order with an exception granted for access. This would essentially stop non residents parking in the street.

Response

This type of restriction would require regular enforcement by the police whereas enforcement of the residents parking scheme is a matter for Rugby Borough Council.

3.12. Objection [1]

A parking bay on Moultrie Road will hinder emergency services who regularly use the road as the shortest route across Rugby town centre and cause congestion especially at school closing times.

Response

Moultrie Road is wide enough to accommodate this parking bay and two-way flow.

3.13 Objection [1]

The parking bay on Moultrie Road should be moved to the north-west side of the road where there is only one driveway access, and extended as far as is practical to maximise the number of spaces available.

Response

The proposal is designed to replace the parking spaces for patients attending the dental surgery on Moultrie Road which are currently provided in Elsee Road. The dental surgery is on the south side of Moultrie Road. Rugby Town Centre Residents Association has indicated that it wants these spaces strictly limited to those shown in the proposals.

4. Little Pennington Street

- 4.1 The advertised proposals are for no waiting at any time at the junction of Little Pennington Street and Plowman Street and on both sides of Little Pennington Street from its junction with Plowman Street up to a gate leading to the residents parking area. A plan showing the proposals can be found in **Appendix C**.

4.2 One letter of objection has been received.

4.3. **Objection**

No waiting at any time along Plowman Street is unnecessary as traffic is light, and parking in this section does not interfere with traffic flow. Vehicles do not park on the west side of Plowman Street (opposite the junction) so parking on the east side will not cause bottlenecks. There are no residential properties off the eastern side of this section of Plowman Street whose access can be restricted by parking.

Response

The proposed no waiting at any time restriction is designed to reinforce existing junction protection. Parking up to the Little Pennington Street/Plowman Street junction may obstruct access to the Brooke Court parking area. Double yellow lines to protect access to this car park were requested by the Brooke Court Residents Association at a meeting with Councillor Ms King.

5. Pinders Lane

5.1 The advertised proposals are to replace a length of no waiting at any time on the western side of the north section with no waiting 8am to 6pm Monday to Friday and to remove two sections of single yellow lines in the middle section of Pinders Lane. A plan showing the proposals can be found in **Appendix D**.

5.2. One letter of objection has been received.

5.3 **Objection**

The restriction should be omitted to allow residents of 4 Pinders Lane to park outside their property. In addition, the parking restrictions will have a negative impact on the business of Logic Electrical Installations Ltd at 2 Pinders Lane. Any staff who park outside the premises will be at risk of receiving a ticket. Parking vehicles out of sight from the premises leaves them at risk of being broken into and any tools stored inside being stolen.

Response

The daytime restriction on the north section is designed to facilitate heavy goods vehicle access to adjacent business premises. Residents will be able to park in Pinders Lane without restriction in the evenings and at weekends.

6. Various Streets North of and Including Craven Road and Cross Street (Zone R3)

6.1 The advertised proposal is to increase the waiting time in this area for non-permit holders between 8am and 8pm from one hour to two hours with the no return period increasing from two hours to four hours. This is primarily designed to assist people attending events and activities at Rugby Parents Centre, many of which are for longer periods than one hour.

6.2. Two letters of objection have been received.

6.3 **Objection**

Allowing two hours parking will enable non residents to park on the street from 6pm-10am. This will cause problems in finding a car parking space for residents returning home from work after 6pm. Particularly on Oxford Street where guests of the Imperial Hotel use the on-street parking facilities in the evening.

Response

Whilst it will be possible for non-residents to park without limitation from 6pm-10am, the demand at these times is likely to be low.

6.4. **Objection**

Parking restrictions are damaging to local business. Suggest allowing staff to park on the space by the Great Central Walk Gate.

Response

The parking scheme in the area is intended to benefit residents.

7. Zone R3 Permits - Clifton Road

7.1 The advertised proposal is for residents of Clifton Road (between Murray Road and Oxford Street on the north side and between Lower Hillmorton Road and No.72 Clifton Road on the south side) to be eligible to apply for permits to park in Zone R3.

7.2. Twenty-nine letters of objection have been received on nine different points. (Number received shown in brackets []). Eighteen of these are the same letter sent in by various residents of Murray Road.

7.3 **Objection [26]**

There are insufficient spaces in the roads immediately surrounding this section of Clifton Road to cope with current demand. Increasing the number of cars attempting to park will only make this situation worse **[25]**. The difficulty finding a space outside your property is already a problem for disabled drivers now that advisory disabled bays have been removed. Any further increase in capacity will make this problem worse and should be avoided **[1]**.

Response

Observations have confirmed that there are normally plenty of available spaces in the residents parking zones during the daytime. It is accepted that the situation is different in the evenings and overnight when demand often exceeds the capacity. However, this has always been the case. The County Council's practice of not providing formal disabled persons parking places in residential areas is currently being considered in a review of parking policy.

7.4. **Objection [1]**

The lengths of double yellow lines at either end of Paradise Street should be reduced to allow extra parking capacity.

Response

This has been reviewed and proposals which will create four additional parking spaces in Paradise Street, two spaces in Queen Victoria Street and one space in Earl Street are included on the plan in **Appendix E**.

7.5. **Objection [2]**

Existing restrictions should be better enforced before making any further residents eligible to park in Zone R3 **[1]**. Due to poor enforcement so far those residents who have purchased permits should receive a refund and have the twelve month validity period re-set to get the full benefit of a permit **[1]**.

Response

Enforcement of parking restrictions has been and will continue to be carried out by Rugby Borough Council.

7.6. **Objection [20]**

Footway parking should be permitted on Clifton Road as part of Zone R3 if eligibility for permits is due to be extended **[18]**. Parking should be reintroduced on both sides of the road in Zone R3 and a one way system introduced to allow traffic to flow more freely and safely **[2]**.

Response

No action can be taken on this matter until a policy on footway parking has been considered by the County Council's Cabinet.

7.7. **Objection [3]**

Clifton Road residents already have rear access and large front gardens suitable for conversion into parking spaces. Therefore they do not require on-street parking as urgently as the residents of other streets in the surrounding area.

Response

Clifton Road residents with off-street parking facilities are unlikely to apply for permits.

7.8. **Objection [1]**

The parking restrictions should be in the evening rather than the daytime when residents are at work.

Response

The scheme is designed to ease parking problems caused by long stay parking by non-residents in the daytime. The majority of people parking in the evenings are residents with permits so restrictions at this time would have little impact.

7.9. Objection [1]

There should not be residents parking schemes this far from the town centre.

Response

The streets in this zone are close enough to the town centre that they are very popular for parking by visitors, shoppers and commuters.

7.10 Objection [1]

Changes to parking restrictions on Clifton Road will cause problems for residents on this street if they are not made eligible for residents permits.

Response

There are no plans to change to restrictions currently in force on Clifton Road itself. Those residents of Clifton Road who are deemed to be most in need of Zone R3 resident permits are set to receive them as part of the proposal.

7.11 Objection [1]

Staff at the Mental Health Resource Centre of 34 Clifton Road should not be allowed permits as for them to park on Clifton Road is inconsistent with the conditions of planning for the building use.

Response

This scheme does not propose any changes to the waiting restrictions on Clifton Road. Only residents of the appropriate sections of Clifton Road will be eligible for Zone R3 permits staff at the Mental Health Resource Centre who are not residents will not be eligible for a permit.

8. Parking Restrictions at Junctions

8.1. When residents parking schemes are introduced a consistent approach is generally applied for double yellow lines at junctions in the interest of traffic management and road safety:-

- (i) In the majority of residential streets 10 metres of no waiting at any time (double yellow lines) may be introduced. This is the minimum distance specified in the Highway Code and is designed to ensure adequate visibility when entering or exiting the junction and sufficient road space to facilitate the movement of larger vehicles.

- (ii) At junctions with major roads (e.g. Clifton Road) this may be extended to 15 metres to allow vehicles from the major road to enter the side road without having to queue on the major road.
 - (iii) On the exit from a one-way street the distance can be reduced to 5 metres.
 - (iv) At junctions where there are kerb build outs, the double yellow lines should extend to match the build out only.
- 8.2. However, a review of the lengths of restriction introduced in residents parking zones in Rugby has been carried out and a number of locations have been identified where it may be possible to modify the restrictions without seriously compromising their road safety and traffic management benefits. These are shown on the plan in **Appendix E** and it is recommended that proposals for these changes be advertised.

9. Conclusion

- 9.1 The early indications are that the new parking enforcement regime in Rugby Borough is achieving many of its intended benefits. However, there are a number of issues which have arisen, some of which have been the subject of this report. Further reports will be presented to Rugby Area Committee in due course to keep Members informed of developments.

JOHN DEEGAN
Strategic Director for Environment and Economy
Shire Hall
Warwick

27th February 2007



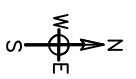
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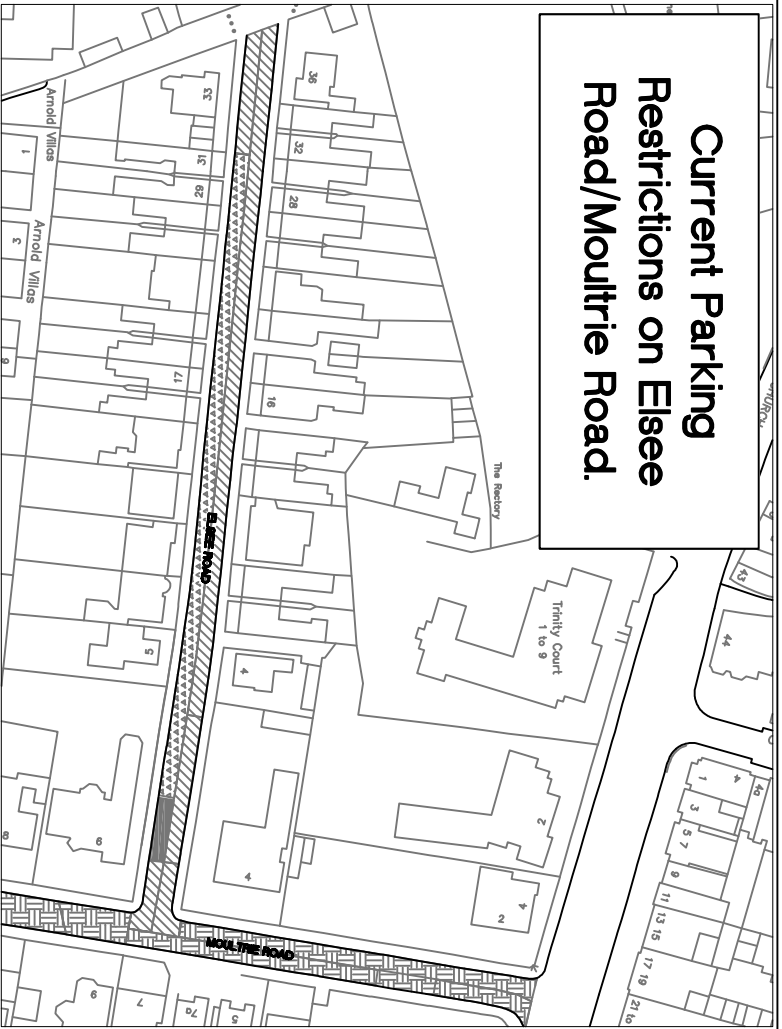
Rugby Area Committee – 22/3/2007
 Proposed Variations to Waiting Restrictions – Various Streets, Rugby
 Bath Street – Proposed Variations



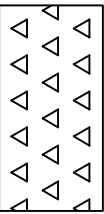
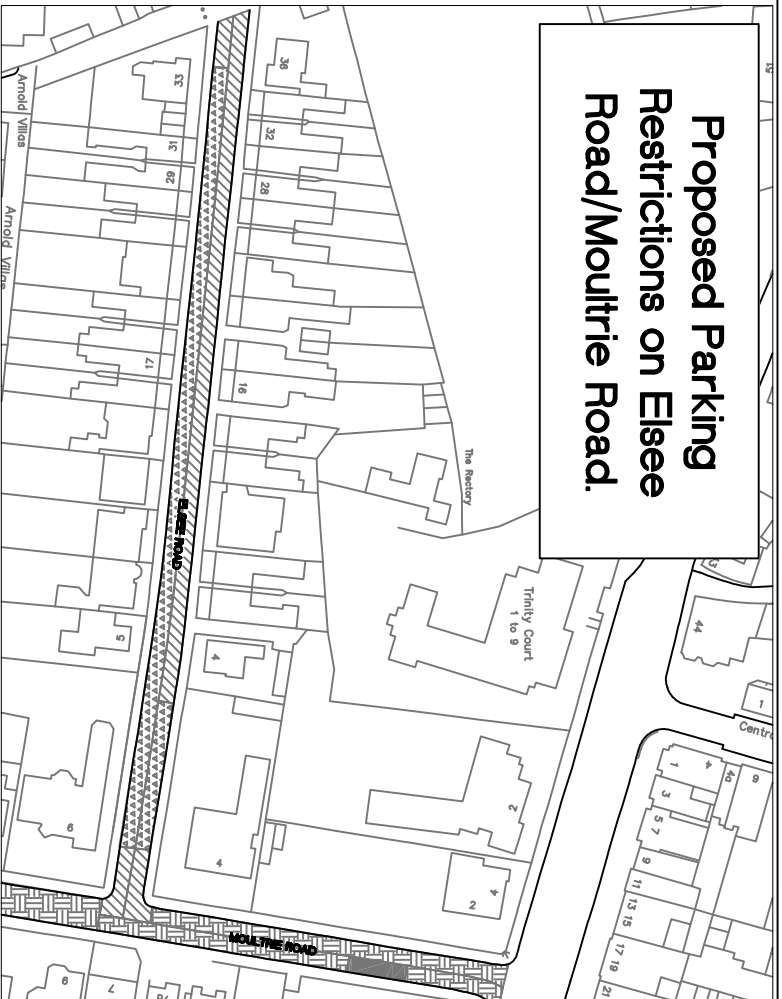
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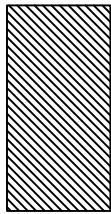
Current Parking Restrictions on Eisee Road/Moultrie Road.



Proposed Parking Restrictions on Eisee Road/Moultrie Road.



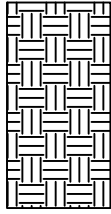
Residents Parking



No Waiting At Any Time



Restricted Parking Bay



Limited Waiting

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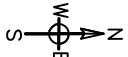
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Rugby Area Committee – 22/3/2007

Proposed Variations to Waiting Restrictions – Various Streets, Rugby

Eisee Road/Moultrie Road – Proposed Variations.



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Proposed Section of No
Waiting At Any Time

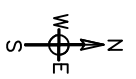
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Rugby Area Committee – 22/3/2007

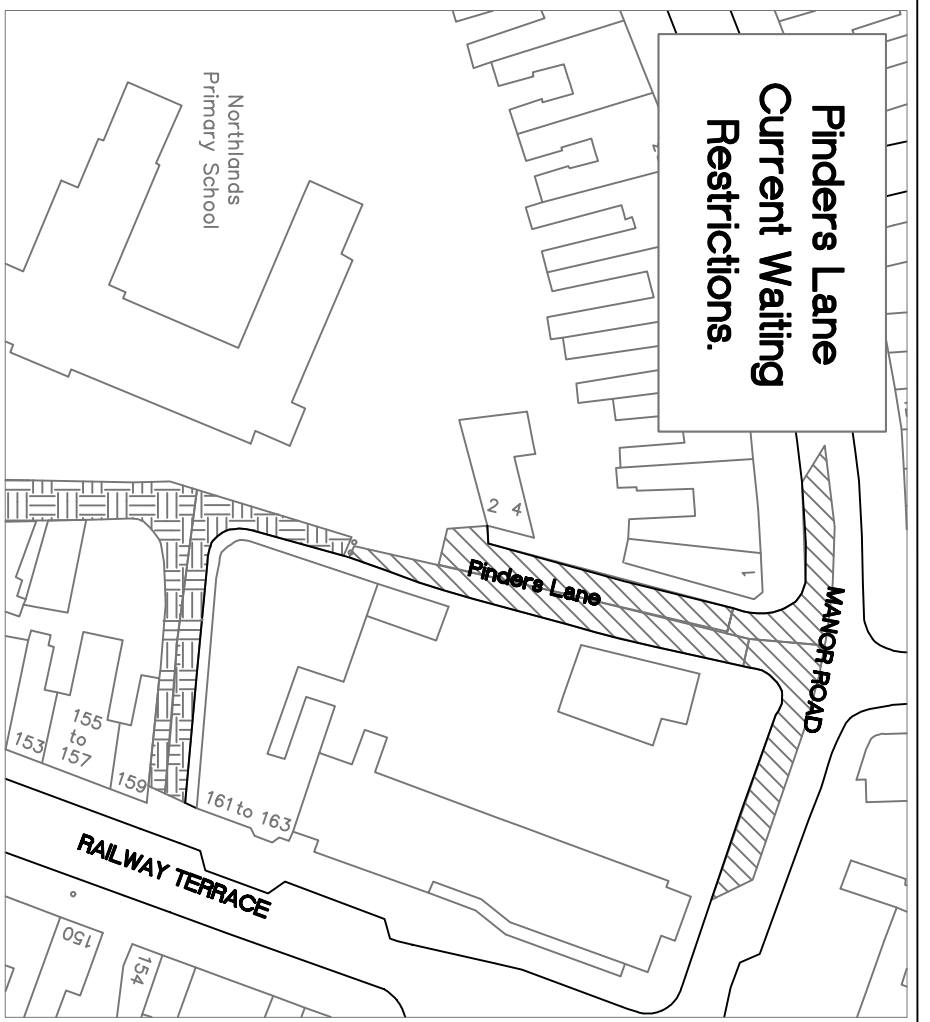
Proposed Variations to Waiting Restrictions – Various Streets, Rugby.

Little Pennington Street – Proposed Variations.

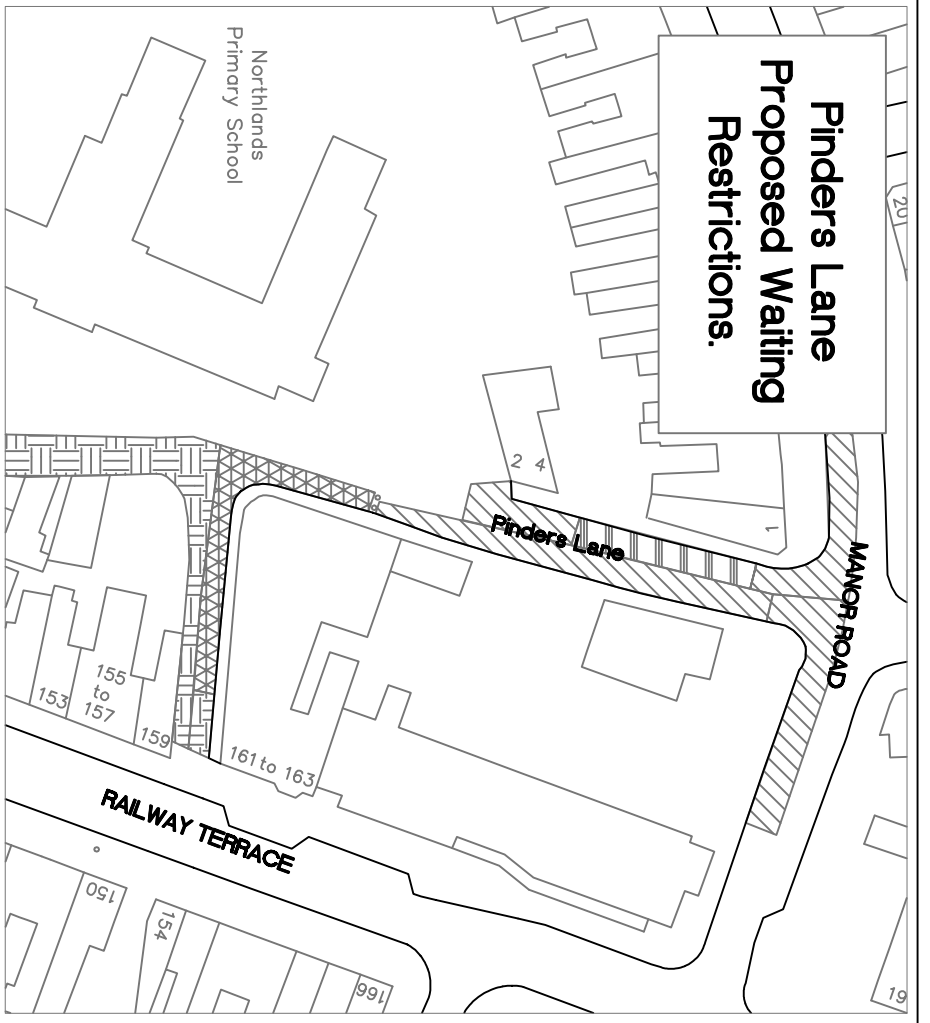


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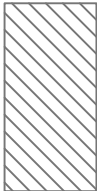
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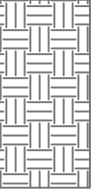


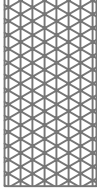
**Pinders Lane
Current Waiting
Restrictions.**

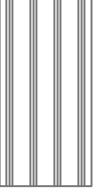


**Pinders Lane
Proposed Waiting
Restrictions.**

 No Waiting At Any Time

 No Waiting, Mon—Sat, 8am—6pm

 All Restrictions Revoked

 No Waiting, Mon—Fri, 8am—6pm

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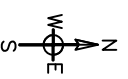
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
Rugby Area Committee – 22/3/2007

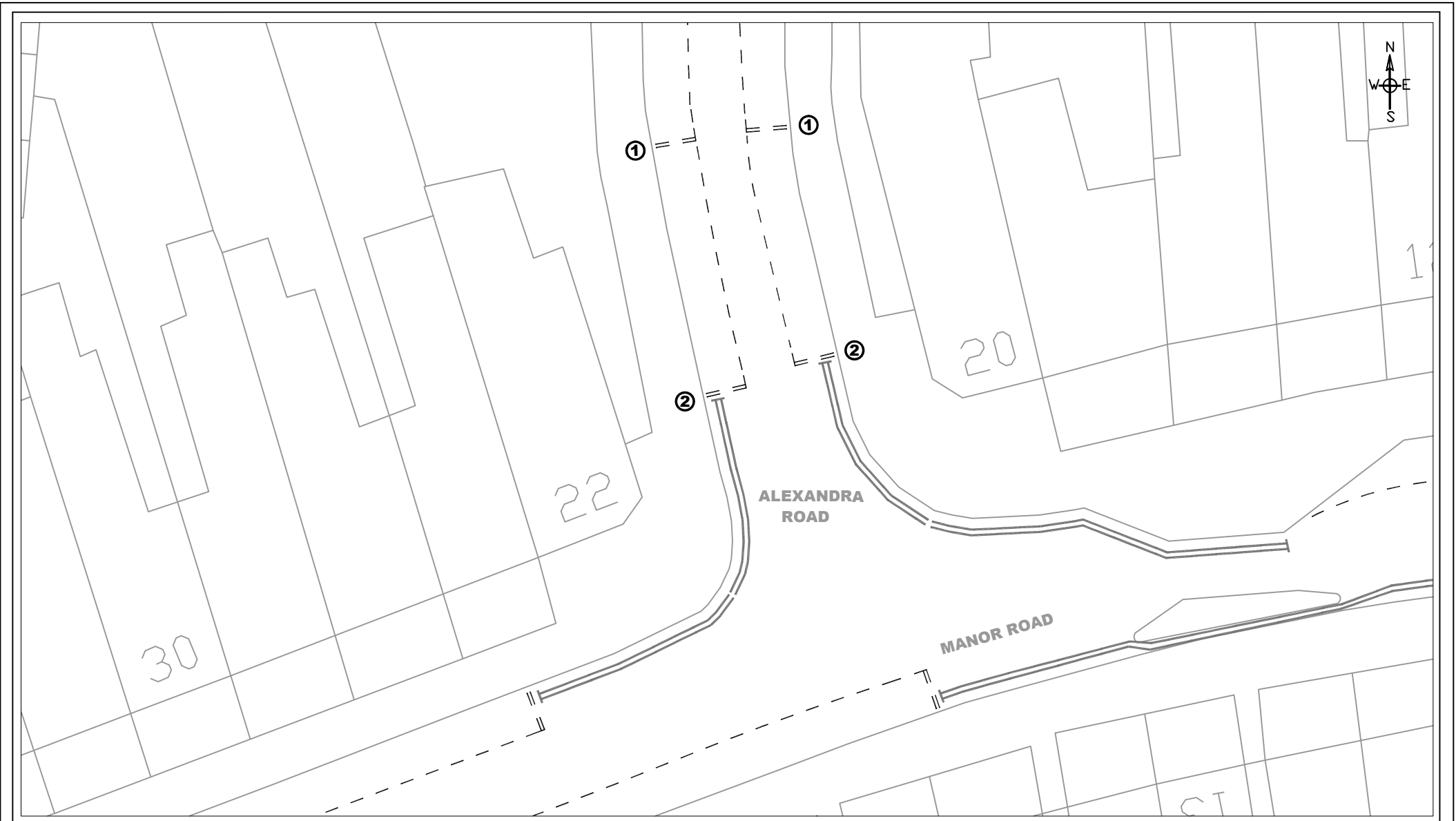
Proposed Variations to Waiting Restrictions – Various Streets, Rugby

Pinders Lane, Variations to Waiting Restrictions.



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Area Committee: Rugby - 22.03.07

Subject: Proposed Variations to Waiting Restrictions
- Various Streets, Rugby

TITLE: Alexandra Road junction with Manor Road

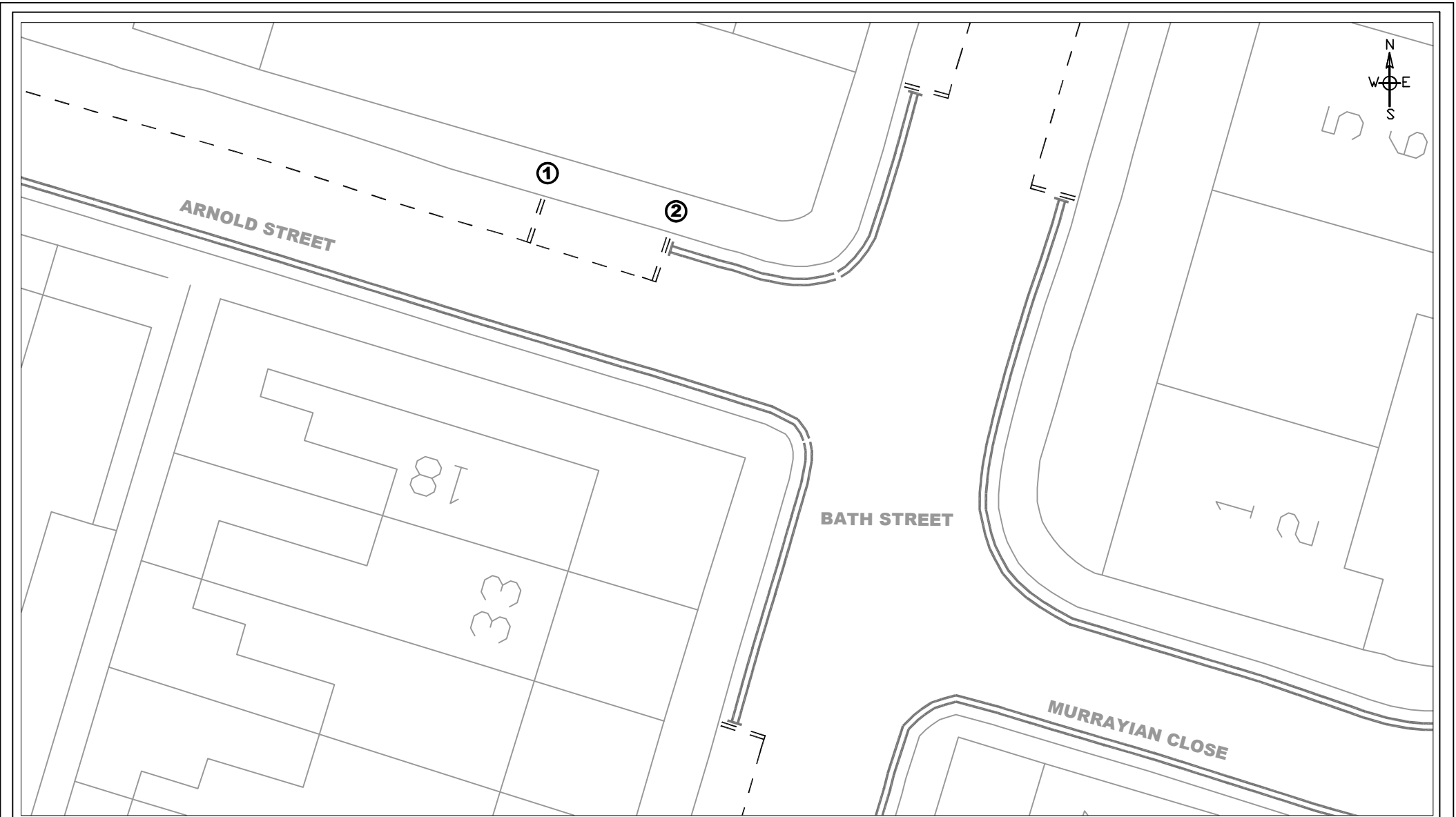
Key:

- ① Existing End of Bay marking
- ② Proposed End of Bay marking

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Area Committee: Rugby - 22.03.07

Subject: Proposed Variations to Waiting Restrictions
- Various Streets, Rugby

TITLE: Arnold Street junction with Bath Street

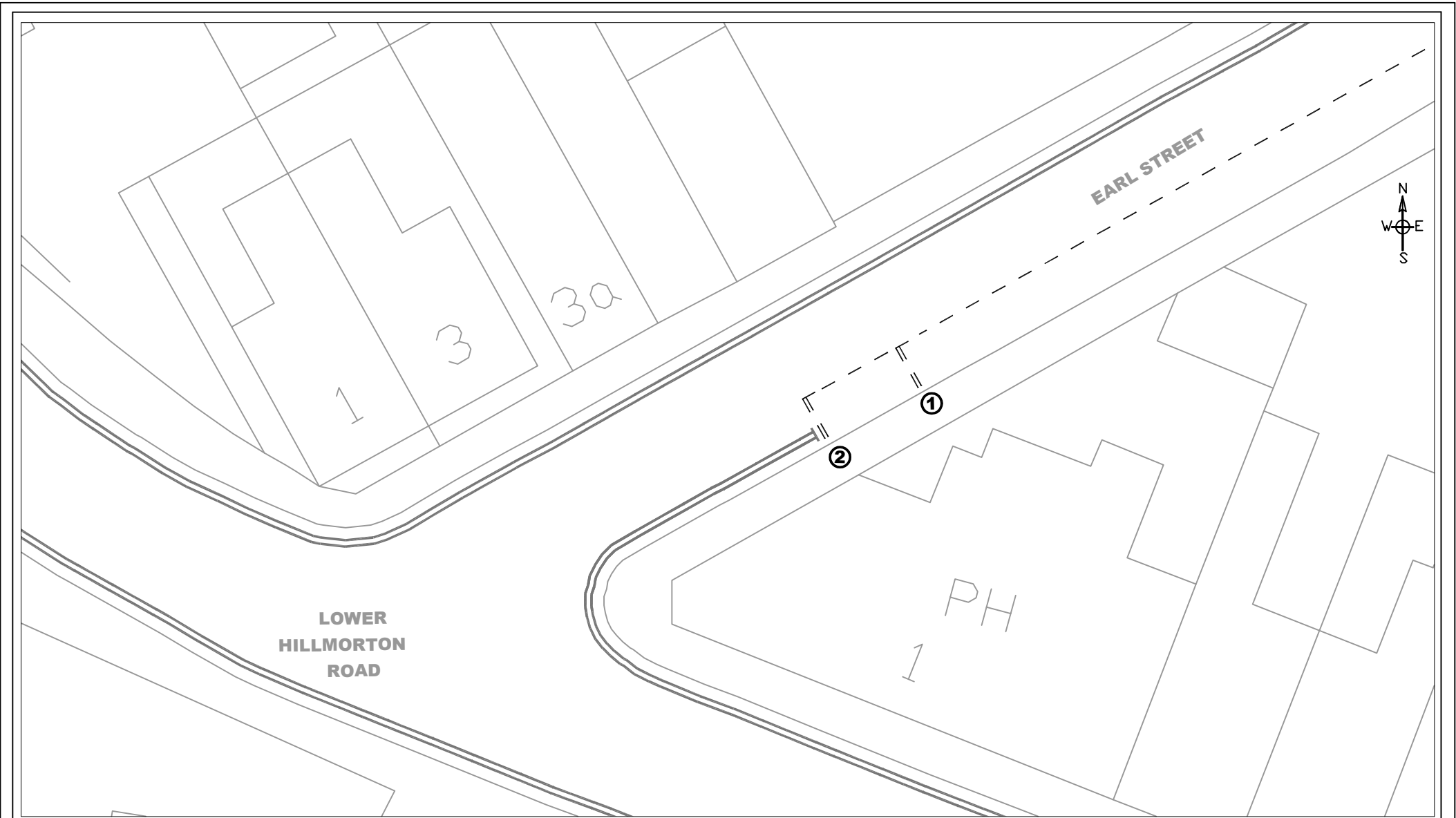
Key:

- ① Existing End of Bay marking
- ② Proposed End of Bay marking

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Area Committee: Rugby - 22.03.07


Subject: Proposed Variations to Waiting Restrictions
- Various Streets, Rugby

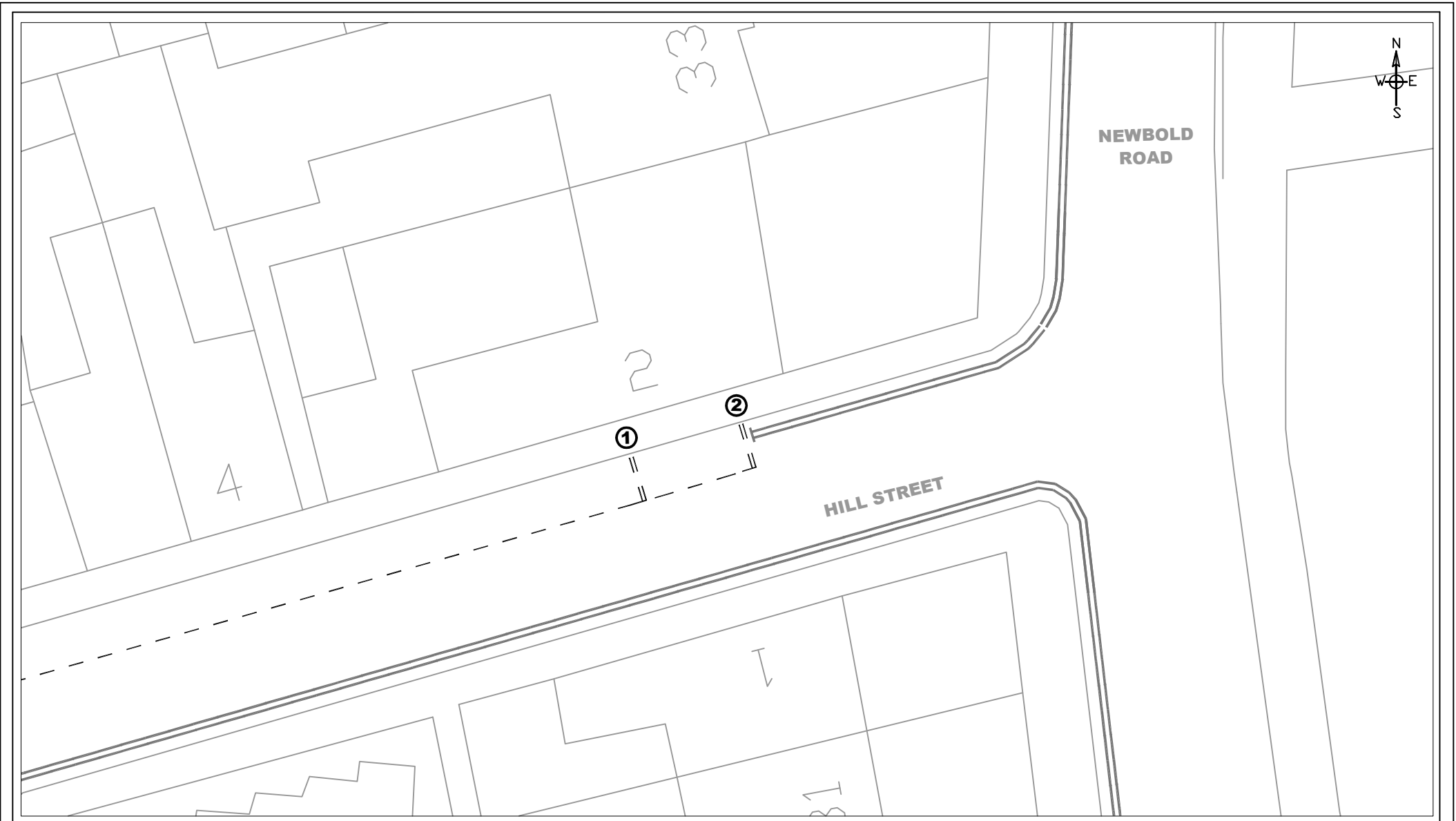
TITLE: Earl Street junction with Lower Hillmorton Road

Key:

- ① Existing End of Bay marking
- ② Proposed End of Bay marking

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Area Committee: Rugby - 22.03.07


Subject: Proposed Variations to Waiting Restrictions
- Various Streets, Rugby

TITLE: Hill Street junction with Newbold Road

Key:

- ① Existing End of Bay marking
- ② Proposed End of Bay marking

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Area Committee: Rugby - 22.03.07

Subject: Proposed Variations to Waiting Restrictions
- Various Streets, Rugby

TITLE: Holbrook Avenue junction with Manor Road

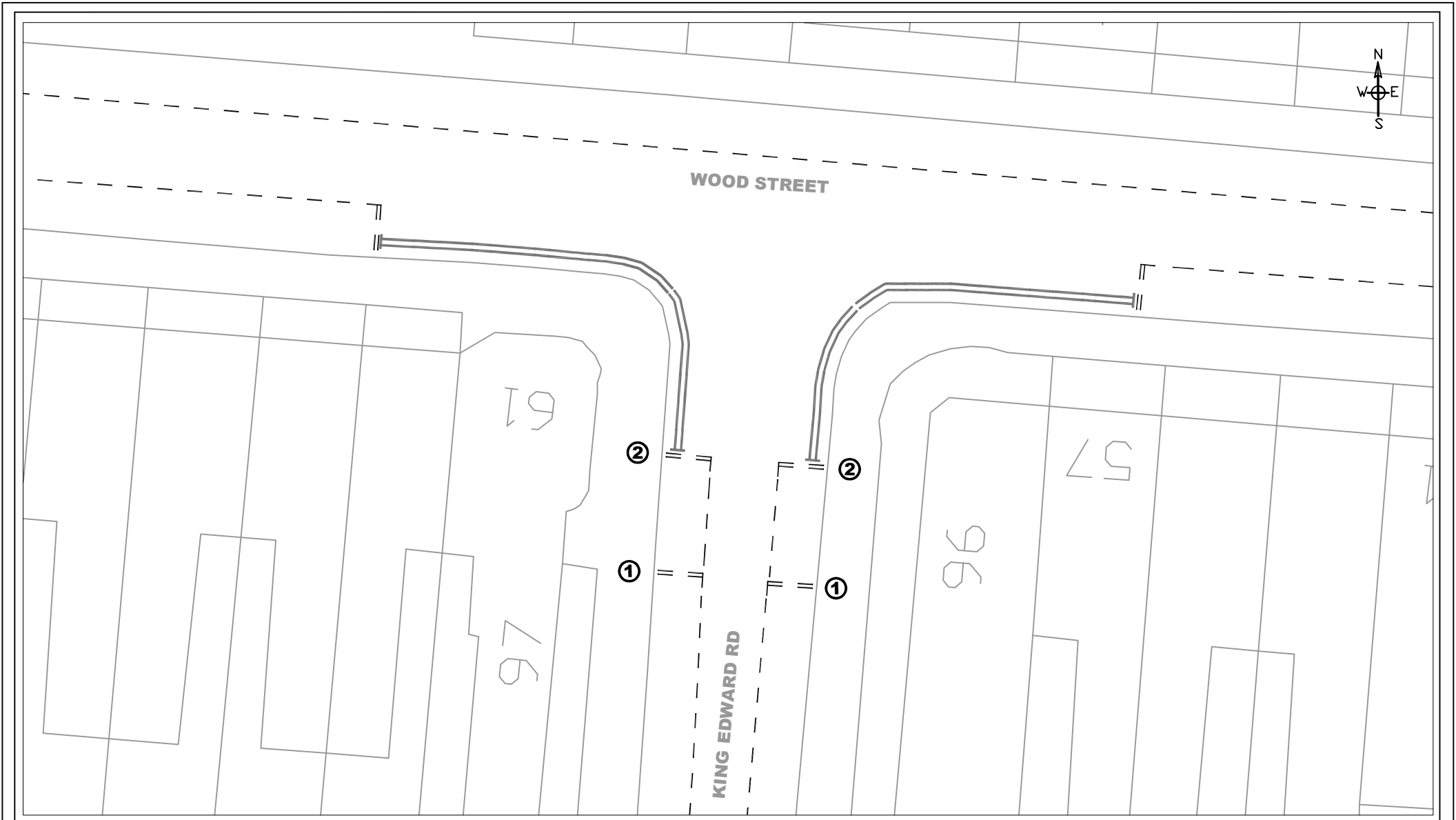
Key:

- ① Existing End of Bay marking
- ② Proposed End of Bay marking

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Area Committee: Rugby - 22.03.07

Subject: Proposed Variations to Waiting Restrictions
- Various Streets, Rugby

TITLE: King Edward Road junction with Wood Street

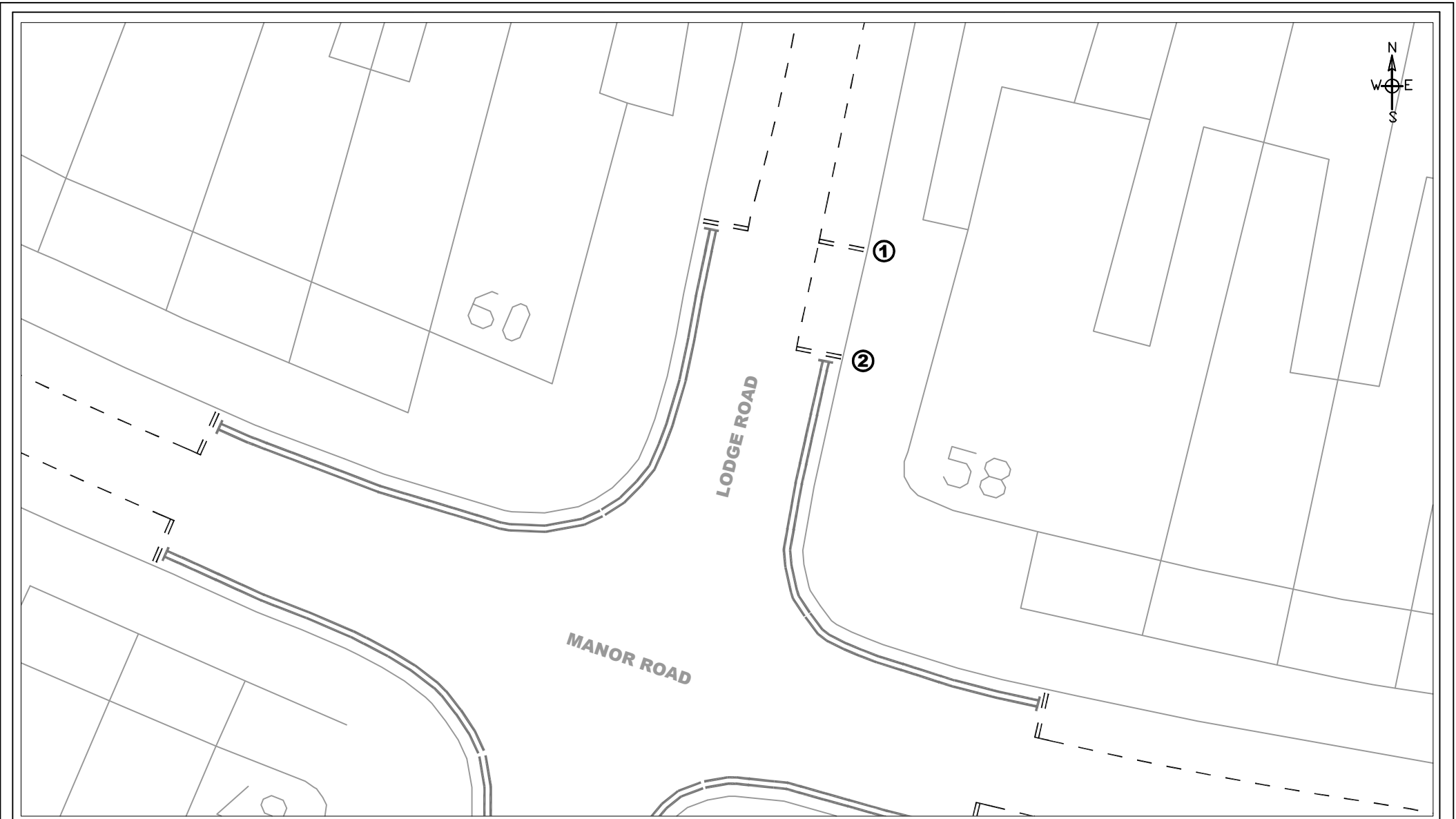
Key:

- ① Existing End of Bay marking
- ② Proposed End of Bay marking

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ECONOMY DIRECTORATE
Shire Hall, Warwick, CV34 4SX



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Area Committee: Rugby - 22.03.07

Subject: Proposed Variations to Waiting Restrictions
- Various Streets, Rugby

TITLE: Lodge Road junction with Manor Road

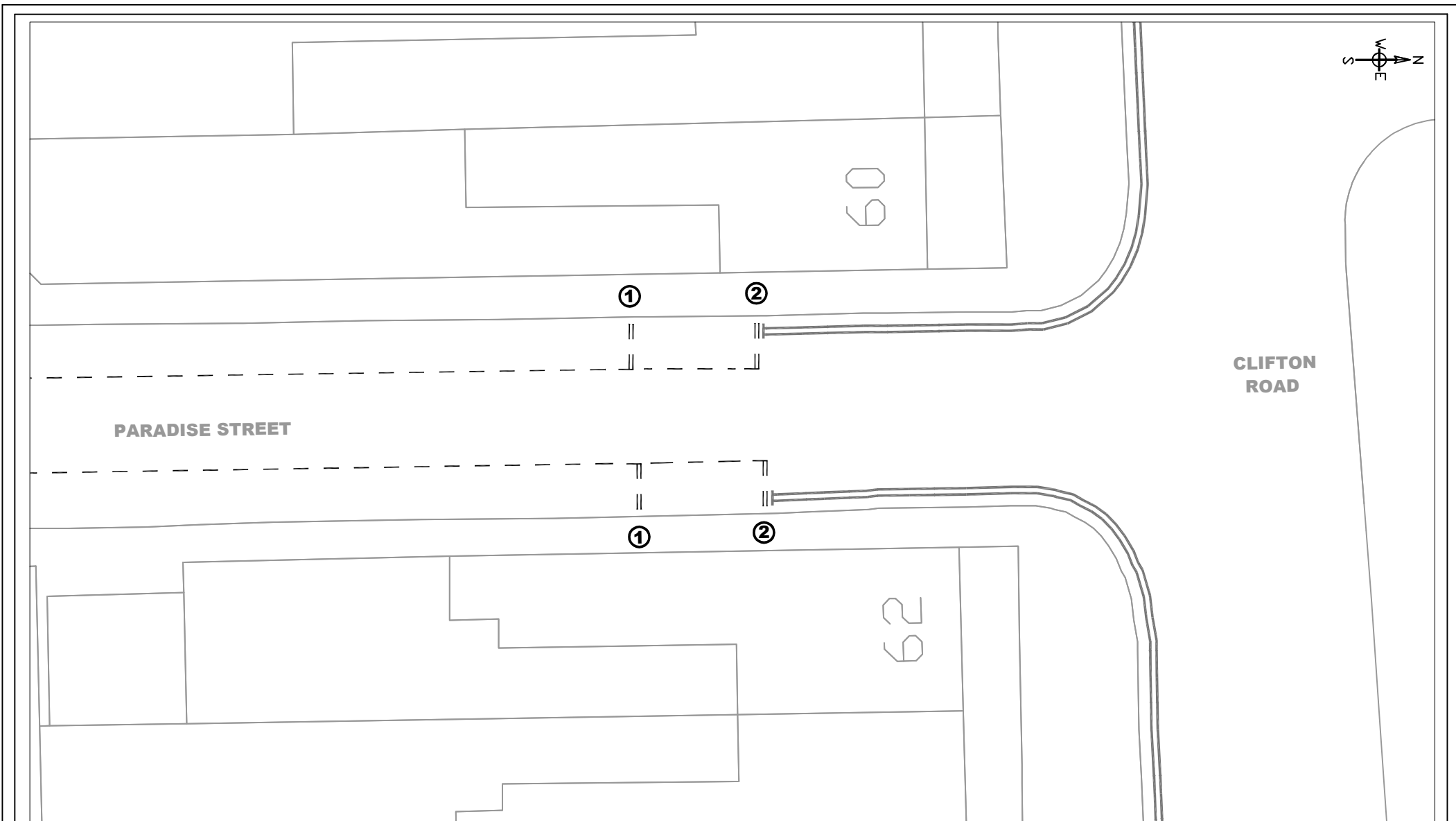
Key:

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CLIFTON ROAD

PARADISE STREET

69

29

① ②
① ②

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Area Committee: Rugby - 22.03.07

Subject: Proposed Variations to Waiting Restrictions
- Various Streets, Rugby

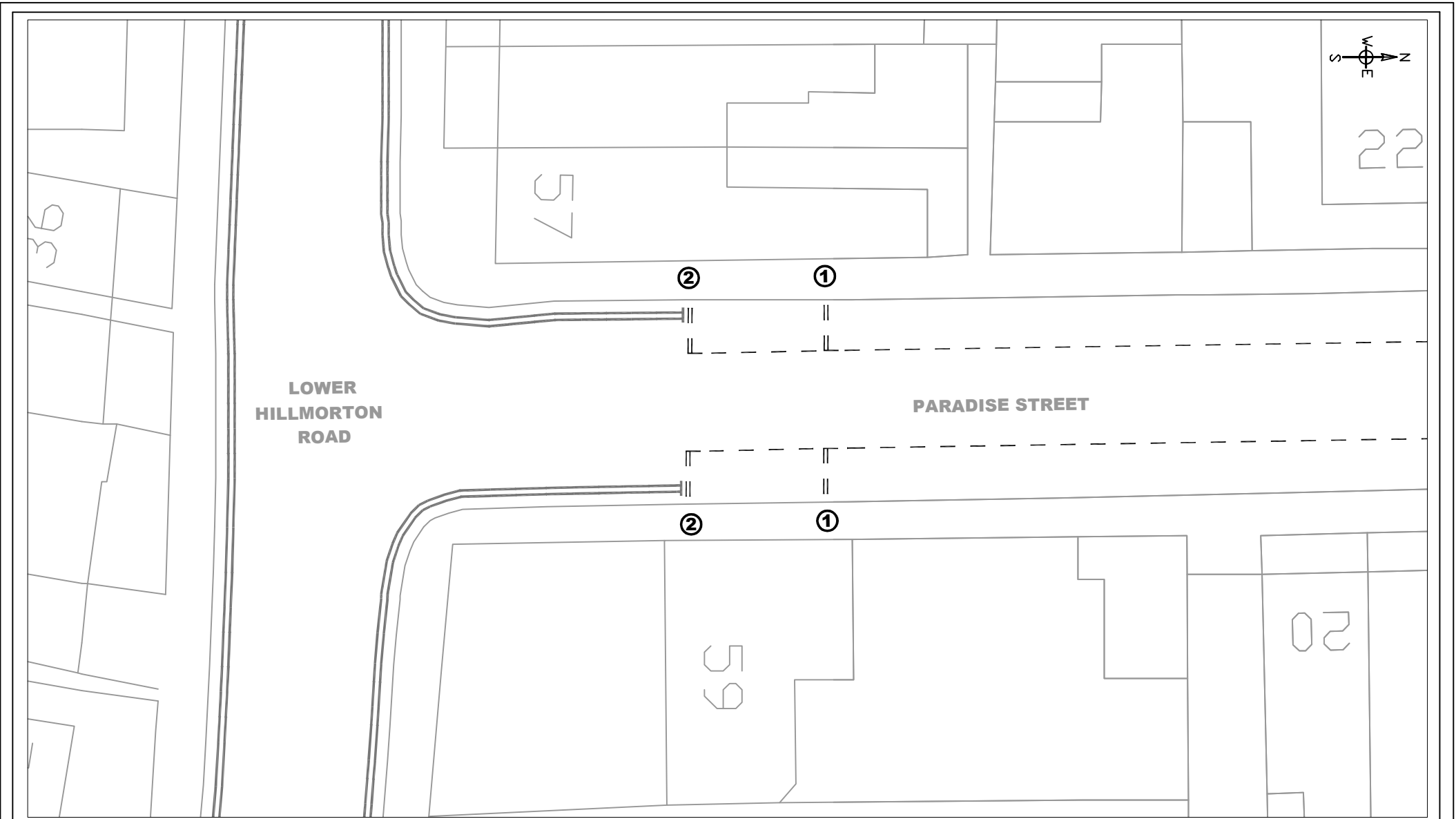
TITLE: Paradise Street junction with Clifton Road

- Key:**
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APPENDIX E OF AGENDA NO.



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Area Committee: Rugby - 22.03.07

Subject: Proposed Variations to Waiting Restrictions
- Various Streets, Rugby

TITLE: Paradise Street junction with Lower Hillmorton Road

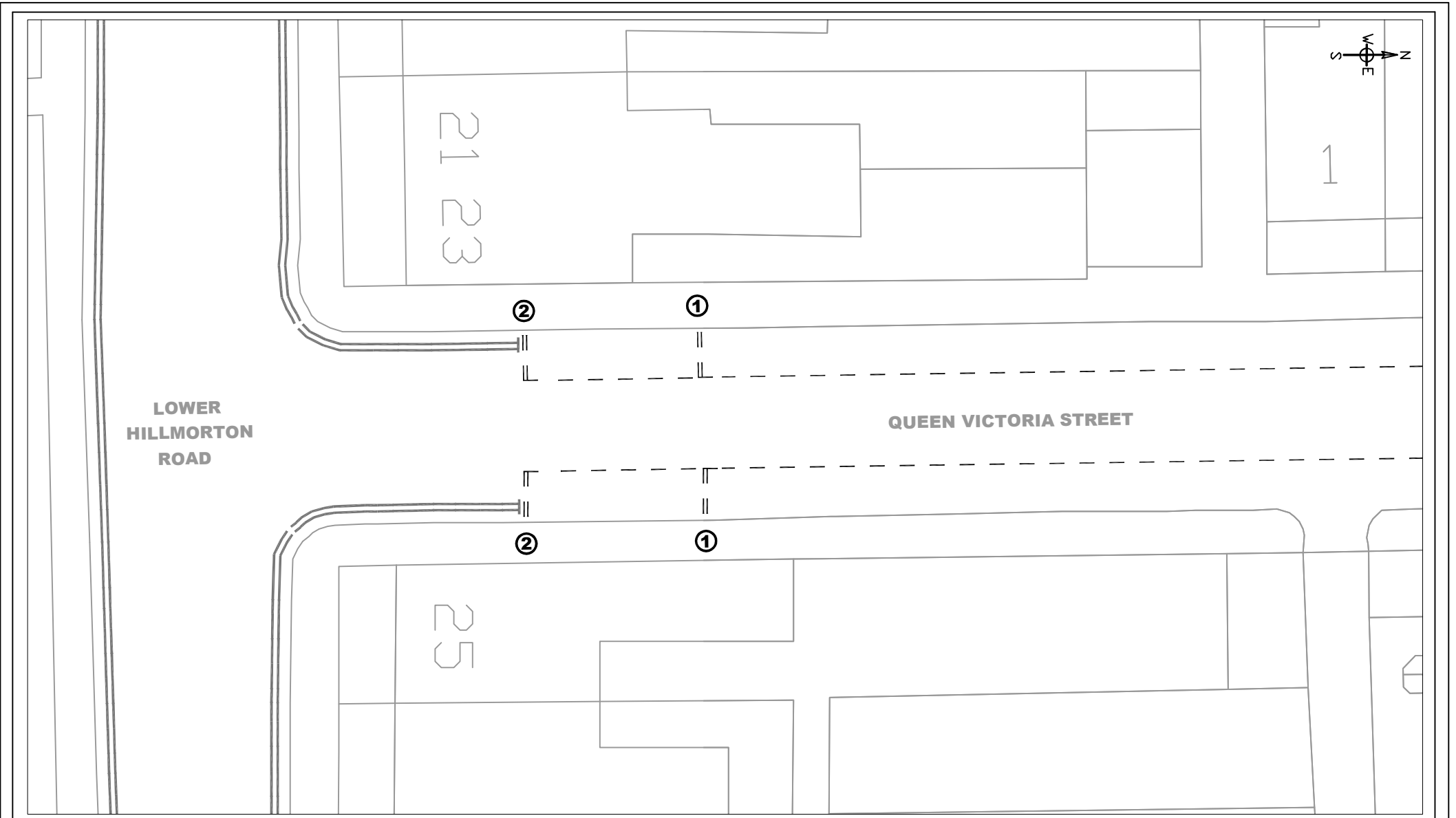
Key:

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Ref No	Drawn WLB	Checked SR	QA Form 19 02/96
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Area Committee: Rugby - 22.03.07

Subject: Proposed Variations to Waiting Restrictions
- Various Streets, Rugby

TITLE: Queen Victoria St junction with Lower Hillmorton Rd

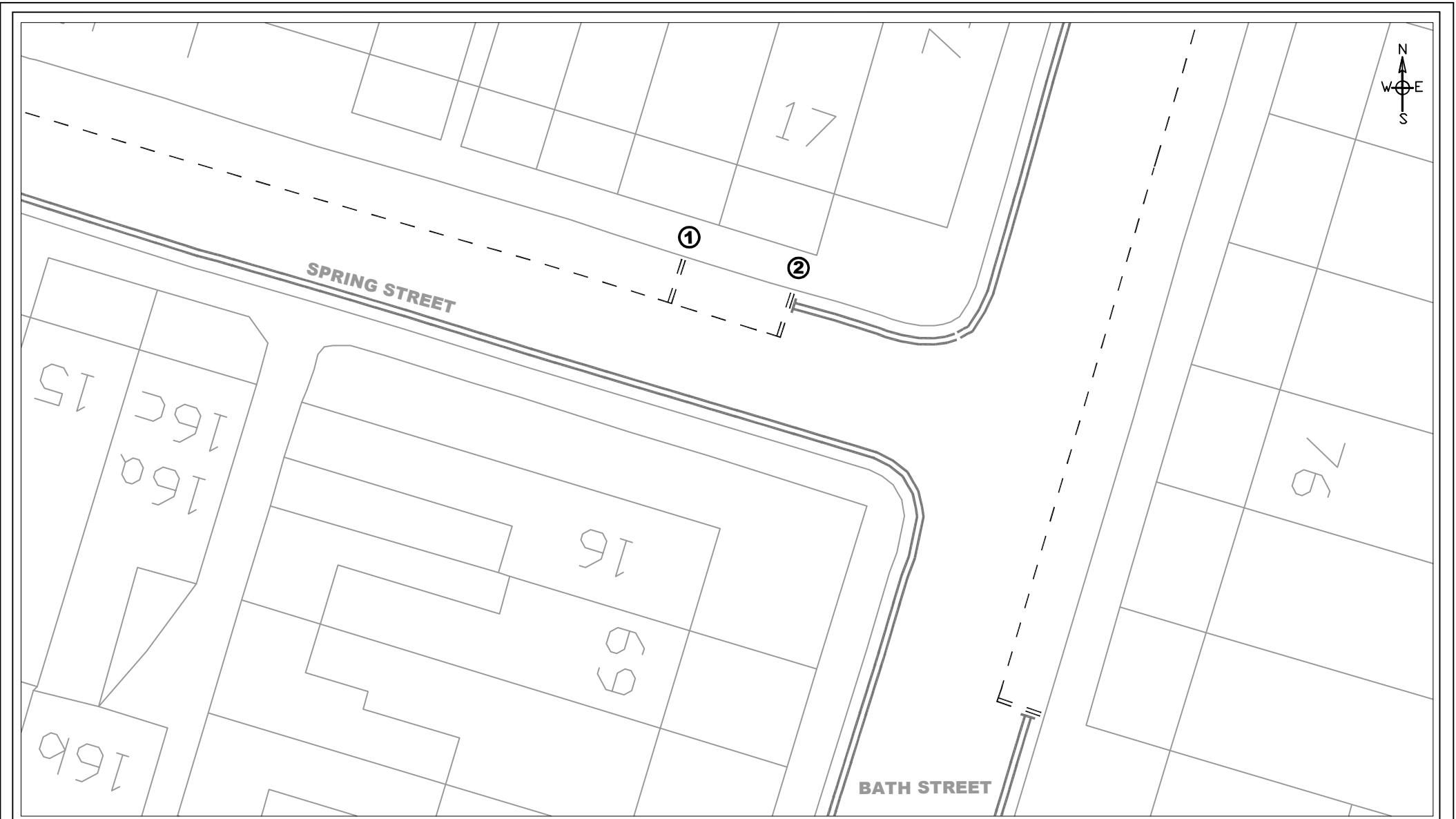
Key:

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Area Committee: Rugby - 22.03.07

Subject: Proposed Variations to Waiting Restrictions
- Various Streets, Rugby

TITLE: Spring Street junction with Bath Street

Key:

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