

AGENDA MANAGEMENT SHEET

Name of Committee **Rugby Area Committee**

Date of Committee **4 October 2007**

Report Title **Rugby Borough Consolidated Traffic Regulation Order 2006, Proposed Variation Number Three**

Summary

Proposals for various changes to the parking Consolidation Order for Rugby Borough were advertised on 24 August 2007. This report discusses the objections received and recommends that with the exception of the proposals set out in the main body of this report, the variation be implemented as advertised. Members are also asked to confirm the action that they require in relation to the proposal for partial footway parking for King Edward Road, Rugby.

For further information please contact

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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

Local Member(s) Councillor Ms K King
(With brief comments, if appropriate)

Other Elected Members

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

- Chief Executive
- Legal I Marriott – agreed.
- Finance
- Other Chief Officers
- District Councils Rugby Borough Council.
- Health Authority
- Police No objection, will support.
- Other Bodies/Individuals Fire Service.
Ambulance Service – no objection.
NAVTEQ.
The Road Haulage Association.
Freight Transport Association.
Coventry and Warwickshire Disabled Drivers
Association.
Rugby Town Centre Company.
Rugby Disability Forum.

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 - 4 October 2007

Rugby Borough Consolidated Traffic Regulation Order 2006, Proposed Variation Number Three

Report of the Strategic Director for Environment and Economy

Recommendation

That:-

1. The proposed variation to 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, with the exception of the recommendations below.
2. The proposal for Aqua Place be abandoned in favour of an informal consultation with residents about possible future waiting restrictions.
3. Members confirm the action they require in relation to the proposals for King Edward Road.

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. A number of these have been investigated and proposals for changes were advertised on the 24 August 2007. A number of objections have been received and these are discussed in the report.

2. Aqua Place

- 2.1 Following requests to alleviate parking problems in Aqua Place a proposal to install a single yellow line along the whole length of Aqua Place with the restriction "No waiting Monday – Friday, 2 pm – 2.30 pm" has been advertised. This is intended to prevent commuters using Rugby train station parking in Aqua Place all day for free. A plan showing these proposals can be found in **plan 1 of Appendix A.**

2.2 One letter of objection has been received.

2.3 **Objection**

There are currently no problems with non-residents parking at the rear end of the Aqua Place estate and very few on any part of the estate. The proposed restriction is likely to lead to unnecessary fines for residents and their visitors. The proposed restriction should be limited to the section of Aqua Place nearest to Mill Road or replaced with a residents parking scheme.

Response

The introduction of a residents parking scheme is likely to prove unpopular in Aqua Place as the majority of residents have easy access to off-street parking and would be unlikely to purchase a residents parking permit. The installation of a single yellow line on lengths of Aqua Place where residents do not consider a restriction necessary is likely to prove unpopular and cause further issues and requests for variations to the Traffic Regulation Order in the future. The installation of a single yellow line on a limited stretch of Aqua Place is likely to displace any current parking problem to another section of the estate.

Recommendation

It is recommended that the current proposal be abandoned and that an informal consultation be carried out with the residents regarding the available options for waiting restrictions in their street.

3. **King Edward Road**

3.1 The advertised proposal is to introduce partial footway parking along the east side of King Edward Road between its junctions with Albert Street and Manor Road. This is intended to maximise on-street parking in an area with high demand. This proposal was investigated whilst a County Council policy on parking was still being considered by the Cabinet and Area Committees. A policy has now been agreed and implemented, the new guidelines regarding footway parking are not met entirely by this proposal. A plan showing this proposal can be found in **plan 2 of Appendix A**.

3.2 One letter of objection has been received from the Rugby Disability Forum.

3.3 **Objection**

The average width of the pavement (2130 mm) will only allow one wheelchair or pushchair access at any one time when 500 mm has been designated for parking. Therefore if two wheelchairs or pushchairs meet one must reverse the full length of the road.

When wheelie bins are put out for refuse collection another 740 mm of footway width will be lost where each one is left. This will create pinch points where wheelchairs and pushchairs are unable to pass, contravening their human rights.

Response

Should this proposal be adopted 500 mm of footway will be designated as legitimate parking space. Measurements taken every 10 metres along the length of the road give a mean footway width of 2,088 mm (**see Appendix B**). The measured depth of a wheelie bin is 750 mm. With 2,088 mm being the mean footway width on King Edward Road pinch points of 838 mm will be created at regular intervals along the road on refuse collection day. This contravenes Warwickshire County Councils parking policy, as the remaining footway width is below the prescribed minimum obstructed footway width of 1,200 mm, as set out in the policy.

Preliminary discussions with Rugby Borough Council have revealed that refuse collectors are contractually obliged to collect wheelie bins “at the kerbside” on refuse collection day. Given that this provides a regular and unavoidable obstruction that reduces the available footway width below the minimum allowed by policy, consideration should perhaps be given to changing the procedure for refuse collection along the affected length of King Edward Road. Rugby Borough Council has indicated a willingness to consider the collection of refuse from within a property boundary but advise that it will be necessary to have dialogue with staff and unions with special reference to health and safety and contractual matters.

Whilst 1588 mm is greater than the prescribed minimum footway width as set out in the Warwickshire County Council Parking Policy (1500 mm) it is accepted that this is not enough space to allow two wheelchairs to pass but this is not a requirement of the parking policy. The width of a wheelchair is estimated at 900 mm.

Another matter for the Area Committee to consider before reaching a conclusion for this proposal is the height of the kerb along this section of King Edward Road.

Taking measurements every 10 metres along the length of the effected section of King Edward Road gives a mean kerb height of 82 mm and a modal height of 90 mm (see **Appendix C**). The Warwickshire County Council policy on footway parking states that “No requests to formalise parking either wholly or partly on a footway will be considered on any footway which is paved or where the height of a kerb is greater than 75-80 mm.” This is to minimise the risk of tyre wall or other vehicle damage which could lead to a claim being made against the Highway Authority.

Recommendation

Members are asked to confirm whether they would like to:-

- (i) Abandon the proposal in light of the areas of non-compliance with the County Councils Parking Policy on footway parking as highlighted by the objection from the Rugby disability forum.

- (ii) Defer the scheme to allow further discussions with Rugby Borough Council regarding refuse collection or
- (iii) Implement the scheme as advertised.

4. Princes Street and King Street

- 4.1 The advertised proposal is to allow residents of Princes Street and King Street eligibility for Zone R1 residents parking permits and to include an exemption for Zone R1 permit holders on all existing limited waiting parking bays on these streets. A plan showing this proposal can be found in **plan 3 of Appendix A**.
- 4.2 Three letters of objection have been received.

- (i) **Objection**

There are currently no parking issues in Princes Street. The introduction of parking permits will have no benefit to residents, just an extra monetary cost. The ideal solution would be to remove all parking restrictions on Princes Street to allow residents to park legally without hindrance.

Response

A number of other residents of Princes Street have made representations that there is a parking problem on the Street. Due to the rigorous enforcement regime that has been implemented following the decriminalisation of parking enforcement in Rugby residents of Princes Street will inevitably find that they risk receiving a Penalty Charge Notice should they park on the west side of Princes Street for more than an hour at a time.

Should all waiting restrictions be removed from Princes Street its proximity to the town centre and the presence of residents parking zones on other streets means that it is likely the street would quickly be targeted by commuters seeking unrestricted parking.

- (ii) **Objection**

Residents permits are only being offered to one side of the street. There is no reason why parking permits cannot be issued on both sides of Princes Street.

Response

The advertised proposal is to allow all residents on both sides of Princes Street eligibility for residents permits.

(iii) **Objection**

Limited waiting parking bays with a Zone R1 exemption should be introduced on both sides of Princes Street. This already works well on Dale Street which is narrower than Princes Street.

A one-way system should be introduced on Princes Street and Dale Street.

Response

Whilst not objecting to the current proposal other residents have written in suggesting that a limited waiting parking bay should be introduced on the east side of Princes Street. On first inspection Princes Road appears to be too narrow to allow parking on both sides of the street. However the parking and traffic management situation will be investigated in more detail as part of a possible future variation to the Rugby Borough Consolidated Traffic Regulation Order 2006.

Recommendation

That the proposal be implemented as advertised whilst further investigation is carried out regarding the possibility of increasing parking capacity on Princes Street.

5. Conclusion

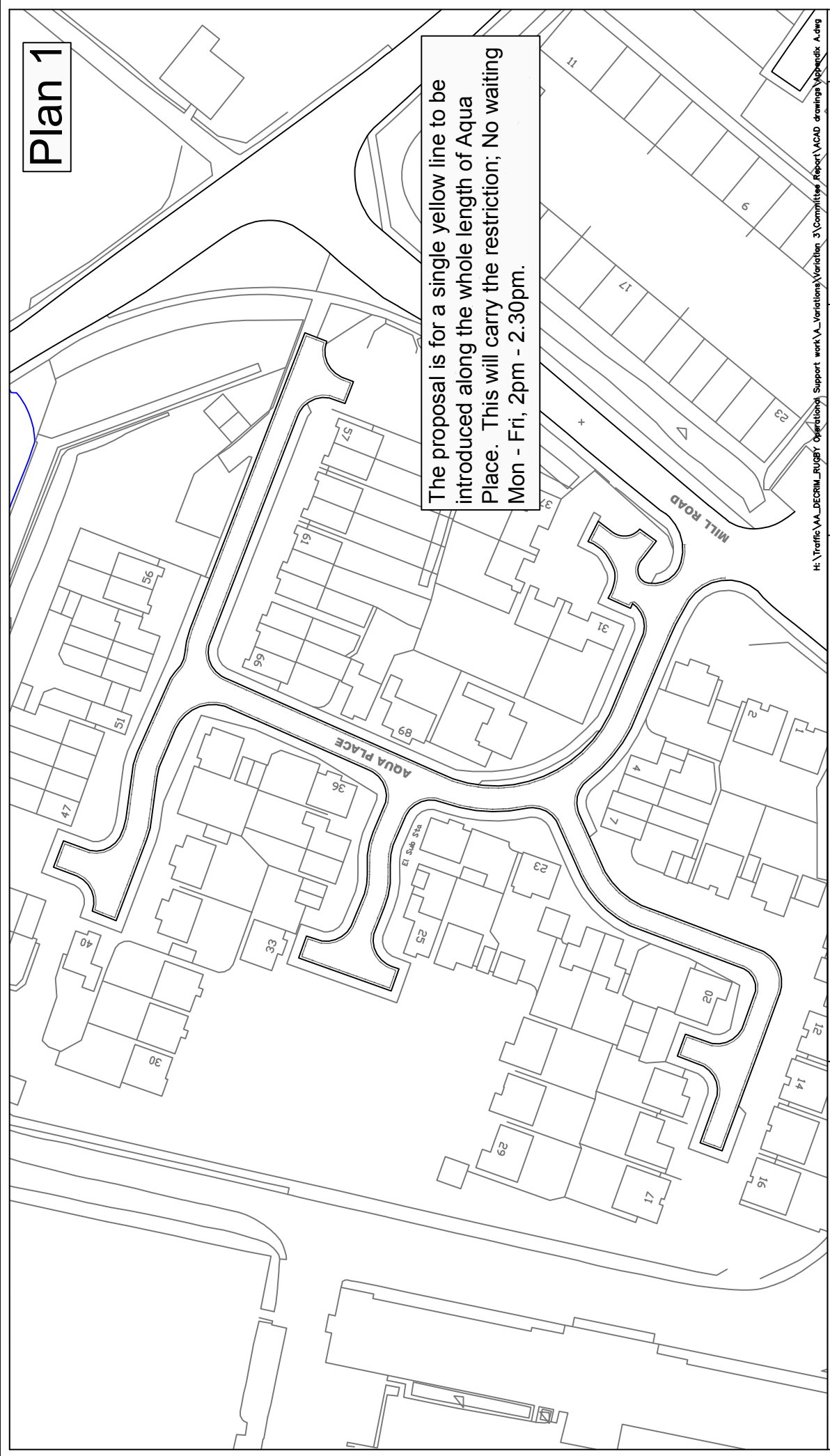
- 5.1 The indications are that the new parking enforcement regime in Rugby Borough is achieving many of its intended benefits. However, a number of issues have arisen, some of which have been the subject of this report and some of which are still under investigation. Any proposals which are developed will be advertised as soon as possible. Further reports will be presented to Rugby Area Committee if objections are received.

JOHN DEEGAN
Strategic Director for Environment and Economy
Shire Hall
Warwick

24 September 2007

Plan 1

The proposal is for a single yellow line to be introduced along the whole length of Aqua Place. This will carry the restriction; No waiting Mon - Fri, 2pm - 2.30pm.



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Drawn GP

Plan 1

Rugby Area Committee - 04/10/2007

Rugby Borough Consolidated Traffic Regulation Order 2006, Proposed Variation Number Three.

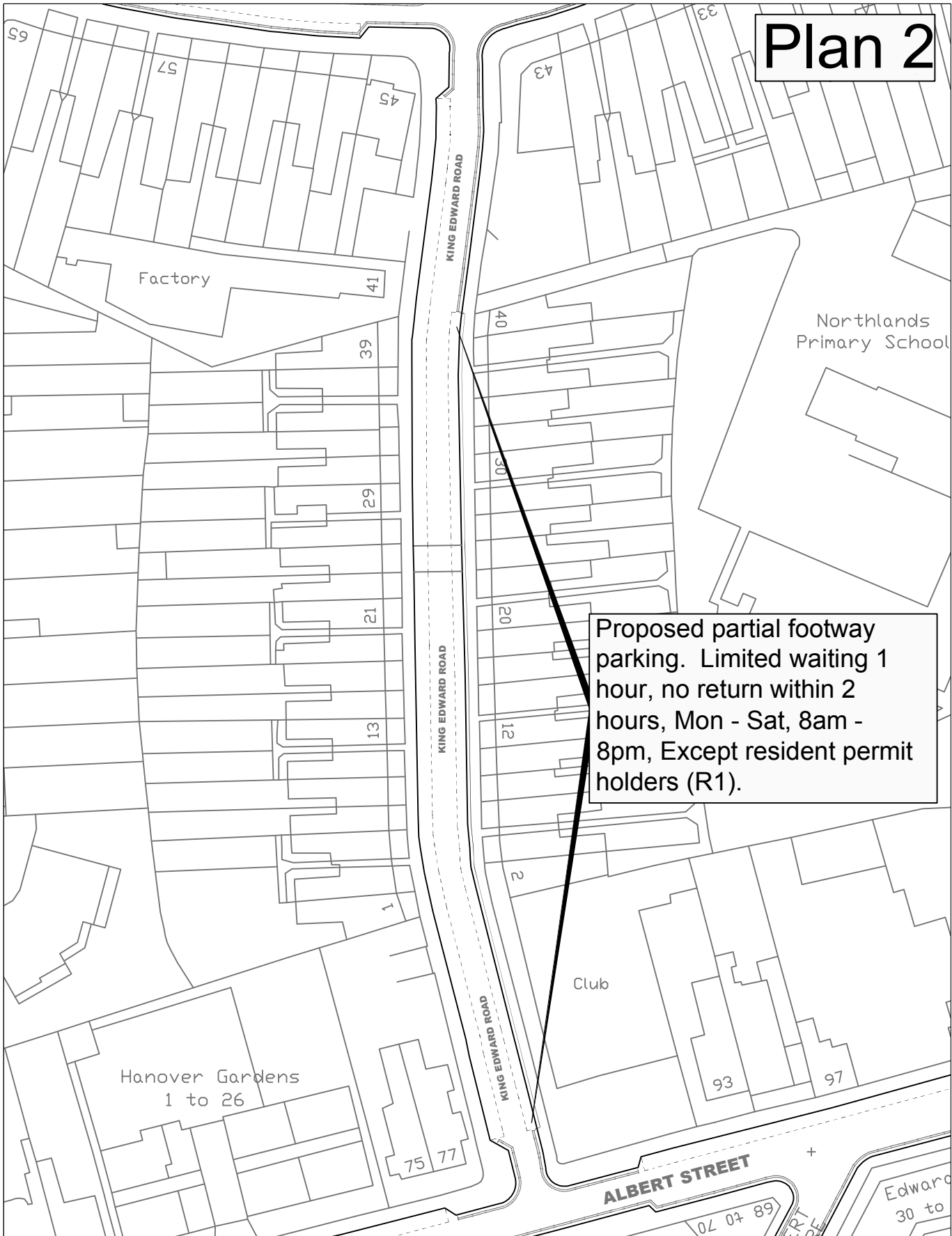
Aqua Place - No Waiting, Mon - Fri, 2pm - 2.30pm.



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County Council
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Plan 2




Proposed partial footway parking. Limited waiting 1 hour, no return within 2 hours, Mon - Sat, 8am - 8pm, Except resident permit holders (R1).

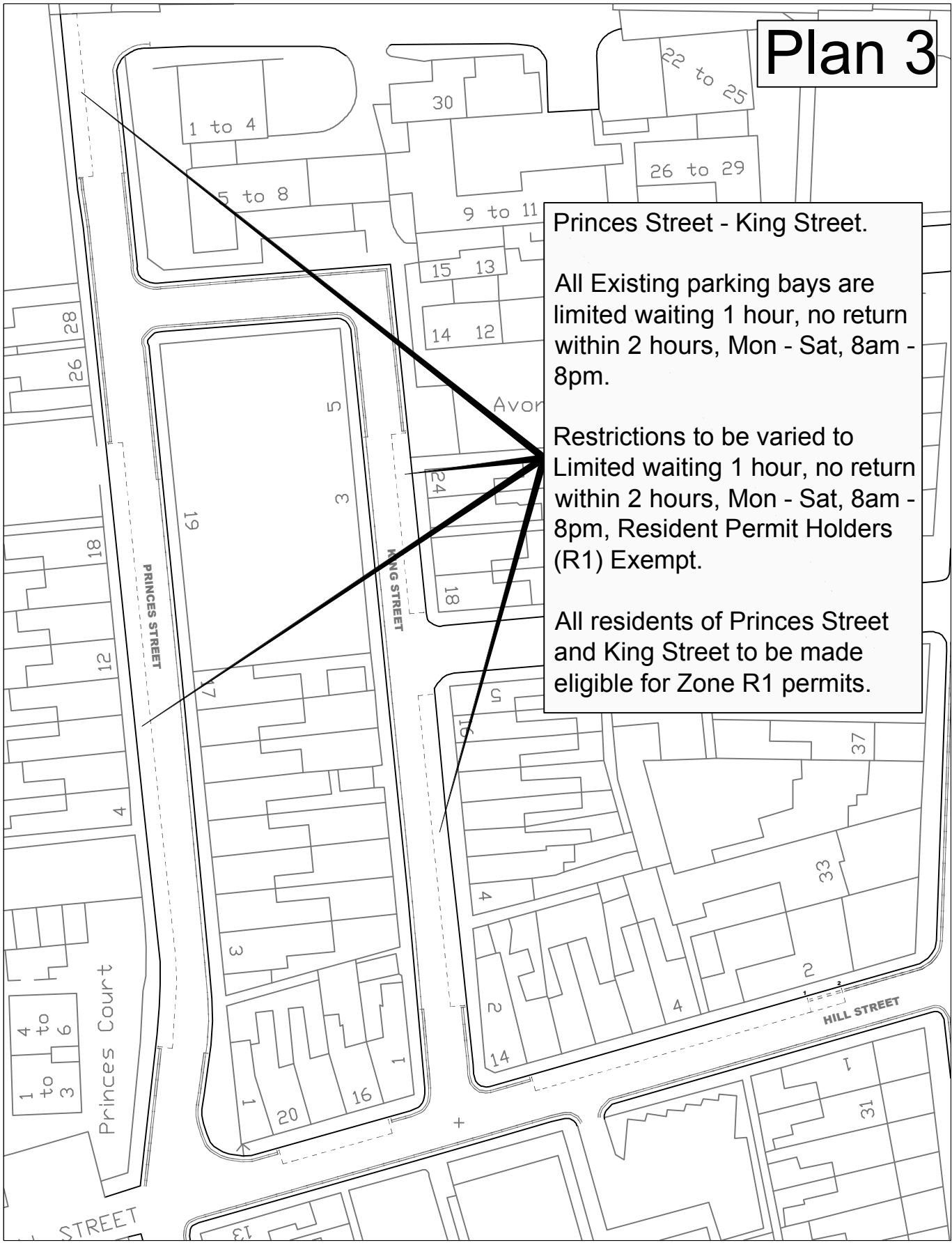
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Rugby Area Committee
04/10/2007
King Edward Road - Partial Footway Parking

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Plan 3



Princes Street - King Street.

All Existing parking bays are limited waiting 1 hour, no return within 2 hours, Mon - Sat, 8am - 8pm.

Restrictions to be varied to Limited waiting 1 hour, no return within 2 hours, Mon - Sat, 8am - 8pm, Resident Permit Holders (R1) Exempt.

All residents of Princes Street and King Street to be made eligible for Zone R1 permits.

Not to scale

Plan 3

Drawn GP

GA Form 19
02/96

Rugby Area Committee
04/10/2007
Zone R1 Extension - Princes Street/
King Street

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APPENDIX B - OF AGENDA NO.



Not to scale

Drawn GP

GA Form 19
02/96

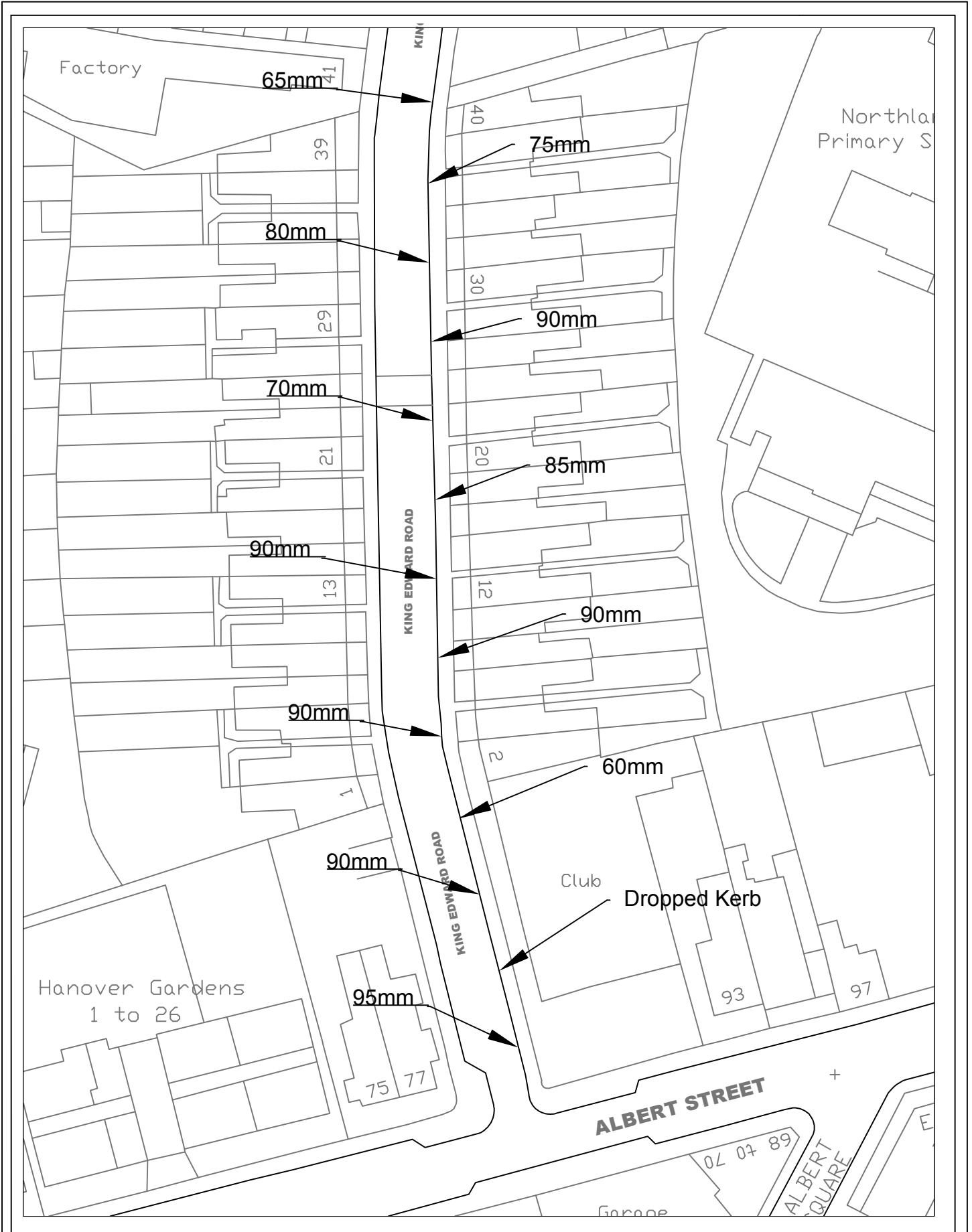
Rugby Area Committee
04/10/2007
King Edward Road, Rugby - Footway Width.

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APPENDIX C - OF AGENDA NO.



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Rugby Area Committee
04/10/2007

King Edward Road, Rugby - Kerb Height.

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