

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

.....

Health Authority

.....

Police

Comments included.

Other Bodies/Individuals

Fire Service - comments included.
Ambulance Service.
Stratford Town Council.
Disabled Drivers Association.
NFU. RHA FTA.
Head of Community Services – Stratford.

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

.....

**Stratford on Avon South Joint Committee -
25 September 2008**

**Proposed Changes to Waiting Restrictions at Various
Locations in Stratford on Avon District**

**Report of the Strategic Director for
Environment and Economy**

Recommendation

1. That the proposed waiting restrictions contained within Variation 1 be made as advertised.
2. In the case of Main Street Tiddington:-
 - (i) That in the interests of road safety the proposed waiting restriction be implemented as advertised as a temporary measure.
 - (ii) That the Committee consider allocating funds from its 2009/10 maintenance and safety budget for a feasibility study and suitable engineering measures.
 - (iii) That the Area Committee calls on Warwickshire Police to carry out enforcement of the deliberate contravention of the keep left arrow.

1. Introduction

- 1.1 Decriminalisation of parking enforcement, now Civil Parking Enforcement (CPE), was introduced in the Stratford on Avon District in October 2004. At that time, the existing Traffic Regulation Orders relating to waiting restrictions were consolidated into a single order with plans showing the restrictions. This Consolidation Order has been subsequently varied over time.
- 1.2 Further changes to waiting restrictions have been requested by various individuals and organisations. Consultation has been carried out and the proposals were advertised by public notice on the 5 June 2008. Objections have been received to some of these proposals.
- 1.3 The comments, suggestions and objections that were received are discussed below together with the reasons for the proposals.

- 1.4 For completeness, details are also included of all the proposed changes contained within this variation (see **Appendix A**).

2. Proposal Avenue Road and Benson Road, Stratford-upon-Avon

- 2.1 Proposal for No Waiting At Any Time, No Waiting Mon-Sat 8am-6pm and Limited Waiting 2hrs No Return Within 2 hrs. Mon-Sat 8am-6pm (Plan in **Appendix B**).
- 2.2 Vehicles are parking up to and around the junctions causing obstruction to traffic and restricting visibility. Unrestricted parking along Avenue Road and Benson Road is causing accessibility problems for residents.
- 2.3 Three letters of objection have been received raising the following points.

2.4 Objections

Limited residential parking spaces available, requesting a residents parking permit; Remove the right of residents, guests or visitors to park; Breach of personal rights and entitlements which will have a detrimental effect on the value of property; Cars do not obstruct or prohibit access; Streets are used as overspill parking by residents from Shakespeare Street, Mulberry Street and Great William Street , Zone S2.

2.5 Response

The proposed waiting restrictions were considered the most appropriate for this area with the residential properties having the facilities of off road parking; Restrictions for this area were requested by residents with complaints of obstruction by parked vehicles at road junctions and accesses by all day commuter parking; The areas of Limited waiting on Avenue Road and Benson Road will still allow vehicles to park from 4pm through to 10am the next day and all day on Sundays.

2.6 Recommendation

It is recommended that the proposals be implemented as advertised.

3. Proposal Carters Lane, Tiddington

- 3.1 Proposal for No Waiting At Any Time (Plan in **Appendix C**).
- 3.2 Large vehicles (fire brigade vehicles and refuse disposal vehicles) are having difficulty in accessing the area. Parked vehicles reduce the width of the road to the extent that vehicles are having to mount the narrow footway to pass. Residents of Gibbs Court, a housing complex situated off Carters Lane are experiencing problems with access and egress onto Carters Lane. Vehicles parked up to the access are causing an obstruction.
- 3.3 Seven letters of objection have been received raising the following points.

3.4 **Objections**

There has never been any problem with access, for large vehicles; Vehicles will be forced further into the lane and cause problems; The local businesses will be impacted by the lack of convenient parking for short stays, this could impact its viability over time; The restrictions will exacerbate the incidents of illegal obstructions on Main Street.

3.5 **Response**

The request for the introduction of the waiting restriction was as a result of residents of Gibbs Court suffering access and egress problems due to the narrowness of the road. The Area Risk Manager for the Warwickshire Fire and Rescue Service expressed support for the proposed waiting restriction. It is inevitable that obstruction for larger vehicles occurs when vehicles are parked on either side of the road; The extent of the waiting restriction was considered the most appropriate whilst trying to minimize the impact of migration of vehicle into other areas; Suitable unrestricted areas remain in the vicinity for visitors to premises.

3.6 **Recommendation**

It is recommended that the proposals be implemented as advertised.

4. **Proposal Main Street, Tiddington**

4.1 Proposal for No Waiting At Any Time (Plan in **Appendix D**). For the section of road outside the Post Office which is divided by a central refuge.

4.2 The request for extending the double yellow lines came from the Warwickshire Police Road Safety Unit. The Local Community Beat Officer had raised concerns that with vehicles parking in close proximity to the refuge large vehicles were passing to the offside of the refuge.

4.3 **Police Road Safety Unit Comments**

- (i) "This application for an extension of the double yellow lines by one cars length in Main Street, Tiddington was made on road safety grounds. The current parking availability and the location of the keep left bollard make it impossible for larger vehicles such as buses and lorries to pass the bollards on the nearside if vehicles are parked right up to the existing double yellow line system. This forces them cross to the offside to pass along the road, committing a road traffic offence and creating a very real danger for them and other road users."
- (ii) "Incidents of this nature are not rare and have been witnessed by local officers which is why it was brought to our attention. It is not felt that enforcement is an appropriate response in these circumstances and a preventative measure was sought."

- (iii) "I feel that the loss of one parking space is a realistic price to pay when compared to the danger caused when vehicles are forced to take to the offside of the road because they physically cannot negotiate the keep left bollard and the cars which are legitimately parked."

4.4 Twelve letters of objection have been received raising the following points together with a petition containing 446 signatures.

4.5 **Objections**

- (i) Councillor Hyde. "I do not support this proposal. This is the economic centre for the village and on street parking is important to the local residents and shops. I accept that some HGV's may have difficulty at this point but these occurrences are much less rare compared to the need of residents to visit the shops. I do not wish to see the loss of the parking."
- (ii) Councillor Perry. "I visited the site on Friday 13th June, the owner of the shop would lose two valuable parking slots if the yellow lines were extended to his boundary. Moreover, I witnessed large lorries passing through by the traffic verge and this did not seem to cause any traffic hold ups or traffic implications whatsoever."
- (iii) It will reduce the chicane effect and enable traffic to move through more quickly.
- (iv) Vehicles will be less likely to stop to allow pedestrians across at the central refuge and increase the judgement of speed issue for the elderly when crossing.
- (v) The shop is vital to the community, the Post Office is at risk of closing even a minor reduction in the available parking put the viability of the shop at risk.
- (vi) Nearly all large vehicles negotiate this section of road on the correct side of the refuge.

4.6 **Response**

4.7 Further Officer investigation at this location concludes that with vehicles parked legally at the end of the existing waiting restriction the majority of large heavy goods vehicles can manoeuvre at a reduced speed between the gap created by the central refuge and parked vehicles (Photographs **Appendix F**). However, on occasion larger articulated vehicles are unable to manoeuvre through the available road space.

4.8 Large vehicles have been observed to pass to the offside of the refuge, deliberately contravening the keep left arrow, by taking a racing line without reducing speed. (Photographs **Appendix G**).

4.9 Vehicles passing to the offside of the central refuge are a potential danger to pedestrians.

- 4.10 The important service that the commercial premises at this location provide to local and passing custom has also to be considered.
- 4.11 Under the proposal as advertised, the traffic calming effect of the central refuge would still be retained vehicles should reduce their speed to negotiate the road layout. The central refuge provides the facility for pedestrians to cross the road in two halves; The proposed temporary extension to the double yellow lines is being kept to a minimum with the removal of only one parking space.

Conclusion

- 4.12 In the interests of road safety the proposed waiting restriction should be implemented as advertised as a temporary measure until such a time that suitable engineering measures are investigated (see 4.13)
- 4.13 Suitable engineering solutions should be considered as a permanent solution. It is therefore recommended that the Committee consider allocating funds from its 2009/10 maintenance and safety budget for a feasibility study and suitable engineering measures.
- 4.14 In view of the potential danger to pedestrians crossing at the refuge, Police enforcement would be appropriate action in response to contravention of the keep left arrow
- 4.15 Enforcement of illegal parking on the double yellow lines at this location is required and this has been brought to the attention of the Stratford District Parking Services Team.

5. Proposal Trevelyan Crescent, Stratford-upon-Avon

- 5.1 Proposal for No Waiting At Any Time (Plan in **Appendix E**).
- 5.2 Vehicles are parking around the apex of the bend which restricts visibility and causes obstruction to traffic.
- 5.3 One letter of objection has been received raising the following points.

5.4 Objection

Have to park cars elsewhere, not in view of property, cars being broken into, scratched, fuel lines cut; The enforcement of no waiting on the corner will only move the problem elsewhere; Vehicles parked on and around the bend reduce the speed of vehicles.

5.5 Response

The concerns raise by the objector concerning damage and theft have been forwarded to Warwickshire Police for the attention of the Safer Neighbourhood Team; Introduction of the proposed restriction will encourage drivers to park vehicles appropriately.

Recommendation

5.6 It is recommended that the proposal be implemented as advertised.

6. Conclusion

6.1 Having considered the objections to the proposed waiting restrictions for the Stratford on Avon District South. It is considered necessary that, the changes are implemented as advertised.

PAUL GALLAND
Strategic Director for Environment and Economy
Shire Hall
Warwick

10 September 2008

**Stratford on Avon South Joint Committee -
25 September 2008**

**Proposed Changes to Waiting Restrictions at Locations in the
Stratford on Avon District South**

**The Warwickshire County Council (District of Stratford on Avon) (Civil
Enforcement Area) (Waiting Restrictions, on Street Parking Places and
residents Parking) (Consolidation) (Variation No. 1)
Order 2008**

Schedule

NO WAITING AT ANY TIME

Henley in Arden

School Road (south side) from 10 metres west of High Street, westwards for 9 metres (the existing 2 hour limited waiting restriction will be revoked).

Shipston-on-Stour

Old Road (west side) from Stour Court, northwards for 5 metres.

Stour Court (north side) from Old Road, westwards for 7 metres.

Stratford upon Avon

Avenue Road (north-west side) from 15 metres north of Benson Road, southwards to Benson Road.

Avenue Road (south-west side) from 7 metres north of Benson Road, southwards to Benson Road.

Avenue Road (west side) from 7 metres south of Benson Road, northwards to Benson Road

Benson Road (south side) from Avenue Road, westwards for 20 metres

Benson Road (south side) from 35.5 metres east of Maidenhead Road, eastwards for 9 metres

Benson Road (north side) from 20 metres west of Avenue Road, to Avenue Road.

Henley Street (both sides) from 6 metres south-east of Windsor Street, south-eastwards for 3 metres.

Loxley Road (north-east side) from 10 metres north-west of Saxon Close, south-eastwards for 33 metres.

Mayfield Court (west side) from 15.5 metres from Mayfield Avenue, southwards for 11.8 metres.

Mayfield Court (west side) from 31.5 metres from Mayfield Avenue, southwards for 7.8 metres.

Mayfield Court (west side) from 45.3 metres from Mayfield Avenue, westwards for 6 metres, southwards for 5.5 metres & eastwards for 1.56 metres.

Mayfield Court (east side) from 27 metres from Mayfield Avenue, southwards for 17 metres & eastwards for 6 metres (an existing 1 hour limited waiting restriction will be revoked).

Trevelyan Crescent (both sides) from 89 metres south-west of Chesford Grove, south-west for 40 metres.

Welcombe Road (both sides) from 69 metres north of Cedar Close, northwards for 53 metres.

Wharf Road (south-east side) from 13.5 metres south-west of Birmingham Road, south-westwards for 28 metres.

Wharf Road (north-west side) from 13.5 metres south-west of Birmingham Road, south-westwards for 20 metres.

Woodman Court (south side) from 40 metres west of Clopton Road, westwards for 13 metres & southwards for 27 metres.

Tiddington

Carters Lane (south-west side) from 10 metres from Main Road, north-westwards for 36 metres.

Carters Lane (north-east side) from 10 metres from Main Road, north-westwards 54.4 metres.

Main Street (south-east side) from 27.5 metres south-west of Whitfield Close, south-westwards for 5 metres.

NO WAITING MON-SAT 8AM TO 6PM

Stratford upon Avon

Avenue Road (north-west side) from 15 metres north of Benson Road for its entire length.

Avenue Road (south-east side) from 34 metres north of Benson Road for its entire length.

Benson Road (north side) from 20 metres west of Avenue Road, westwards for 50.5 metres.

REVOCAION OF NO WAITING MON-FRI 8AM TO 6PM

Shipston-on-Stour

Tilemans Lane (north-east side) from 21 metres north-west of Beecham Road, north-west for 67 metres.

LIMITED WAITING

Stratford upon Avon (2 hours, no return for 2 hours – Mon-Sat 8am to 6pm)

Avenue Road (south-east side) from 7 metres north of Benson Road, north-eastwards for 27 metres.

Benson Road (south side) from 20 metres west of Avenue Road, westwards for 30 metres.

Stratford upon Avon (1 hour, no return for 2 hours – Daily 8am to 6pm)

Rother Street (lay-by fronting police station) from 4.2 metres from south-western end of the lay-by, to 7.2 metres from the north-eastern end of the lay-by.

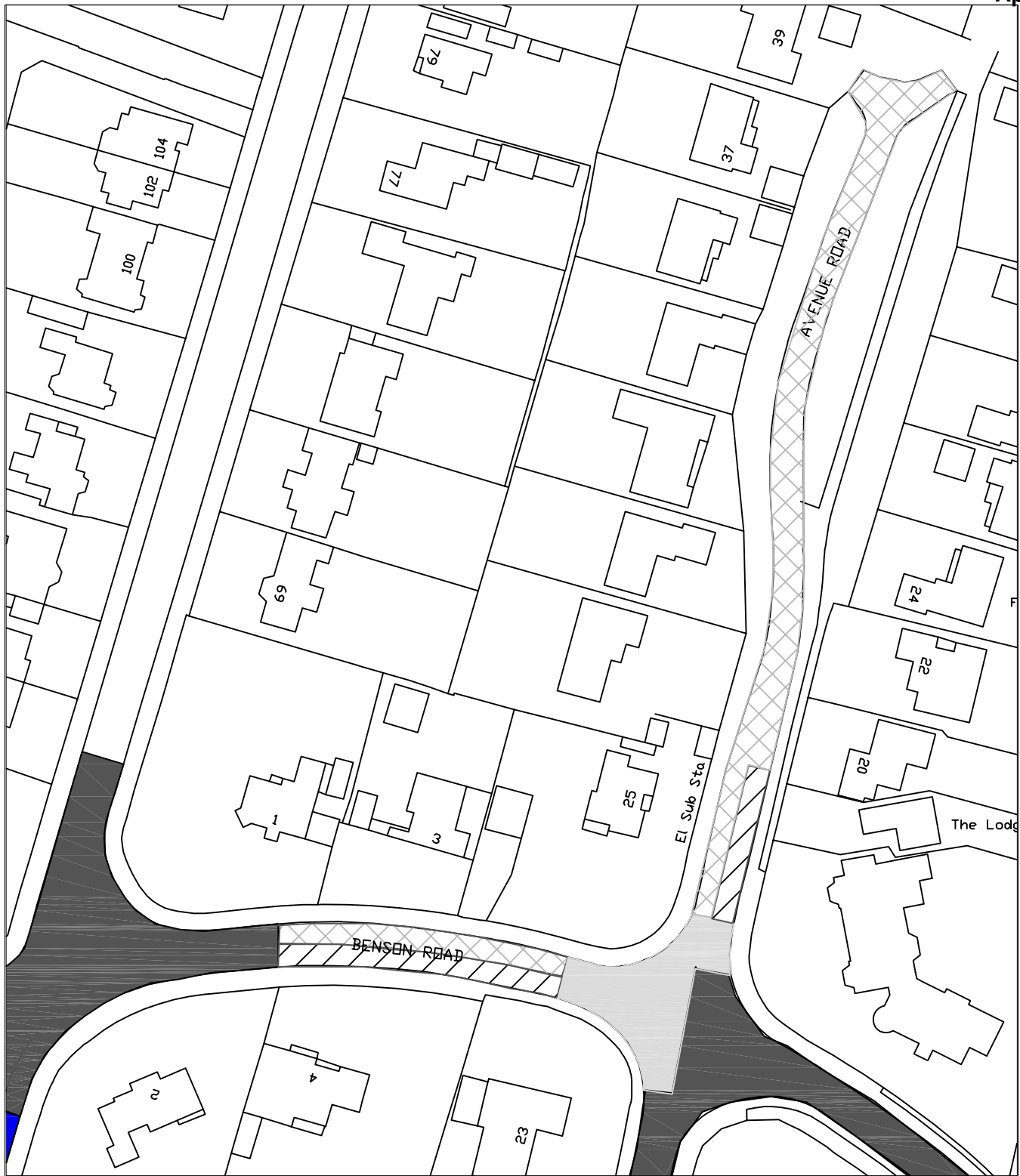
Studley (2 hours, no return for 2 hours – Mon-Sat 8am to 6pm)


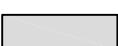
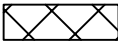
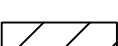
Marble Alley (to replace existing hours of operation of limited waiting).

No Stopping On Entrance Markings - Mon-Fri 8am To 6pm During Stratford County Primary School Term Times

Stratford upon Avon

Broad Street (north-west side) from 13.8 metres south-west of Chestnut Walk, south-westwards for 75 metres.



-  Existing No Waiting At Any Time
-  Proposed No waiting At Any Time
-  Proposed No Waiting Mon-Sat 8am-6pm
-  Proposed Limited waiting 2hrs no return within 2 hrs Mon-Sat 8am-6pm

Not to scale

Ref No

Drawn C Latham

QA Form 19
02/96

Stratford on Avon Joint Area Committee South
25 September 2008
Plan B
Proposed Changes to Waiting Restrictions.



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Ref No

Drawn C Latham

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OA Form 19
02/98

Stratford Area Committee - Date 25 Sep 2008

Plan C

Subject Carters Lane Tiddington

Existing No Waiting Mon-Sat
8am-6pm

Proposed No Waiting At Any Time

Existing No Waiting At Any Time



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TITLE Proposed Changes to Waiting Restrictions.

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Stratford Area Committee 25 Sept 2008 Plan D

Subject Main Street Tiddington

Existing No Waiting At Any Time

Proposed No waiting At Any Time

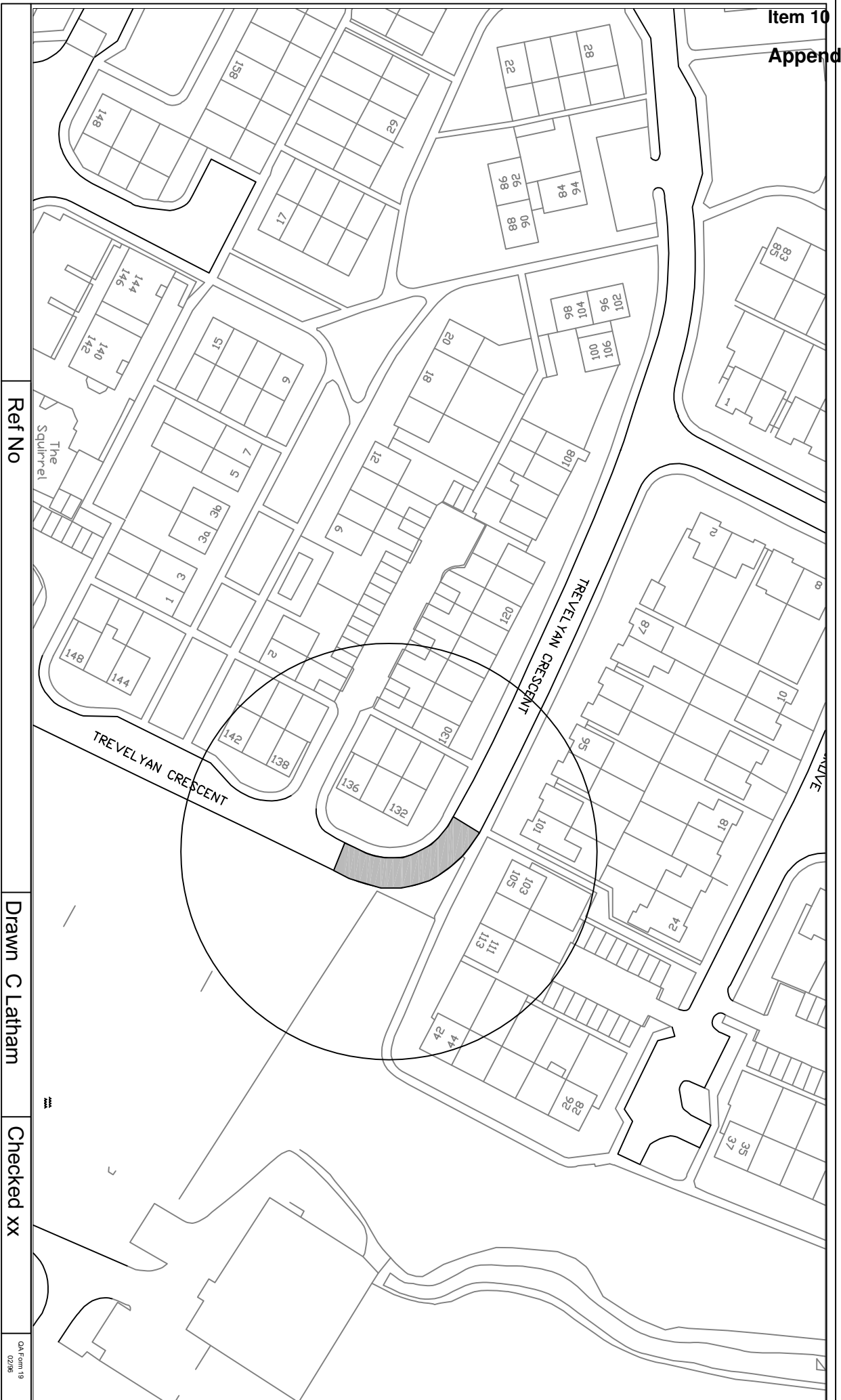


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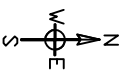
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02/98

Stratford South Area Committee - 25 Sept 2008

Plan E

Subject Trevelyan Crescent Stratford upon Avon

Proposed No Waiting At Any Time



TITLE Proposed Changes to Waiting Restrictions

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Appendix F of Agenda No

**Stratford on Avon South Joint Committee
25 September 2008**



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Appendix G of Agenda No

**Stratford on Avon South Joint Committee
25 September 2008**



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