

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

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Chief Executive

.....

Legal

Comments incorporated

Finance

.....

Other Chief Officers

.....

District Councils

Consultation with Officers at Stratford on Avon District Council

Health Authority

.....

Police

.....

Other Bodies/Individuals

.....

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———— (If 'No' complete Suggested Next Steps)

SUGGESTED NEXT STEPS :

Details to be specified

Further consideration by this Committee

Any objections received.

To Council

.....

To Cabinet

For approval

To an O & S Committee

.....

To an Area Committee

.....

Further Consultation

Extensive consultation underway or proposed on possible changes.

**Stratford-on-Avon Area Committee – Monthly
Review of Criminalisation of Parking Enforcement in
Stratford-on-Avon District
Report of the Director of Planning, Transport and
Economic Strategy**

Recommendation

1. That, Cabinet be recommended to approve that, in those streets in Stratford-upon-Avon with pay and display, the 50 pence for 40 minutes charge and the free 20 minute period be abolished and replaced with a 30 minute period charged at 20 pence, and that on-street charges on a Sunday in Stratford-upon-Avon be abolished before 12 noon.
2. That proposals for waiting limited to one hour, no return for two hours, 8.00am to 6.00pm, daily in Bridge Street, High Street, Chapel Lane and Union Street, Stratford-upon-Avon be advertised.
3. That proposals for waiting limited to one hour, no return for two hours, 8.00am to 10.00pm, daily, except for permit holders in Great William Street, John Street, Mansell Street, Mulberry Street, Payton Street, Scholars Lane, Shakespeare Street, and Tyler Street, Stratford-upon-Avon be advertised.
4. That proposals for waiting limited to one hour, no return for two hours, 8.00am to 10.00pm Monday to Saturday, except for permit holders in Albany Road, Brewery Street, Maidenhead Road, Mayfield Avenue, Mayfield Court and Wellesbourne Grove, Stratford-upon-Avon be advertised.
5. That a variation to the Consolidation Order be advertised allowing the imposition of charges for loss of revenue associated with the suspension of parking bays in pay and display areas.
6. That Stratford on Avon District Council be formally requested to consider the removal of the free 20 minute period in off-street car parks and the removal of charges on a Sunday before 12 noon.
7. That proposals for changes to the Residents Parking Scheme (RPS) in Stratford-upon-Avon be advertised to provide for the creation of 4 zones as described in the report with the hours of operation (except in those streets mentioned in 3 above, which are daily) being 8.00am to 10.00pm, Monday to Saturday and for guest house permits to be valid in any zone.
8. That further consideration be given to the system for the issue of visitors permits.
9. That proposals be advertised for the introduction of a 50% reduction in the cost of either the first residents parking permit or visitors permit issued to persons of pensionable age in receipt of housing or council tax benefits in Stratford on Avon District.
10. That the proposals for changes to the County Council's Waiting Restrictions and Street Parking Places Consolidation Order for Stratford on Avon District listed in Appendix be advertised.

Introduction

- 1.1 A new parking management scheme involving decriminalised parking enforcement arrangements (DPE) was introduced in the District of Stratford on Avon in October 2004. This involved the creation of a Special Parking Area/Permitted Parking Area, approved by the Secretary of State for Transport, in which the enforcement of violations of on-street parking regulations transferred from the Police to the Traffic Authority, i.e. Warwickshire County Council. The enforcement duties are carried out on behalf of the County Council by a team of parking attendants employed by Stratford on Avon District Council (SDC) under a partnership agreement. The attendants also provide supervision and enforcement in the off-street car parks in the District.
- 1.2 The main advantages of DPE are that:-
 - (i) Local authorities are able to ensure that parking policies are implemented effectively, with consequent benefits through improved traffic flow, better management of overall traffic levels, fewer accidents, a fairer distribution of available parking places and a more pleasant environment.
 - (ii) The integration of enforcement and parking policy responsibilities gives the opportunity for better monitoring of the effectiveness and value of parking controls, so that parking provision becomes more responsive to the public's needs.
 - (iii) The revenue received from penalty charges and on-street parking charges funds the enforcement activities.
 - (iv) Any surplus revenue can be used for certain transport related purposes.
- 1.3 At the meeting of this Committee in January 2005 Members considered some proposals for short term changes to the operation of the scheme in Stratford-upon-Avon, i.e. the introduction of guest house visitors permits, exemptions for home carers and the creation of a new residents parking zone in Birmingham Road. It was agreed that these should be advertised. Proposals for a comprehensive review of the scheme after it had been in operation for six months were also discussed. Members requested that the review be brought forward and that a workshop involving stakeholders be arranged to consider this with particular reference to issues in Stratford-upon-Avon.
- 1.4 A review has now been carried out. This report sets out the results and makes recommendations on further possible changes.
- 1.5 Plans showing details of the existing on-street pay and display parking arrangements and Residents Parking Scheme (RPS) in Stratford-upon-Avon together with proposed changes are included in **Appendix 1**.

Issues considered in the review

- 2.1 There are a number of issues which have been considered in the review. These have been raised in feedback from members of the public, elected members and

other organisations. In addition to those listed below there have been a large number of requests for changes to the County Council's Waiting Restrictions and Street Parking Places Consolidation Order for Stratford on Avon District. Details of these, including the action taken, and any recommendations are shown in **Appendix 1**.

2.2 The workshop referred to in paragraph 1.3. was held on 28th February at Stratford Town Hall with representatives of stakeholder organisations in the town. From the outset there was broad agreement that DPE had been beneficial to the town and nobody expressed any views against the principle of the scheme. It was agreed by all that this improvement should not be lost through changes as a result of the review. The most significant matters which the meeting agreed should be considered as part of the review were:-

- (i) Increasing the free period in streets with parking charges from 20 minutes to 30 minutes.
- (ii) Simplification of the on-street charging areas in the town centre.
- (iii) The possible abolition of on-street parking charges on Sundays.
- (iv) Parking near Holy Trinity Church.

2.3 The proposed changes to the scheme mentioned in paragraph 1.3 were advertised in February/March 2005. The responses were considered by this Committee at its meeting in March. The changes were agreed and have now been implemented. During the discussion members requested that all issues raised since the introduction of DPE should be addressed in the review including:-

- (i) The disparity between guest houses and the impact of guest house parking on the availability of parking for residents living near the guest houses, the capacity for additional guest house passes and the inclusion of Windsor Street and Arden Street Car Parks in the scheme.
- (ii) The possibility of creating additional parking spaces by rationalising existing layout and zones in the residents parking areas and the need for any RPS in any other part of the District to be informed by the lessons learnt from Stratford-upon-Avon.
- (iii) The need for adequate publicity.

2.4 The issues outlined above have been reviewed and are discussed below under generic headings.

On-street parking charges

3.1 County Council policy, agreed by Cabinet in November 2001, includes a presumption that a robust business case for DPE will include charging for on-street parking as a means of ensuring the viability of the scheme. As a result a pay and display arrangement operates daily from 8.00am to 6.00pm in some

streets in Stratford-upon-Avon town centre. The time allowed for parking in these streets is either 1 hour (with no return for 2 hours) or 2 hours (with no return for 4 hours). The charges are 50 pence up to 40 minutes, £1 for 1 hour and £1.50 for 2 hours. The first 20 minute period in these streets is free and this is reciprocated in the off-street car parks. Free parking for a maximum of 20 minutes with no return for 2 hours is allowed daily from 8.00am to 6.00pm in Bridge Street, High Street and Union Street. The on-street charges are higher than those in the off-street car parks to encourage the use of off-street car parks as a first choice. Blue badge holders are exempt from any on-street charges or time restrictions.

- 3.2 Apart from generating an income stream to support the viability of DPE, on-street charging discourages the circulation of traffic looking for free on-street parking places and encourages the use of off-street car parks. This is a problem which significantly adds to traffic flows in many town centre areas and contributes to pollution and road safety issues.
- 3.3 The business model for the scheme has been revised to take into account actual figures from the first six months of operation.
- 3.4 The review of on-street charging in Stratford-upon-Avon has focussed on consideration of the following:-
 - (i) The free parking period.
 - (ii) Simplification of the charging arrangements.
 - (iii) The impact of abolishing charges on Sundays.
- 3.5 Free parking for 20 minutes in Bridge Street, High Street and Union Street was introduced to provide an opportunity for people to make short visits to the town centre. This does not entirely meet with the County Council's local transport strategy of discouraging short journeys by car and encouraging a shift to more sustainable transport modes. However, in some respects, it does support the economic viability of the town centre and meets the local demand. There have been enforcement difficulties in these streets and some drivers have failed to appreciate that a ticket needs to be displayed. In addition there have been a number of cases where the free ticket button has been pressed but the ticket has been left in the machine causing it to malfunction.
- 3.6 There have been concerns raised that the 20 minute period is not long enough and it has been suggested that this should be extended to 30 minutes. The indications are that this would result in a loss of revenue from on-street charges of £43,000. This would seriously affect the financial viability of the scheme. An alternative option is that the free 20 minute period be replaced with a 30 minute period with a nominal charge of 20 pence. Assuming that there are no other changes to the charging regime, the introduction of a 20p charge is expected to result in a projected surplus in the first 12 months of £362,000 as opposed to the existing situation where the projected surplus is £220,000 (£142,000).

- 3.7 In an attempt to simplify the on-street parking regime consideration has been given to the introduction of a 1 hour limited waiting restriction in all streets in the area bounded by Chapel Lane, Scholars Lane, Albany Road, Arden Street, and the residential streets between Guild Street and the Grand Union Canal. There may be some merit in having a shorter period in Bridge Street, High Street and Union Street but on balance a one hour one would have the following benefits:-
- (i) Simplification of the arrangements by having a uniform restriction in the immediate town centre.
 - (ii) It would help to discourage parking by non-residents in residential streets which would give more opportunity for residents to park near their homes.
 - (iii) It addresses a specific issue raised by Albany Road, Wellesbourne Grove and Maidenhead Road residents about the level of non-resident parking in these streets.
 - (iv) There should be increased turnover which should result in less traffic circulating looking for spaces.
 - (v) Enforcement would be made easier and more effective.
- 3.8 There is a recommendation in paragraph 5.7 below for the hours of operation of the Residents Parking Scheme (RPS) to be extended until 10.00pm. If this is agreed then there would be advantages (for the reasons given in paragraph 3.2) in extending the hours of operation for pay and display arrangements in those residential streets which have this facility. These are Great William Street, John Street, Mansell Street, Mulberry Street, Payton Street, Scholars Lane, Shakespeare Street and Tyler Street.
- 3.9 Consideration has been given to the introduction of further pay and display areas. These would help to encourage more use of the off-street car parks. However, at this stage, the preferred option to achieve this objective is to reduce the time period allowed for parking. The introduction of further pay and display machines could be reviewed in the future if necessary.
- 3.10 At the meeting of this Committee on 19th January it was resolved that Cabinet be recommended to abolish on-street charging on Sundays before 10.00am after an appraisal of the financial implications has been carried out. This matter has not yet been reported to Cabinet. The question of abolishing charges completely on a Sunday was raised at the meeting by representatives from the Stratford-upon-Avon Society and Stratford Town Management Partnership (STMP). It was also raised at the subsequent stakeholder workshop. One suggestion was that all Sunday charges be abolished and consideration be given to keeping the 2-hour maximum on-street parking restriction but make it free and complement it with a 2-hour free period in all off-street car parks (i.e. drivers would have to pay for stays of over 2 hours in all off-street car parks). The argument was that Sunday charging is anti-competitive and places Stratford at a disadvantage in relation to its regional competitors. In addition members were advised that a petition with 523 signatures had been submitted by the Rev. Martin Gorrick of Holy Trinity Church calling for the abolition of charges on a

Sunday to keep Sunday special. Information has been obtained from a number of other towns and cities about Sunday charging and this is included in Appendix .

- 3.11 The issues raised in respect of Holy Trinity Church include the fact that many parishioners are elderly and need to park close to the church. There were also concerns that on occasions services and other activities go on for longer than the 2 hours waiting period allowed. However, there has been a 2-hour waiting limit, daily, in this location for many years. Pay and Display on this length of Old Town was introduced to improve the environment and safety near to the church by reducing the incidence of circulating vehicles seeking free parking whilst still allowing Blue Badge Holders unlimited parking. Free parking for up to 4 hours on Sundays in the vicinity of the church has been suggested but there would be no guarantee that the parking spaces would be available for parishioners. There are currently no parking restrictions on Sundays in the residential areas of Old Town.
- 3.12 The potential loss of income if charges are abolished before 10.00am on a Sunday equates to about £2,500 per annum. The potential loss of income by abolishing on-street charges altogether on a Sunday is estimated to be at least £50,000 per annum. In isolation this would have an adverse effect on the financial viability of the scheme but, this would not be the case if the proposed charge in paragraph 3.6 is agreed. However, there are significant traffic management and other reasons which need to be considered. The removal of charges on a Sunday would have the following effects:-
- (i) The effectiveness of the park and ride services would be reduced.
 - (ii) There would be less incentive to use off-street car parks (unless these were also free).
 - (iii) There would be more traffic circulating in the town centre seeking on-street parking. This would be to the detriment of residents, pedestrians and levels of pollution and would make the town less attractive as a visitor destination.
 - (iv) There would be less turnover of parking opportunities on-street and more parking in residential areas.
 - (v) There may be a need for possibly double the number of parking attendants to ensure effective enforcement. This is because, on an operational level, enforcement of pay and display areas needs less resources i.e. it is relatively simple to check if a vehicle is displaying a valid ticket rather than having to check vehicle registration numbers every one or two hours.
 - (vi) All parking restriction signs would need to be changed making them bigger, more obtrusive and possibly more confusing. The cost of changing the signs is estimated to be £2,500 to £3,500.

- 3.13 Members may wish to reconsider the previous resolution that Cabinet be recommended to abolish on-street charging on Sundays before 10.00am. It is difficult to assess what real benefits would accrue from this relatively limited concession. Another option would be to adopt the approach taken in York (and being considered by other authorities) of charges not starting on a Sunday until midday. This could still present some of the difficulties mentioned above but would have less of an impact than abolishing charges altogether because general traffic levels are lower on a Sunday morning. The potential loss of income as a result of implementing this option is estimated to be about £20,000. Further discussions have been held with Rev Gorrick and he is in support of this option. SDC would need to consider a similar arrangement operating off-street.
- 3.14 A petition was submitted to Stratford on Avon District Council in December 2004 with approximately 220 signatures of people mostly from the retail business community in Stratford. The main body of the petition carried the wording "Signatures against new parking restrictions and meters in Stratford-upon-Avon". There was a perception at the time that the new arrangements were having an adverse affect on the trading conditions in the town. A survey has recently been carried out by the STMP. The results of the survey are summarised in **Appendix 1**. It is felt that the changes proposed in this report in relation to the time limited and free waiting periods will help to address the concerns raised.
- 3.15 A recommendation for an amendment to the County Council's Waiting Restrictions and Street Parking Places Consolidation Order in relation to the arrangements for waivers of the regulations and suspensions is discussed in **Appendix 1**.
- 3.16 **Recommendations:-**
- (i) Cabinet be recommended to approve that in those streets in Stratford-upon-Avon with pay and display, the 50 pence for 40 minutes charge and the free 20 minute period be abolished and replaced with a 30 minute period charged at 20 pence. The charge for a one hour period would remain at £1.
 - (ii) Proposals for waiting limited to one hour, no return for two hours, 8.00am to 6.00pm, daily, in Bridge Street, Chapel Lane, High Street and Union Street be advertised.
 - (iii) Proposals for waiting limited to one hour, no return for two hours, 8.00am to 10.00pm, daily, except for permit holders in Great William Street, John Street, Mansell Street, Mulberry Street, Payton Street, Scholars Lane, Shakespeare Street and Tyler Street be advertised.
 - (iv) Proposals for waiting limited to one hour, no return for two hours, 8.00am to 10.00pm, Monday to Saturday, except for permit holders in Albany Road, Brewery Street, Maidenhead Road, Mayfield Avenue, Mayfield Court and Wellesbourne Grove be advertised.
 - (v) Cabinet be recommended to approve the abolition of on-street charges on a Sunday before 12 noon.

- (vi) That a variation to the Consolidation Order be advertised allowing the imposition of charges for loss of revenue associated with the suspension of parking bays in pay and display areas.

Off-street parking charges

- 4.1. There have been calls for the charges in off-street car parks to be cheaper and free on Sundays to encourage their use. SDC is responsible for the off-street car parks in the District. The level of charges is normally reviewed every two years. SDC has accepted the general principle that charges off-street will be less than those on-street. This policy encourages the use of off-street car parks. Under the partnership agreement there is a need for SDC to consider any changes to arrangements for on-street charges to reflect the current differential.

Recommendation:-

- 4.2 That SDC be formally requested to consider the removal of the free 20 minute period in off-street car parks and the removal of charges on a Sunday before 12 noon.

Residents parking scheme

- 5.1 A residents parking scheme (RPS) based on 13 zones is in operation in Stratford-upon-Avon (See Plan 3 in Appendix 1). The scheme operates by allowing permit holders exemption from time limited parking which applies from 8.00am to 6.00pm Monday to Saturday. Residents can apply for up to 3 permits per household together with 1 Visitors Permit. Permits cost £25 per year. Eligibility for permits is restricted to residents of certain streets and home carers employed by or on behalf of the County Council's Social Services Department. A further permit arrangement is in place for temporary residents at registered guest houses in Stratford-upon-Avon. Blue Badge Holders are exempt from the parking restrictions.
- 5.2 There have been a number of requests for changes to the RPS. These include suggestions for the creation of a single zone or the merger of some zones, extension of the hours of operation, and a review of the permit arrangements. Further details of the individual requests are shown in the tables in Appendix 1. There have also been requests for the introduction of RPS in Alcester; Old Road, Shipston; Studley and Knights Lane, Tiddington. It is proposed to develop these as stand alone projects in consultation with the Local Members and Town/Parish Councils outside the scope of this review. Any proposals for these will be developed along similar lines to any changes agreed to the RPS in Stratford-upon-Avon. In addition concerns have been raised about possible displacement of vehicles into residential areas and the need to maximise the number of on-street spaces available for residents to use. The existing road markings in residential areas are being reviewed to address this.
- 5.3 A single zone in which residents permits (two per household) are valid in any street displaying signs indicating "except for permit holders" was introduced in Warwick in 1999. This appears to work reasonably well although the area covered is much less than in Stratford-upon-Avon. The eligibility for permits in

Warwick extends to all residents within the zone boundary and there are some pressures on available spaces at times. Consideration has been given to a similar arrangement in Stratford-upon-Avon but there are concerns that it would not operate so effectively. As an alternative there may be some support for the merger of zones S2, S3, S4, S5, S11 and S13 (New zone S1); zones S1, S6 and S7 (New zone S2); zones S8, S9, and S10 (New zone S3) and zone S12 (New zone S4). The advantages of the new, larger, zones are:-

- (i) Residents living closer to the present zone boundaries would have greater flexibility in finding a parking space.
- (ii) They would help to relieve any extra pressure on parking spaces following the introduction of guest house permits.
- (iii) Administration of the RPS should be easier.

5.4 However, there may be some difficulties to overcome with the proposed new arrangement. For example, Arden Street and Windsor Street residents, who are currently eligible to apply for permits to park in zones S2 and S3, have requested to be allowed to use zone S6 (Mansell Street). This may not be totally unreasonable. However, a consultation has been carried out with Mansell Street residents with the following result. We received 23 replies from 46 properties. Of these 2 were in favour of extending the permit scheme, 3 expressed no preference and 18 were not in favour. A wider consultation is needed to establish overall views.

5.5 Up to 15th June 2005, 989 residents permits had been issued and 689 visitors permits. There have been suggestions from members of the public that the number of permits per household should be reduced from 3 to 2 and that there should be a sliding scale of charges with the 2nd or 3rd permit costing significantly more than £25. We have not carried out a comprehensive survey of on-street parking occupation in residential areas but occasional monitoring has shown that, with the possible exception of Albany Road/Wellesbourne Grove and Maidenhead Road, there are usually spaces available during the times that the RPS is in operation. There does not therefore appear to be a need to reduce the number of permits per household at this time. However, this may need to be reviewed in the future together with the charges imposed. There have been complaints from members of the public about abuse of visitors permits and there is some evidence of this. It is recommended that consideration be given to replacing the existing arrangement with, possibly, a scratch card system. Further work is needed to identify an appropriate system.

5.6 The permits for temporary residents of registered guest houses came into use in late June. The new arrangement will be monitored in the next few months to determine their impact. Owners of the premises can buy permits in advance for issue to incoming guests on arrival. The permits are in the form of scratchcards and guests are required to scratch off the number of the zone in which they choose to park. The Order specifies that the permits are valid for zones S2, S3, S4 or S8. This should be amended to include all zones. The permits are also valid in the Recreation Ground and Arden Street off-street car parks. SDC has considered requests for this to be extended to include both Windsor Street and Swans Nest car parks. In the case of Windsor Street car park SDC's view is that there are sufficient parking spaces available on side streets to meet the demand.

The Swans Nest car park is popular with disabled drivers and pensioner permit holders and there is concern that its use by guest house residents could adversely affect the ability of these groups to park there.

- 5.7 There have been calls for the hours of operation for the RPS to be extended to reduce the pressure on the on-street parking situation in the evenings. This was always resisted in the past because the police were unable to guarantee adequate enforcement. However, as Parking Attendants work until at least 10.00pm at night it is now possible for this to be considered. A restriction until 10.00pm would discourage longer term parking by non-residents in residential streets in the evenings and overnight especially those where pay and display arrangements are in place. The town's evening economy should not be affected by this because there is capacity in the off-street car parks during the evenings with a flat rate charge of £1. There does not appear to be any significant demand for the scheme to operate on a Sunday.
- 5.8 A motion was carried at Full Council on 14th December 2004 calling for the granting of a 50% discount to all pensioners for residents parking permits in Stratford on Avon District. This matter is discussed in more detail in the report in Appendix .

Recommendations:-

- 5.9 It is recommended that proposals for changes to the RPS be advertised to provide for:-
- (i) The creation of 4 zones as described in the report with the hours of operation being 8.00am to 10.00pm, Monday to Saturday;
 - (ii) Guest house permits to be valid in any zone.
 - (iii) The introduction of a 50% reduction in the cost of either the first residents parking permit or visitors permit issued to persons of pensionable age in receipt of housing or council tax benefits in Stratford on Avon District.
 - (iv) Further consideration be given to the system for the issue of visitors permits.

Enforcement Issues

- 6.1. Enforcement, both on and off-street, is carried out on behalf of the County Council by a team of 20 Parking Attendants (PAs) employed by Stratford District Council. The PAs work daily shifts providing, on occasions, 24 hours cover. They work alone, except during the hours of darkness or when receiving training or supervision, and undergo extensive formal and on-the-job training. The need for training regarding the use of International Disabled Persons Parking Badges was raised in the review and this has been addressed.
- 6.2 There have been some comments made that the enforcement regime is too heavy handed. On the other hand there have been comments that there has been a lack of enforcement in some residential areas. When the scheme was introduced there was a two week period of high profile education and publicity before enforcement commenced. The new regime has to be compared with the situation previously i.e. there was very little enforcement by Traffic Wardens or the Police. Although PAs do use their discretion on occasions, their job is to

issue Penalty Charge Notices (PCNs) for violations of parking regulations. Any extenuating circumstances can be considered as part of the appeals process. In response to any concerns about lack of enforcement PAs have been specifically deployed to these areas on request.

- 6.3 The lack of appropriate signing to support the parking regulations has been raised. There is regular liaison between Traffic Projects Group and Stratford on Avon District Council to ensure that any inconsistencies are dealt with as soon as possible.

Timescale for the review cost review committee

- 7.1 Subject to the outcome of this Committee the next stage will be for the relevant issues to be considered by the County Council's Cabinet at its meeting on 8th September. In the meantime it may be possible for a number of the proposals including those for changes to various waiting restrictions in **appendix 1** to be advertised for public comment. We anticipate that the earliest time for implementation of any of these changes will be November/December. The earliest time for the implementation of any changes which affect the financial aspects of the scheme is likely to be early in 2006.
- 7.2 Informal consultations have been carried out with a number of stakeholders on the issues considered in the review, including the workshop mentioned in paragraph 2.2. It is intended that there will be extensive formal consultations on the proposed changes to the waiting restrictions detailed in **appendix 1**. Any adverse comments or objections will need to be considered by this Committee. The Town Management Partnership, SDC and the County Council are working on the production of a guide to parking in Stratford-upon-Avon. This will need to be informed by any changes which are agreed to the existing arrangements.
- 7.3 There have been comments made that there was a lack of consultation prior to the introduction of DPE and a lack of information about the new arrangements. This has resulted in adverse publicity in the local press. The criticisms are not entirely justified but every effort will be made to ensure improved communication of the issues in the future.

Conclusion

- 8.1 Although it is accepted that some changes are needed there is broad agreement that DPE has been beneficial to the town. There is now regular and effective enforcement of traffic regulations and this has improved the turnover of on-street parking spaces. The proposals in this report should help to improve the operation of the scheme and support commercial activities in the District.

JOHN DEEGAN
Director of Planning, Transport and Economic Strategy
Shire Hall
Warwick

19th July 2005

Stratford-on-Avon Area Committee – 17th July

Review of Criminalisation of Parking Enforcement in Stratford-on-Avon District

Requests for changes to the County Council's Waiting Restrictions and Street Parking Places Consolidation Order

1. The Traffic Projects Group has received over 70 requests for new traffic management measures and amendments to the County Council's Waiting Restrictions and Street Parking Places Consolidation Order for Stratford-on-Avon District. An index of locations is shown in Table 1. The requests have been categorised into:-
 - (a) Requests relating to the residents parking scheme (RPS) in Stratford-upon-Avon (Table 2).
 - (b) Requests for changes to waiting restrictions including requests for a RPS in Henley in Arden (consultations carried out) (Table 3); and
 - (c) Requests for changes to waiting restrictions and other traffic management measures (consultations not carried out) (Table 4).
2. The requests for changes to waiting restrictions and traffic management measures have been prioritised according to their immediate necessity based on the experience of officers at Warwickshire County Council and Stratford District Council. As a result initial consultation has been carried out on 22 requests. Plans were sent to occupiers and statutory consulters requesting that they indicate whether they were in agreement with the proposals. The results are shown in Table 3.
3. Further investigation and consultation is yet to be carried out on a further 32 requests. These will be dealt with as soon as possible. A summary of the requests, plus comments and, in some cases, recommendations for proposals to be advertised, can be found in Table 4.

Recommendations:-

1. It is recommended that the proposals for new or amended waiting restrictions be advertised for the following streets:-

Stratford-upon-Avon: Albany Road; Bridge Street; Cedar Close; Fordham Avenue; Maidenhead Road; Blackthorn Road; Mill Lane; Rushbrook Road; Shipston Road; St Mary's Road; Union Street; Wellesbourne Grove; Western Road; Wharf Road; Wood Street.

Henley-in-Arden: Alne Close; New Road.

Coventham: Meadow Road; Daventry Street; Pendicke Street; St Wulfstan Way.

2. It is recommended that the proposals for Residents Parking Scheme be advertised for the following streets in Henley in Arden: Alne Close; School Road; Warwick Road.

Table 1 - Details of locations in Henley in Arden and Stratford-upon-Avon

Location	Number
Extend evening restriction	18
General request for residents only parking and 2 visitors permits per household	19
Merge all RAPS zones into a single zone	16
Merge RAPS zones S2 and S3 (in Stratford-upon-Avon) and extend zone along Maidenhead Road	17
Parking for RSC Theatre	45
'Residents only' parking spaces in RAPS	21
Sunday morning restrictions - adjusted to allow for church services	20
Albany Road	1, 22
Arden Street	7
Avenue Road	46
Birmingham Road	47
Blackthorn Road	27
Bordon Place	2, 48
Brewery Street	49
Bridge Street	50, 51
Bridgetown Road	23
Bromford Way	52
Brookvale Road	24
Cedar Close	25
Chapel Lane	53
Chapel Street	3
Cherry Orchard	54
Chestnut Walk	50, 55
Mayor's Parking Bay, Church Street	44
Clarence Road	56
Ely Street	57
Evesham Place	4
Fordham Avenue	26
Great William Street	5
No 12 Guild Street (Courtland Hotel)	6
Hathaway Green Drive	58
Henley Street	59
John Street	55
Maidenhead Road	9, 27
Mansell Street	7
Masons Road	8
Mayfield Avenue	9
Mayfield Court	9
Mill Lane	28

Location □ Stratford-upon-Avon	Number
Mulberry Street	55, 60
Old Town area	10
Orchard Way (Shottery Road end)	61
Payton Street	55
Rushbrook Road, Bridgetown	29
Sanctus Road	54
Sanctus Drive	62
Sandfield Road	11
Saxon Close	30
Shakespeare Street	63
Sheep Street	55
Shelley Road	31
Shipston Road lay-by (by filling station)	32
St Mary's Road	33
The Willows (Stratford College)	64
Tyler Street	65
Union Street	66
Vincent Avenue	12
Warwick Road	13
Waterside	14
Wellesbourne Grove	1, 34
Western Road	35
Wharf Road	36
Windsor Street	7
Wood Street	51
Woodman Court (off Clopton Road)	15

Location □ Henley-on-Road	Number
Aine Close, Henley	37
Meadow Road, Henley	38
New Road, Henley	39
School Road, Henley	40
Warwick Road, Henley	41
Outside Fire Station	70

Location □ Alcester	Number
Eclipse Road, Alcester	67
Henley Street, Alcester	68
Sherwell Drive/Cross Road junction, Alcester	69

Location □ Shipston-on-Avon	Number
B4035 outside recycling centre, Shipston	71
Old Road, Shipston	72
Sheep Street at junction with Church Street, Shipston	73

Location □ Southam	Number
Daventry Street, Pendicke Street and St Wulfstan Way, Southam	45

Location □ o tham	m er
Heather Close/Red Lion Close uncton, Southam	74
Town centre (Market Hill), Southam	75
Meadow Road, Southam	42

Location □ iddington	m er
Rivermead Drive, Tiddington	76
School Lane, Tiddington	77

Table 1 - Requests for changes to residents parking schemes see also Table 1

Number	Location	Request	Comment
1	Albany Road, and Wellesbourne Grove	Reduce 2 hour parking limit to stop shopper parking; 'residents only' parking.	See Recommendation 4.
2	Bordon Place	Limited waiting/residents' parking scheme.	Further investigation required.
3	Chapel Street	Introduce residents' parking.	On street parking required to support the commercial viability of the town centre.
4	Evesham Place	Residents' parking permits should be valid for zone 10 (Shottery Road).	See Recommendation 7.
5	Great William Street	Residents having difficulty parking.	See Recommendation 3.
6	No 12 Guild Street (Courtland Hotel)	Allow owner residents' parking permits for zone S4 (John Street, Payton Street, Tyler Street).	See Recommendation 7.
7	Mansell Street/Arden Street/Windsor Street	Arden Street and Windsor Street residents should be allowed permits to park in the Mansell Street residents' parking zone.	See Recommendation 7.
8	Masons Road	Allow residents of bungalows in Masons Avenue near Baker Avenue to have permits for Baker Avenue.	See Recommendation 7.
9	Mayfield Avenue, Mayfield Court and extend zone along Maidenhead Road	Limited waiting - 1 hour, no return for 2 hours.	See Recommendation 7.
10	Old Town area	Include in pay-and display.	See paragraph 3.9.
11	Sandfield Road	'Residents only' parking outside retirement homes.	Residents only parking is not County Council policy.
12	Vincent Avenue	Include in residents' parking scheme (parking being displaced into road).	See Recommendation 7.

Number	Location	Request	Comment
13	Warwick Road	Residents to be allowed residents' parking permits for zone S4 (John Street, Payton Street, Tyler Street).	See Recommendation 7.
14	Waterside	Allow residents to park on Waterside - remove yellow lines or issue residents' parking permits.	To be deferred to await the Waterfront Masterplan.
15	Woodman Court (off Clopton Road)	Residents' parking scheme or time limited waiting.	See Recommendation 7.
16	Merge all residents' parking zones in Stratford-upon-Avon into a single zone	To create a more flexible system; remove anomalies or inconveniences at zone boundaries.	Not recommended. See Recommendation 7.
17	Merge residents' parking zones S2 and S3 (in Stratford-upon-Avon)	To create extra parking spaces to relieve pressure.	See Recommendation 7.
18	Extend evening restriction in residential areas		See Recommendations 3 and 4.
19	General request, no specific locations		See paragraph 5.5.
20	Sunday morning restrictions in Pay & Display areas to be adjusted to allow for church services		See Recommendation 1
21	'Residents only' parking spaces in residents' parking zones		Would reduce the amount of available on street parking spaces. Not County Council policy.

Table - Requests for changes to waiting restrictions and in enley □ initial consultation carried out

Number	Location	Request	For	Against	Recommendation	Plan Number
22	Albany Road	Extend double yellow lines at Grove Road end to cover garages opposite the Medical Centre and remove double yellow lines outside nos 87 to 99 to increase parking spaces.	38	7	Advertise.	B1
23	Bridgetown Road	Extend double yellow lines further along the road	32	29	Not recommended.	B2
24	Brookvale Road, including outside Almshouses	Double yellow lines at junctions (visibility protection); extend existing double yellow lines at Shottery Road end.	12	6	Results of consultation indicate preference for Residents Parking Scheme or Limited Waiting rather than double yellow lines.	B3
25	Cedar Close	Introduce waiting restrictions - all-day parking displaced into road by new enforcement.	8	1	Advertise.	B4
26	Fordham Avenue at Maidenhead Road end	Additional double yellow lines.	4	0	Advertise.	B5
27	Maidenhead Road/Blackthorn Road	Double yellow lines at junction.	7	1	Advertise.	B6
28	Mill Lane	Double yellow lines length at closed end, possibly over whole length.	20	2	Advertise.	B7
29	Rushbrook Road, Bridgetown	Double yellow lines.	7	1	Advertise.	B8
30	Saxon Close	Extend double yellow lines further along the road - all-day parking displaced into road by new enforcement.	12	23	Not recommended.	B9
31	Shelley Road, Bridgetown (Hunts Road end)	Double yellow lines at junction.	31	28	Not recommended.	B2

Number	Location	Request	For	Against	Recommendation	Reference Number
32	Shipston Road lay-by (by Filling Station)	Remove waiting restrictions (1 hour waiting).	4	1	Advertise.	B10
33	St Mary's Road	Single yellow line on one side.	16	2	Advertise.	B11
34	Wellesbourne Grove	Waiting restrictions	12	7	Advertise.	B1
35	Western Road	Waiting restrictions.	7	3	Advertise 2 hr limited waiting and extend existing double yellow lines at uncton of Birmingham Road.	B12
36	Wharf Road	Daytime restrictions.	3	1	Advertise single yellow line on north side only.	B13
37	Aine Close, Henley	Double yellow lines at east end; residents' parking scheme.	5	0	Advertise.	B14
38	Meadow Road, Henley	Double yellow lines at top end to stop all-day parking.	16	46	Not recommended.	B15
39	New Road, Henley	Waiting restrictions to deal with market day parking.	19	0	Advertise.	B16
40	School Road, Henley	Remove waiting restrictions to allow parking by businesses.	7	2	Advertise removal of Residents Parking area, but not the removal of the double yellow lines.	B17
41	Warwick Road, Henley	Residents' parking scheme starting at property number 216 extending to School Keep Clear markings.	5	1	Advertise including provision for partial parking on footway.	B18
42	Meadow Road, Southam	Double yellow lines.	2	0	Advertise.	B19
43	Daventry Street, Pendicke Street and St Wulfstan Way, Southam	Double yellow lines outside school and at unctons.	6	1	Advertise.	B19

able - e ests for waiting restrictions yet to e cons lted pon

Number	Location	Request	Comment
44	Mayor's Parking Bay, Stratford	Consider including conditions for use in the Consolidation Order.	
45	Parking for RSC Theatre	To be considered as part of arrangements for temporary theatre.	
46	Avenue Road	Double yellow lines or single yellow line in the cul-de-sac section.	
47	Birmingham Road, Stratford	Footway parking scheme outside numbers 210 to 218.	
48	Bordon Place	Double yellow lines on inside.	
49	Brewery Street, Stratford	Reduce double yellow lines to increase parking.	
50	Bridge Street and Chestnut Walk, Stratford	Parking bays to be marked out.	In hand.
51	Bridge Street and Wood Street, Stratford	Longer lengths of Bus Stop clearways required for Park and Ride buses.	Advertise amendments as required.
52	Bromford Way	Waiting restrictions to protect verges.	
53	Chapel Lane	Extend double yellow lines into street at the Waterside end. Also change existing 8am-6pm restrictions to double yellow lines.	
54	Cherry Orchard/Sanctus Road	Double yellow lines at junction.	
55	Chestnut Walk, Payton Street, John Street, Mulberry Street, Sheep Street, Stratford	Resolve anomaly where there is Pay & Display on one side, and 8am to 6pm, Monday to Saturday limited waiting on the other side.	Further investigation is required to ensure that residents are not disadvantaged.
56	Clarence Road	Double yellow lines one or both sides.	
57	Ely Street	Stop disabled drivers from parking on the double yellow lines at the Rother Street end - road is too narrow.	Would require a loading ban.
58	Hathaway Green Drive, Stratford	Junction protection double yellow lines.	
59	Henley Street, Stratford	Extend double yellow lines.	

Number	Location	Request	Comment
60	Mulberry Street	Allow parking on both sides.	
61	Orchard Way (Shottery Road end)	Remove the single yellow line from Shottery Road to the rear entrance to the garage - would create extra parking spaces for (one 10).	
62	Sanctus Drive	Already has single yellow line; request for double yellow lines - extent not stated.	Present lines adequate.
63	Shakespeare Street	Allow Sunday parking on both sides.	Would become too narrow to maintain two-way traffic.
64	The Willows (Stratford College)	Highway extent to be established.	In hand.
65	Tyler Street	Double yellow lines outside the Youth Centre.	
66	Union Street, Stratford	Resolve anomaly for blue badge holders parking.	Advertise to have daily 2 hour waiting limit.
67	Eclipse Road, Alcester	Double yellow lines at Birmingham Road junction.	
68	Henley Street, Alcester	Double yellow lines in lay-by opposite School Road.	
69	Sherwell Drive/Cross Road junction, Alcester	Double yellow lines.	
70	Outside Henley Fire Station,	Investigate need for special arrangements.	
71	B4035 outside recycling centre, Shipston	Double yellow lines to stop parking.	Would not address problem.
72	Old Road, Shipston	Double yellow lines at London Road end.	
73	Sheep Street at junction with Church Street, Shipston	Replace single yellow line with double yellow lines.	
74	Heather Close/Red Lion Close junction, Southam	Double yellow lines	
75	Town centre (Market Hill), Southam	Existing disabled parking places are in the wrong places and difficult for disabled drivers to use.	
76	Rivermead Drive, Tiddington	Double yellow lines.	
77	School Lane, Tiddington	Single yellow line or double yellow lines.	

Stratford-on-Avon Area Committee – 15th July

Review of decriminalisation of parking enforcement in Stratford-on-Avon district

1. Charges are currently imposed in Stratford-upon-Avon for both on- and off-street parking on a Sunday. Sunday is one of the busiest days in terms of traffic not only due to tourists but also shoppers and general visitors.
2. Information on Sunday parking charges has been gathered for towns and cities in other local authority areas:-
 - (a) Locations that charge on-street on Sundays and Bank Holidays
 - Cheltenham
 - Gloucester
 - Oxford
 - Solihull
 - York (Micklegate & Priory Street 1.00pm to 6.00pm only)
 - (b) Locations that do not charge on-street on Sundays (but do charge on Bank Holidays)
 - Bath
 - Salisbury
 - Shrewsbury
3. It would appear that many of the towns and cities that could be considered as having similar characteristics to Stratford-upon-Avon charge on-street on a Sunday. This is generally due to the fact that Sunday can be the busiest day in terms of traffic due to tourists, shoppers and visitors. Most authorities contacted feel that that on-street charging is a necessary tool for efficient enforcement in areas highly targeted by drivers wanting to park. The general view is that without this enforcement some of the base benefits of DPE would be lost, leading to increases in circulating traffic, congestion, increases in pollution and risks to pedestrian safety.
4. None of the authorities contacted operate with a free period on-street during the hours of operation in the pay and display areas. The charges for a 30 minute period range from 20p (Micklegate, York) to £2.50 (Cambray Place, Cheltenham).

Stratford-on-Avon Real Estate Committee – Monthly

Review of Criminalisation of Parking Enforcement in Stratford-on-Avon District

1. Introduction

- 1.1. The Stratford-upon-Avon Town Management Partnership issued 400 questionnaires to local businesses and retailers in May this year. One of the sections covered the parking situation in the town. This paper summarises the results of the survey. A total of 72 Questionnaires (18%) were returned as at 6th July 2005.

2. Sales Comparisons

- 2.1. Oct Nov Dec 2003 vs Oct Nov Dec 2004 before and after new on street parking:-
- 42 reported sales down in this period
 - 25 reported sales increase
 - 33 did not provide data
- 2.2. Jan Feb Mar 2004 vs Jan Feb Mar 2005 before and after new on street parking
- 45 sales down in this period
 - 16 sales increased
 - 38 did not provide data

3. Footfall

- 3.1. Oct/Nov/Dec 2003 vs Oct/Nov/Dec 2004
- 8 reported an increase in footfall
 - 11 reported a decrease in footfall
 - 81 had not data
- 3.2. Jan/Feb/Mar 2004 vs Jan/Feb/Mar 2005
- 1 reported an increase
 - 16 reported a decrease
 - 82 had no data

4. **employees**

4.1 2003 vs 2004

- 22 reported a decrease in staff
- 46 stated staff numbers had remained unchanged
- 10 noted an increase
- 20 provided no data

on-street Loading arrangements

- 62 were unclear of the on-street loading arrangements

Summary of comments received

- Travel agents reported more telephone calls rather than client visits
- A regular comment that customers complained to the shops about the parking
- One shop in Sheep Street reported that 20 regular customers no longer shop in Stratford
- Customers come into look but don't have time to buy
- 20 minutes is not long enough and is changing customer behaviour. We are more likely to see a regular customer once a week rather than 2/3 times prior to the parking.
- We have an average of 5 minutes to serve 50% of our customers - most of whom are in a rush to get back to their car parked in a 20 minute only location.
- Clients rush their enquiry
- Lack of information on the parking scheme
- Regular snarl ups on High Street due to disabled badge holders parking in a dangerous positions and this is not enforced by the wardens
- Unclear parking signage
- Information from Boots and M&S has already been passed on into the review.

Stratford- upon- Avon own management partnership comments

7.1 In summary, the Partnership:-

- Supports the aspirations of what DPE is trying to achieve
- 20 minute only areas are affecting trade and customer behaviour and should be abolished for a longer period of time but paid for giving customers a choice
- Signage and the provision of information needs to be improved
- Signage into off-street car parks needs to be improved and differentiated (i.e long stay/short stay)
- The review needs to look at Sundays and Bank Holidays. While still having restriction on length of stay the parking should be free

Stratford-on-Avon Area Committee – 15th July

Review of decriminalisation of parking enforcement in Stratford-on-Avon district

1. A system of 'Waivers' from the regulations is in place to enable vehicles or skips, utilised by contractors, that need to be parked in a restricted area for the purposes of carrying out works on buildings near to the highway.
2. We currently charge a flat fee of £5 per day or £40 per week for a 'Waiver' to cover the cost of administration and identifying the waiver to parking attendants.
3. Where a particular location in a pay & display area is required to have a parking bay or bays specifically allocated for a contractors purposes then provision is made for 'suspension' of the regulation.
4. For 'Suspensions' where it is necessary for staff to produce and then post a notice, and to cone off the area, the current charge is a £60 one off fee. In addition it is recommended that within a pay & display area, a charge for loss of revenue, currently proposed at £10 per day or £40 per week be imposed. This requires an amendment to the County Council's Waiting Restrictions and Street Parking Places Consolidation Order.
5. The above charges are in line with the average charged by other local authorities that enforce under the 1991 Road Traffic Act.
6. In residential streets it is perfectly acceptable for residents to provide their annual visitor permit to contractors employed to carry out work at their address.

Stratford on Avon Area Committee – Monthly

Review of Decriminalisation of Parking Enforcement in Stratford on Avon District

L

1. A motion was carried at Full Council on 14th December 2004 calling for the granting of a 50% discount to all pensioners for residents parking permits in Stratford on Avon District. In considering this request the following issues and background information are relevant.

2. There is no database available to determine the exact number of pensioners who currently hold residents or visitors parking permits but about 39% of the total population in Stratford on Avon District is over 50 years of age with 18.12% of retirement age. The age breakdown is:-

50-54	20.7
55-64	18.6
65-74	24.1
75-84	15.6
85	5.9


3. Of the 18.12%, 39% have 1 car, and 45% have 2 cars or more. Only 13.6% do not own a car or van. The general (i.e. all ages) car ownership for Stratford-on-Avon is 39.3% with one car and 47.1% having two or more cars. It can be said that car ownership in Stratford on Avon District does not decline with age.

4. Other relevant factors include the following:-

- (i). Currently there are just over 2m people aged over 70 years who hold a driving licence in the UK. By 2015 this will have doubled.
- (ii). 80% of new luxury cars in the private market (i.e. not company cars) are bought by the over 50's.
- (iii). Older people tend to drive less. This can be because of reduced vision, visual attention, motor control and programming and information processing speed. They drive less in hazardous conditions, e.g. poor weather, night-time, busy town centres and complex junctions. This could mean that they are likely to leave their cars parked outside their home for longer periods than other households.

- (iv) Average household income is £35,000 pa in Stratford on Avon District (across all age households), which is £3,000 higher than the countywide average - e.g. car ownership is more likely to be continued pre-and post-retirement in Stratford on Avon District than others, as salary and pension income is therefore likely to be higher than elsewhere.
 - (v) Stratford on Avon District Council allow pensioners free permits to park in the Recreation car park.
4. There are pockets of extreme poverty and deprivation in Stratford on Avon District, and this is exacerbated by those households existing within a much more affluent area. However, the majority of Stratford on Avon District Pensioners are those who are most likely to be able to afford a resident's parking permit. On the other hand there are still pockets of very fixed income pensioners for whom this could be a difficulty. A possible solution would be for those pensioners in receipt of Council Tax or Housing benefit to automatically qualify for a half price permit. This should relate to the first application for a permit only. It is not possible to assess the exact financial impact of this but, it is not felt that this would be significant. As an indication, 3.5% of the total population of Stratford on Avon District are older people in receipt of Council Tax Benefit or Housing benefit.
5. It is recommended that proposals be advertised to provide for the introduction of a 50% reduction in the cost of either the first residents parking permit or visitors permit issued to people of pensionable age in receipt of housing or council tax benefits. This approach reflects our responsibility to support and gain the fastest improvements for those most disadvantaged within Warwickshire. Tackling the disadvantages often experienced by older people (access to services, low and/or very fixed income etc), are key priorities within the Corporate Social Inclusion Strategy, the revised version of which was adopted by the Council this year.
6. The operational management of the reduced price permits would simply require applicants to provide a copy of their Council Tax or Housing invoices (which will identify qualifying rebates as appropriate), along with their application form.


Key:-


 Proposed "1 hour" zone.


Lengths of highway with time limits on waiting and on street parking charges.

Charges:-


20 pence for 30 minutes.
 £1.00 for up to 1 hour.
 £1.50 for up to 2 hours.

 8am to 6pm daily . Maximum stay 1 hour. No return to the same street for 2 hours.

 8am to 10pm daily . Maximum stay 1 hour. No return to the same street for 2 hours.

 8am to 6pm daily . Maximum stay 2 hours. No return to the same street for 4 hours.

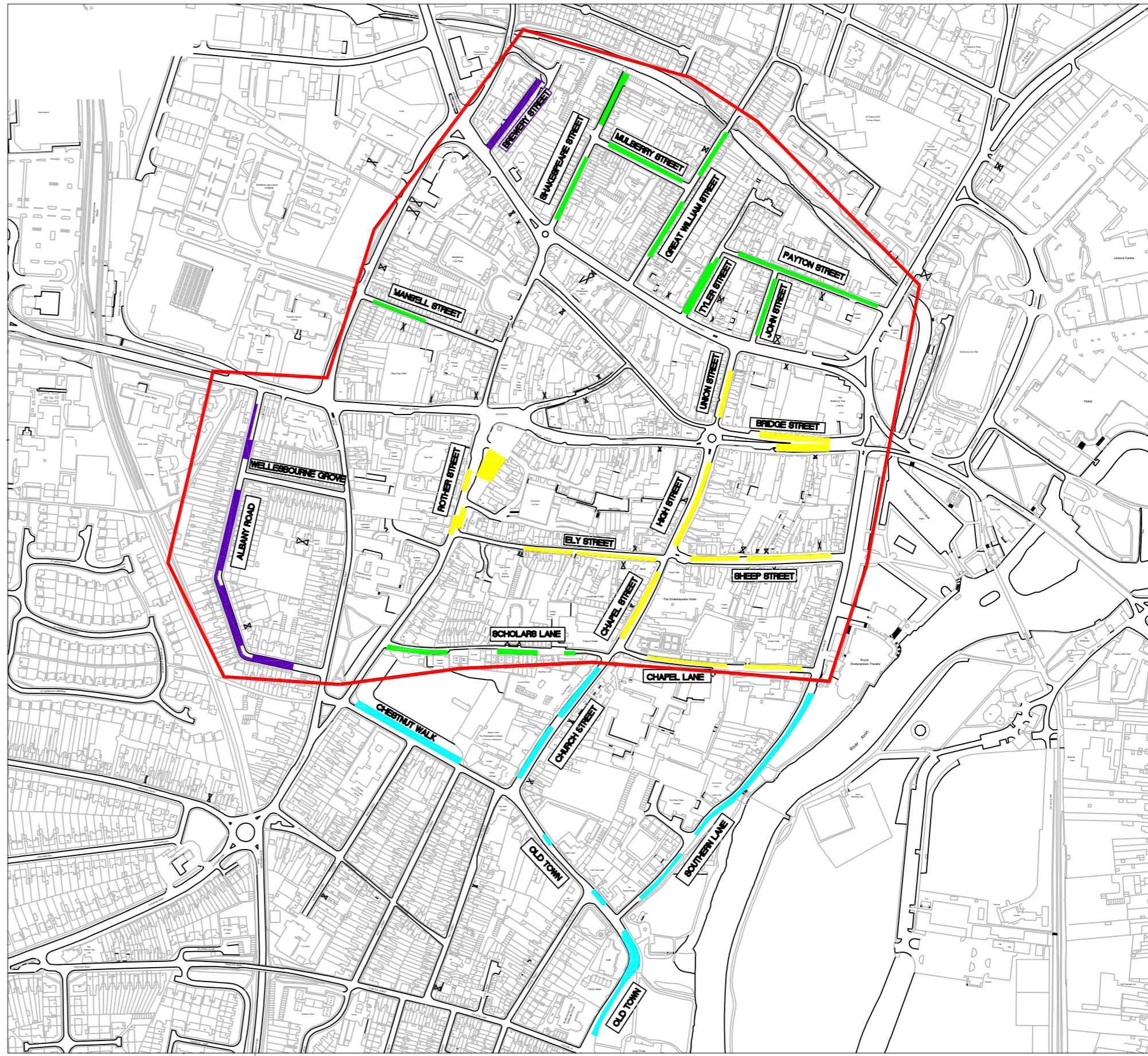
Lengths of highway with time limit on waiting - no charges.

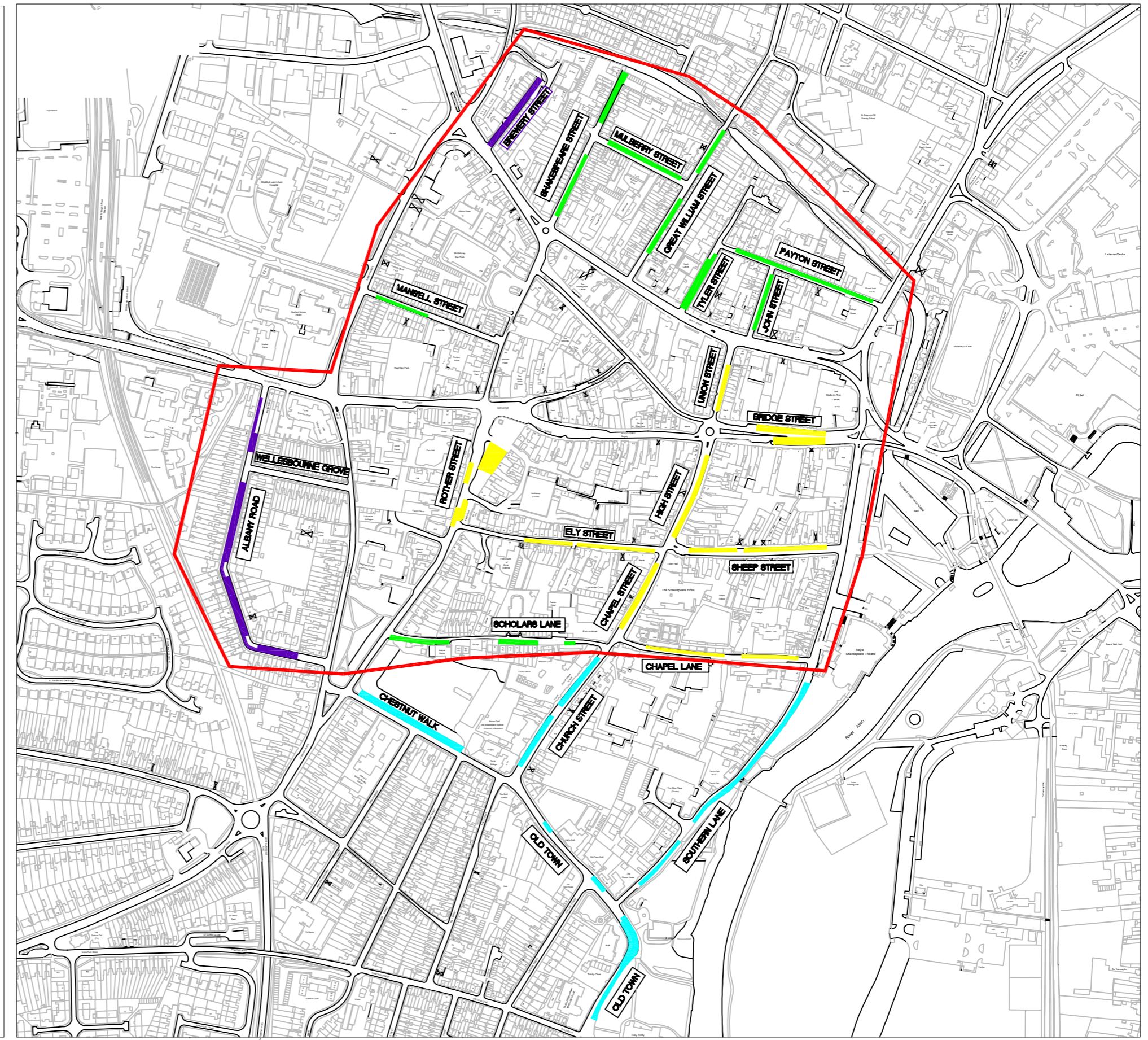
 8am to 10pm Mon - Sat. Maximum stay 1 hour. No return to the same street for 2 hours.

Vehicles displaying a disabled person's badge are exempt from the charges and time limits at all times.


Holders of resident's parking permits are exempt from the charges and time limits in the streets for which the parking permit is valid.

Sub ect to possible variation for Sundays.






Key:-


 Proposed "1 hour" zone.


Lengths of highway with time limits on waiting and on street parking charges.

Charges:-

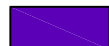
50 pence for up to 40 minutes.
 £1.00 for up to 1 hour.
 £1.50 for up to 2 hours.

 8am to 6pm daily . Maximum stay 1 hour. No return to the same street for 2 hours.

 8am to 10pm daily . Maximum stay 1 hour. No return to the same street for 2 hours.

 8am to 6pm daily . Maximum stay 2 hours. No return to the same street for 4 hours.

Lengths of highway with time limit on waiting - no charges.

 8am to 10pm Mon - Sat. Maximum stay 1 hour. No return to the same street for 2 hours.

Vehicles displaying a disabled person's badge are exempt from the charges and time limits at all times.

Holders of resident's parking permits are exempt from the charges and time limits in the streets for which the parking permit is valid.

Sub ect to possible variation for Sundays.

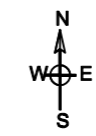
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Stratford on Avon Area Committee - 27th July 2005

Plan No 2

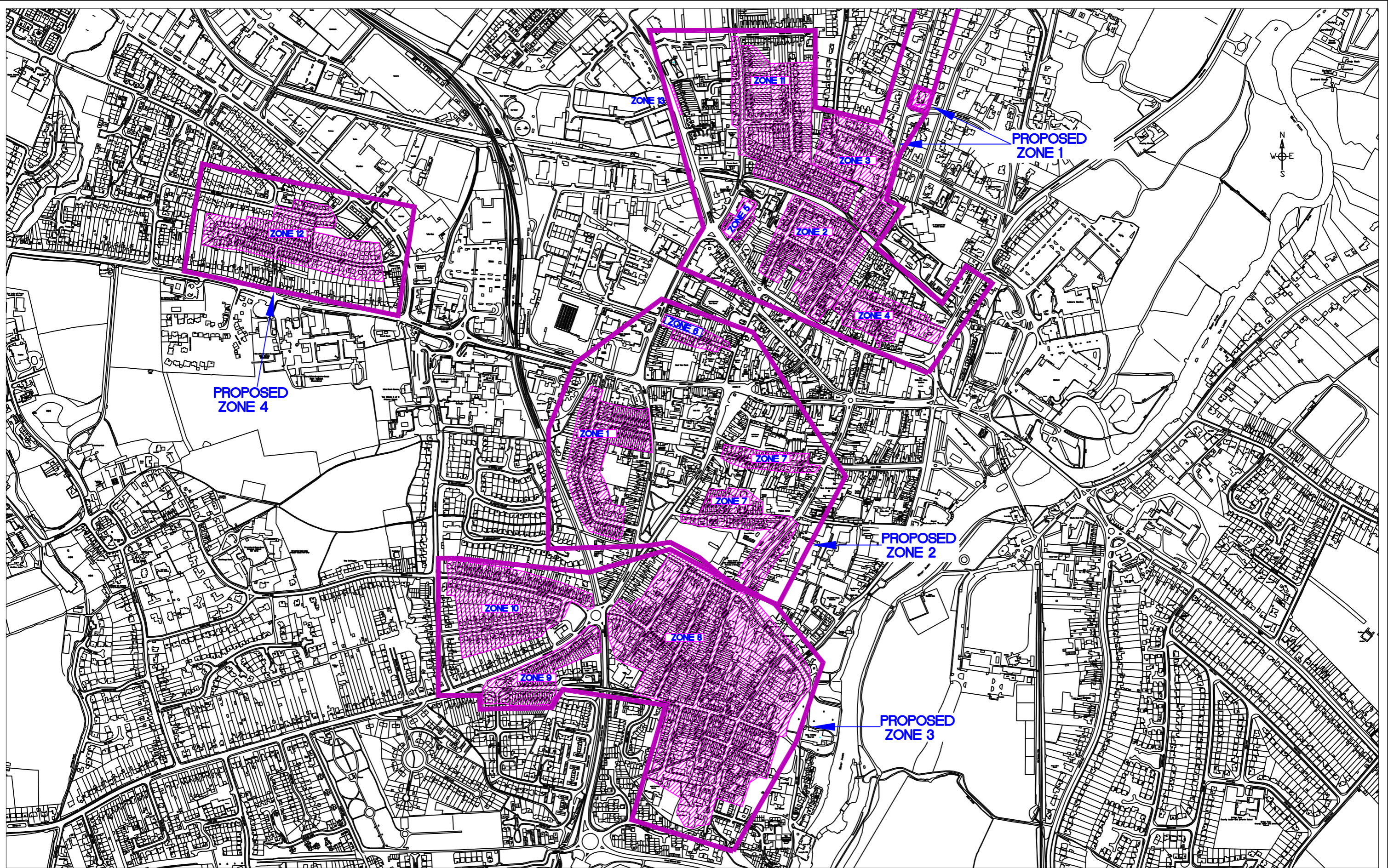
Review of Decriminalisation of Parking Enforcement in the Stratford on Avon District

Proposed On-Street Parking Waiting Restrictions and Charges



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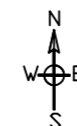
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Stratford on Avon Area Committee - 27 July 2005

Plan 3

Review of Decriminalisation of Parking Enforcement in Stratford on Avon District

Existing and Proposed Residents Parking Zones



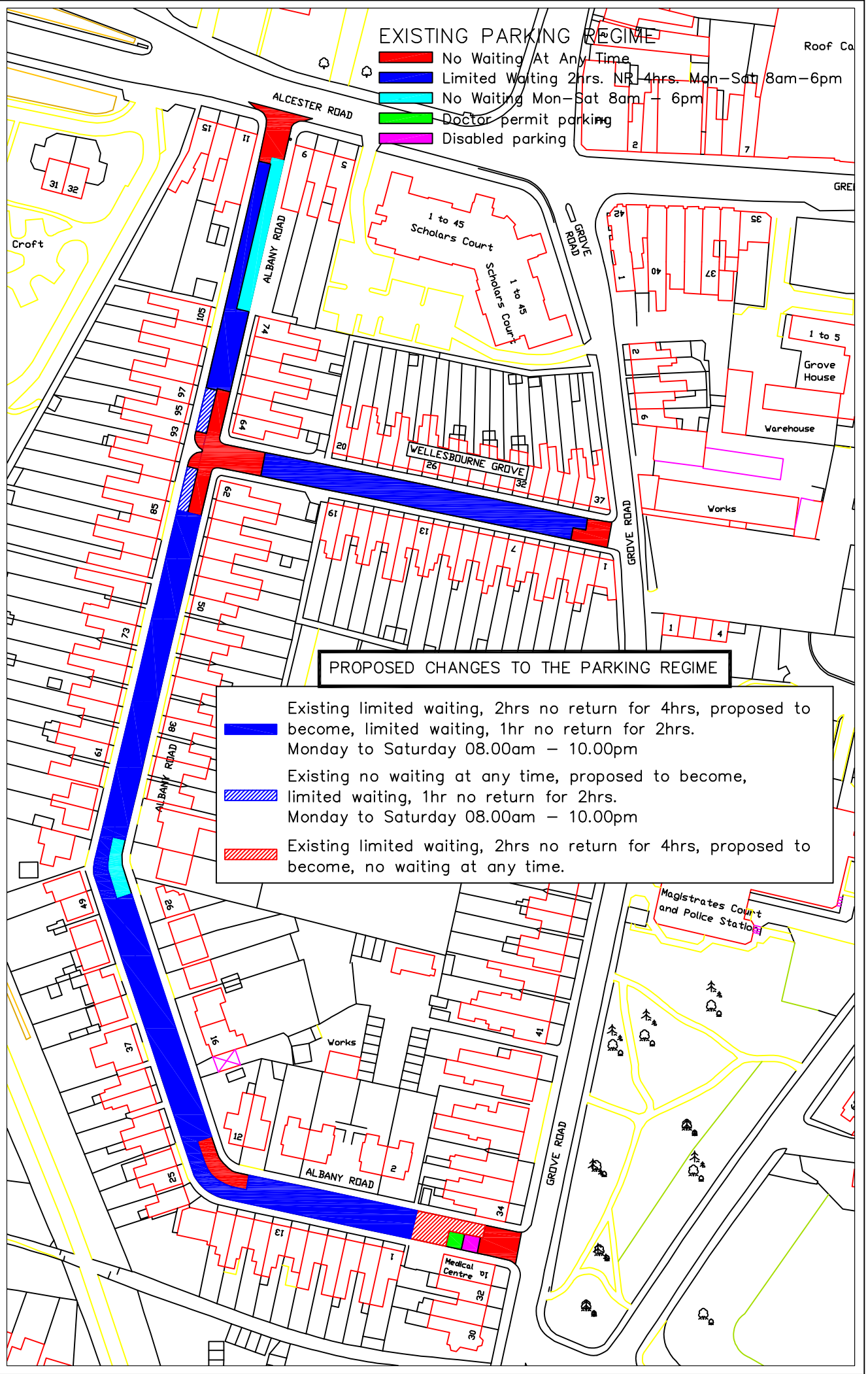
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EXISTING PARKING REGIME

- No Waiting At Any Time
- Limited Waiting 2hrs. NR 4hrs. Mon-Sat 8am-6pm
- No Waiting Mon-Sat 8am - 6pm
- Doctor permit parking
- Disabled parking



PROPOSED CHANGES TO THE PARKING REGIME

- Existing limited waiting, 2hrs no return for 4hrs, proposed to become, limited waiting, 1hr no return for 2hrs. Monday to Saturday 08.00am - 10.00pm
- Existing no waiting at any time, proposed to become, limited waiting, 1hr no return for 2hrs. Monday to Saturday 08.00am - 10.00pm
- Existing limited waiting, 2hrs no return for 4hrs, proposed to become, no waiting at any time.

Area Committee - 27th July 2005
 Review of Decriminalisation of Parking Enforcement in Stratford on Avon District
 Albany Road / Wellesbourne Grove - Stratford upon Avon.
 Plan No - B 1

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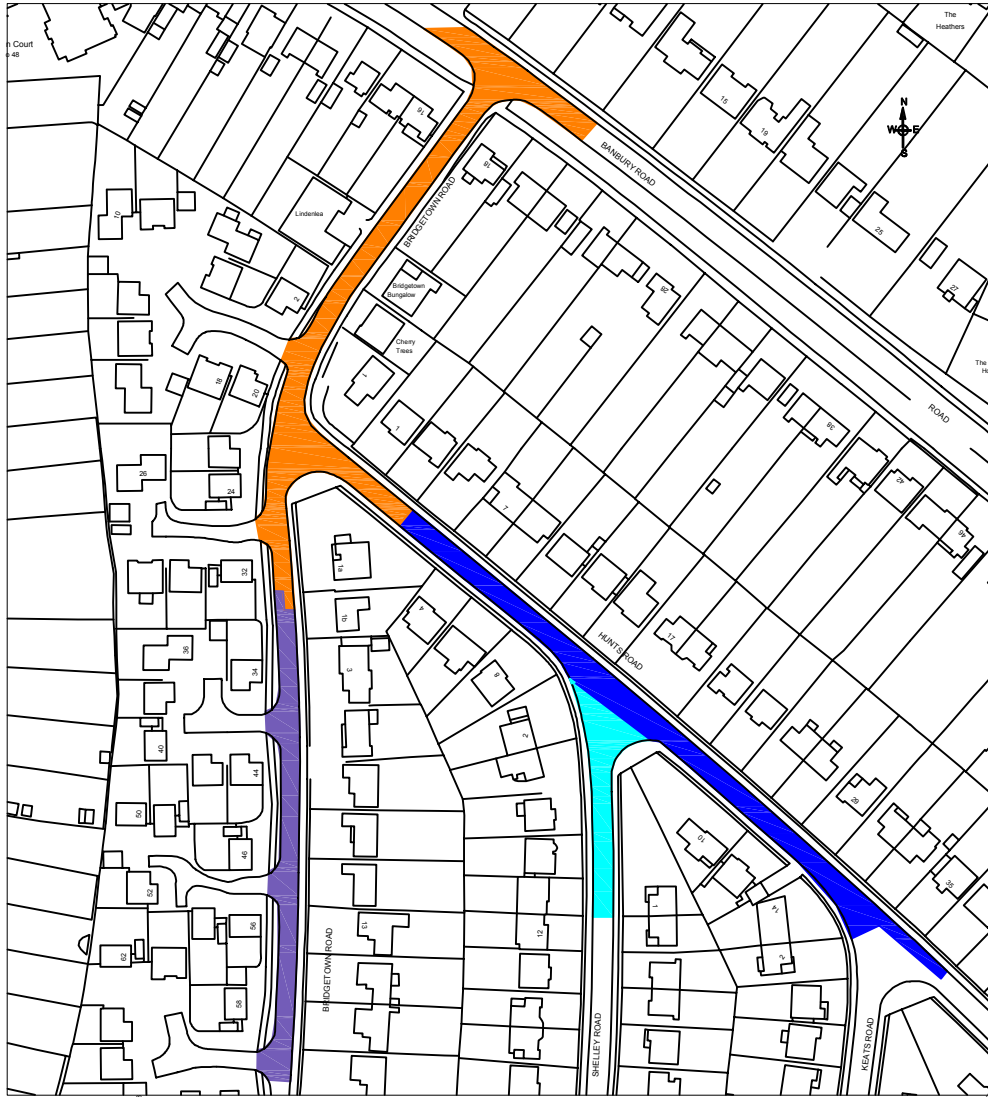
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KEY

- Existing prohibition of waiting At Any Time
- Existing prohibition of waiting Monday to Friday 9am to 5pm
- Suggested extension of prohibition of waiting At Any Time
- Suggested extension of prohibition of waiting Monday to Friday 9am to 5pm

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Stratford Area Committee - 27th July 2005.

Plan B2

Review of Decriminalisation of Parking Enforcement in the Stratford on Avon District.

Bridgetown Road and Shelley Road, Stratford-upon-Avon.



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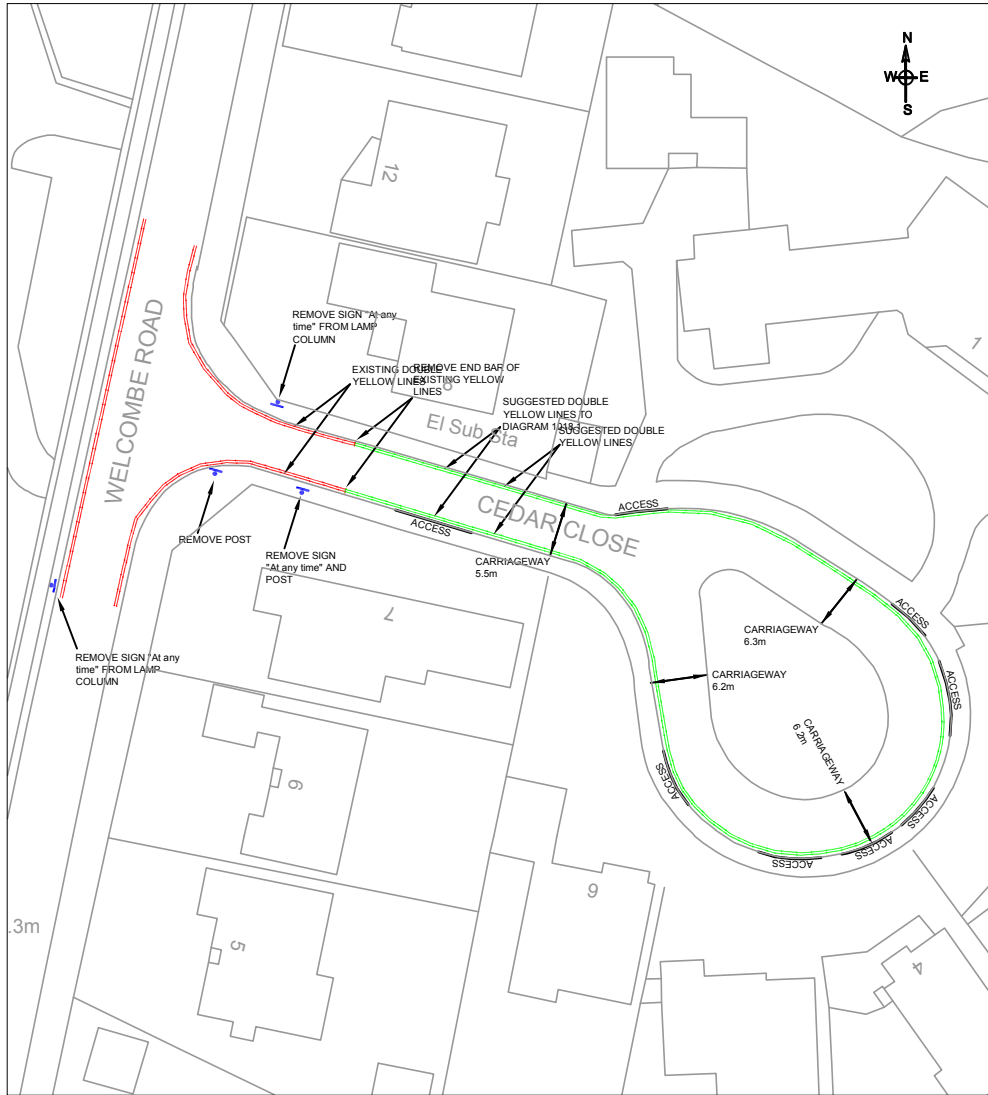
Stratford Area Committee – 27 July 2005
 Review of Decriminalisation of Parking Enforcement in Stratford on Avon
 Plan B3

PROPOSED WAITING RESTRICTIONS – BROOKVALE ROAD



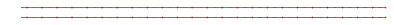
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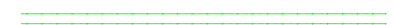


NOTES

EXISTING DOUBLE YELLOW LINES



SUGGESTED DOUBLE YELLOW LINES



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Stratford Area Committee - 27th July 2005.


Plan B4

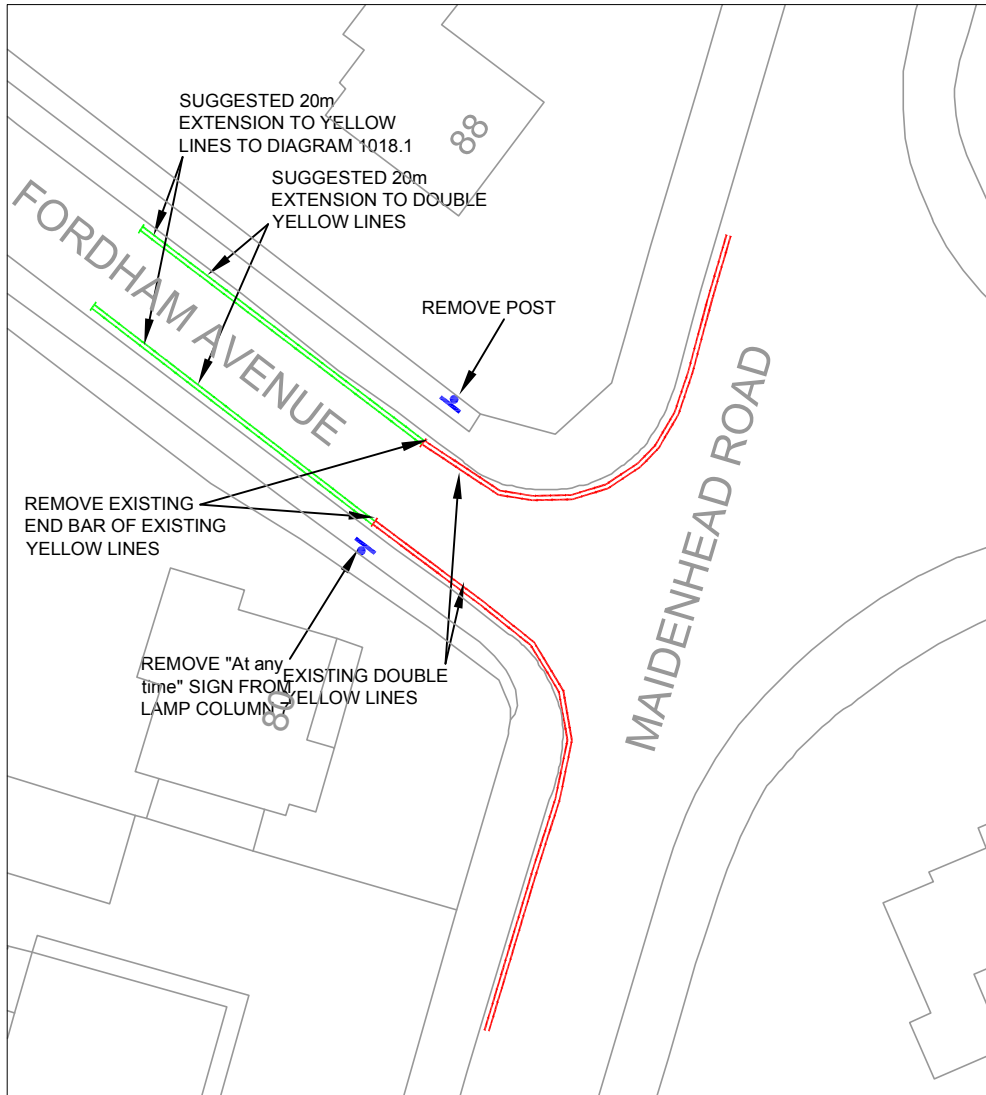
Review of Decriminalisation of Parking Enforcement in the Stratford on Avon District.

Cedar Close, Stratford-upon-Avon.



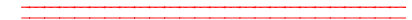
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Shire Hall, Warwick, CV34 4SX



NOTES

EXISTING DOUBLE YELLOW LINES



SUGGESTED DOUBLE YELLOW LINES



Ref No

K:\A_DECRIM_REVIEW_STRATFORD\Operational Support Work\Michael\Drawings\TP6307.dwg

Drawn ARE

Checked SR

QA Form 19
02/96

Stratford Area Committee - 27th July 2005.

Plan B5

Review of Decriminalisation of Parking Enforcement in the Stratford on Avon District.

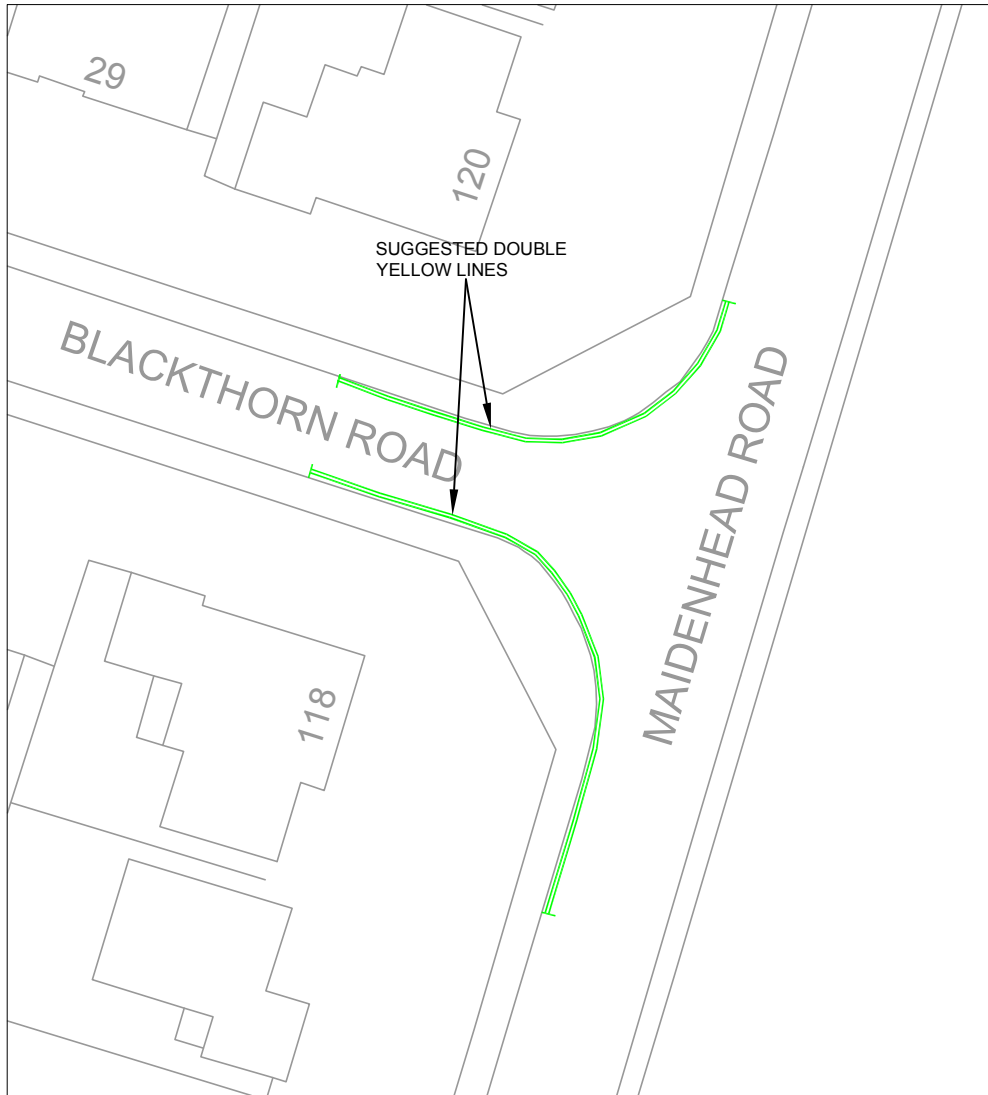
Fordham Avenue, Stratford-upon-Avon



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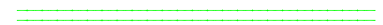


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NOTES

SUGGESTED DOUBLE YELLOW LINES



Ref No

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QA Form 19
02/96

Stratford Area Committee - 27th July 2005.

Plan B6

Review of Decriminalisation of Parking Enforcement in the Stratford on Avon District.

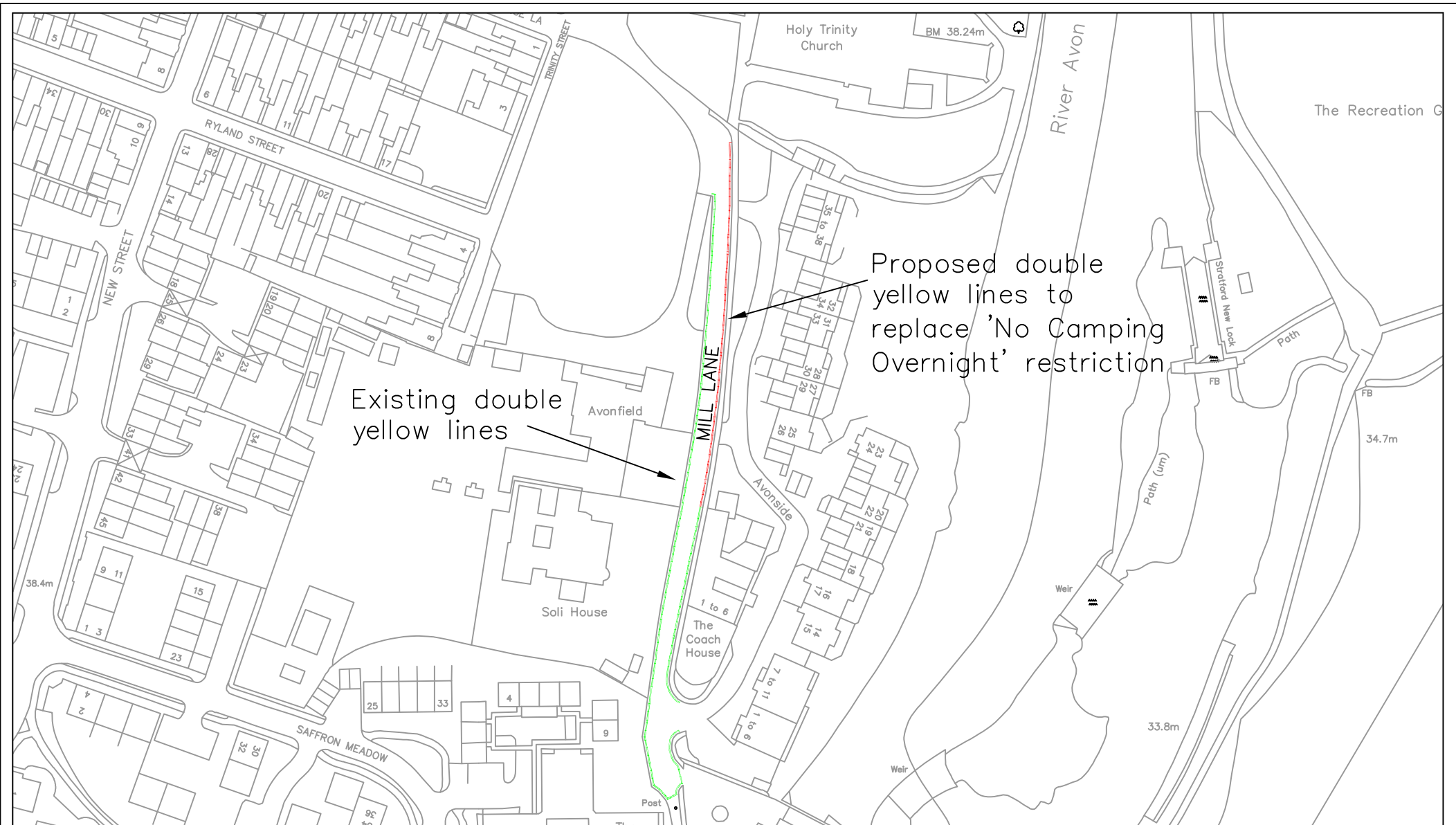
Blackthorn Road and Maidenhead Road, Stratford-upon-Avon.



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Existing double yellow lines

Proposed double yellow lines to replace 'No Camping Overnight' restriction

Ref No	K:\A_DECRIM_REVIEW_STRATFORD\Operational Support Work\SHall\Plan.dwg	Drawn SJH	Checked SR	QA Form 19 02/96
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Stratford Area Committee – 27 July 2005


Plan B7

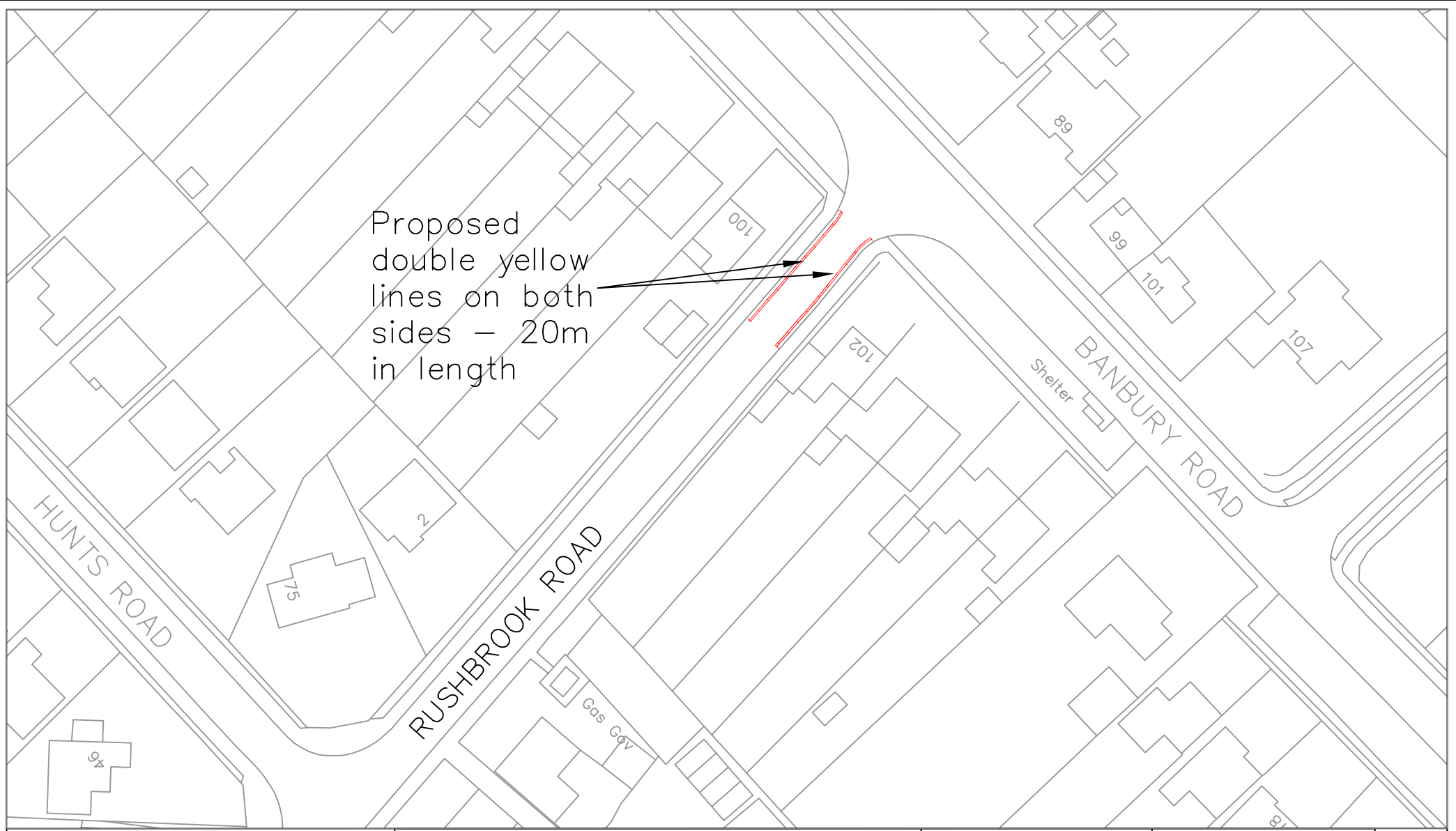
Review of Decriminalisation of Parking Enforcement in Stratford on Avon

PROPOSED WAITING RESTRICTIONS – MILL LANE



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Stratford Area Committee – 27 July 2005


Plan B8

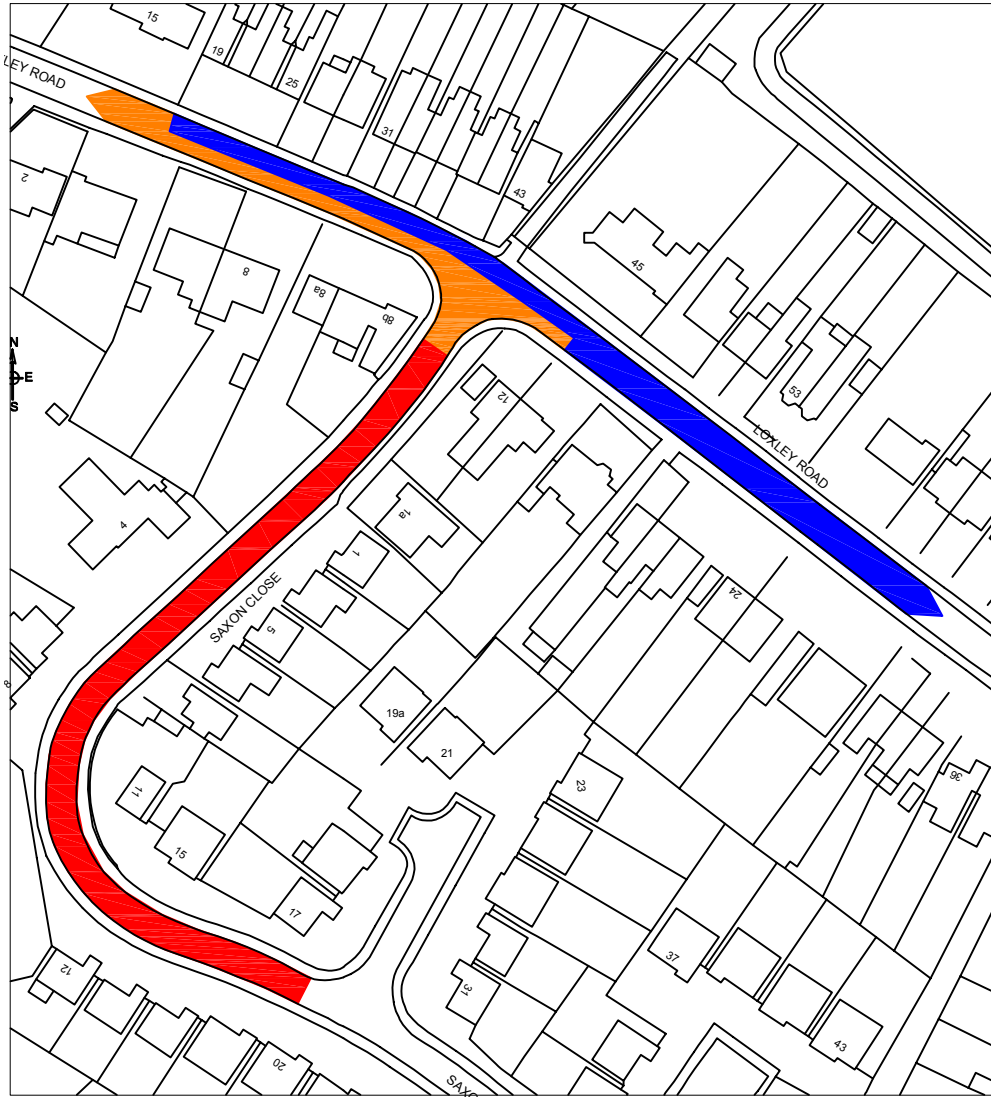
Review of Decriminalisation of Parking Enforcement in Stratford on Avon

PROPOSED WAITING RESTRICTIONS – RUSHBROOK ROAD






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KEY

-  Existing prohibition of waiting At Any Time
-  Existing prohibition of waiting Monday to Friday 9am to 5pm
-  Suggested extension of prohibition of waiting At Any Time

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QA Form 19
02/96

Stratford Area Committee - 27th July 2005.


Plan B9

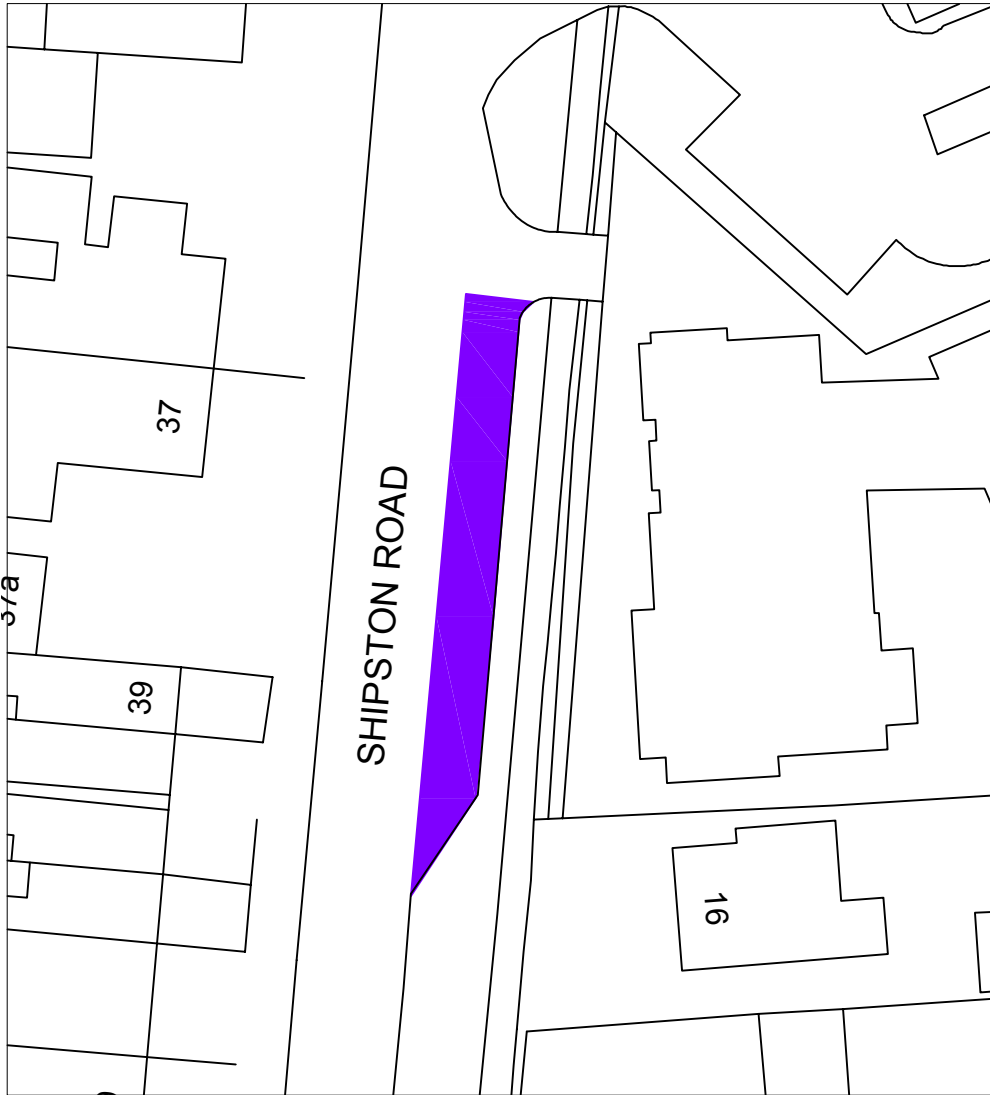
Review of Decimalisation of Parking Enforcement in the Stratford on Avon District.

Saxon Close, Stratford-upon-Avon.




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KEY

Lay-by with waiting restrictions,
8am to 6pm daily, waiting limited
to 1 hour, no return for 2 hours.



Suggestion: that holders of temporary guest house permits
should be exempted from the waiting limit limit in the lay-by
allowing unlimited waiting for the duration of the permit.

Ref No	K:\A_DECRIM_REVIEW_STRATFORD\Operational Support Work\RE\Shipston Road, Stratford\Committee Plans.dwg	Drawn ARE	Checked SR	QA Form 19 02/96
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Stratford Area Committee - 27th July 2005.

Plan B10

Review of Decriminalisation of Parking Enforcement in the Stratford on Avon District.

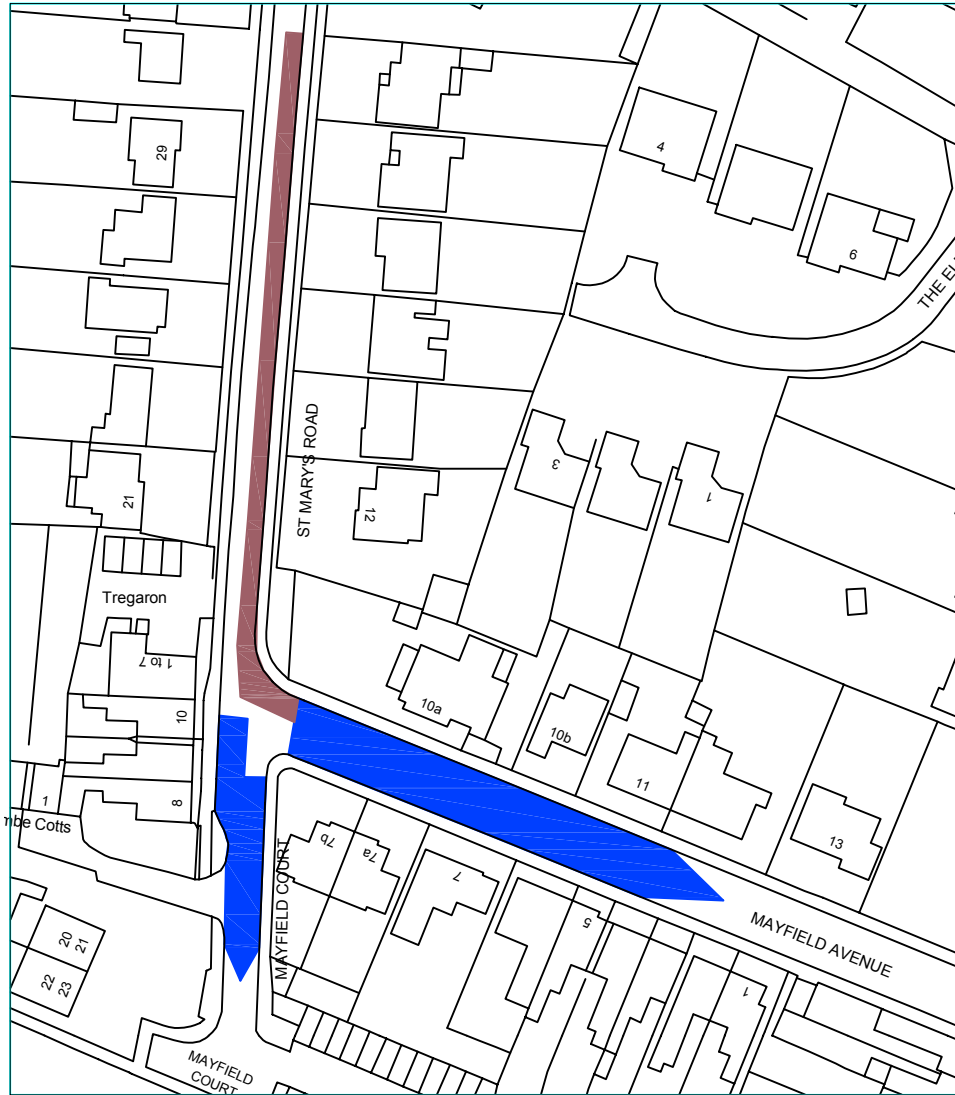
Shipston Road, Stratford-upon-Avon.



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KEY



Existing Residents' Parking - Monday to Saturday 8am to 6pm waiting limited to 2 hours, no return for 4 hours, resident permit holders exempted



SUGGESTED WAITING RESTRICTIONS
Waiting prohibited 8am to 6pm every day

Ref No

K:\A_DECRIM_REVIEW_STRATFORD\Operational Support Work\RE\St Mary's Road, Stratford\Committee Plans.dwg

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02/96

Stratford Area Committee - 27TH July 2005.

Plan B11

Review of Decriminalisation of Parking Enforcement in the Stratford on Avon District.

St Marys Road, Stratford-upon-Avon.







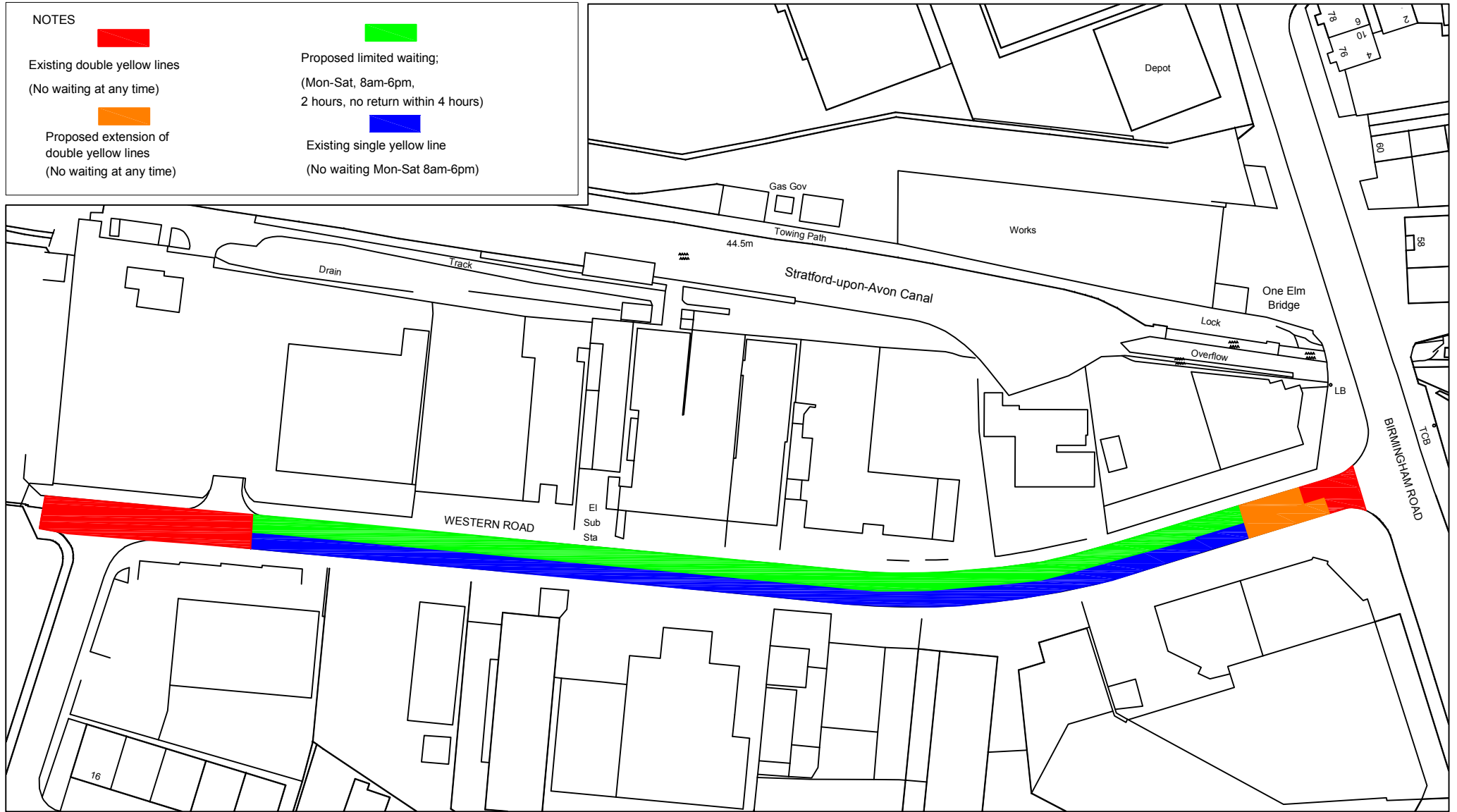
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NOTES

- | | |
|--|--|
| <p> Existing double yellow lines
(No waiting at any time)</p> <p> Proposed extension of double yellow lines
(No waiting at any time)</p> | <p> Proposed limited waiting;
(Mon-Sat, 8am-6pm,
2 hours, no return within 4 hours)</p> <p> Existing single yellow line
(No waiting Mon-Sat 8am-6pm)</p> |
|--|--|



Ref No

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Drawn ADW

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02/96

Area Committee - 27th July 2005


Plan B12

Review of Decriminalisation of Parking Enforcement in Stratford on Avon District

Western Road, Stratford-upon-Avon.

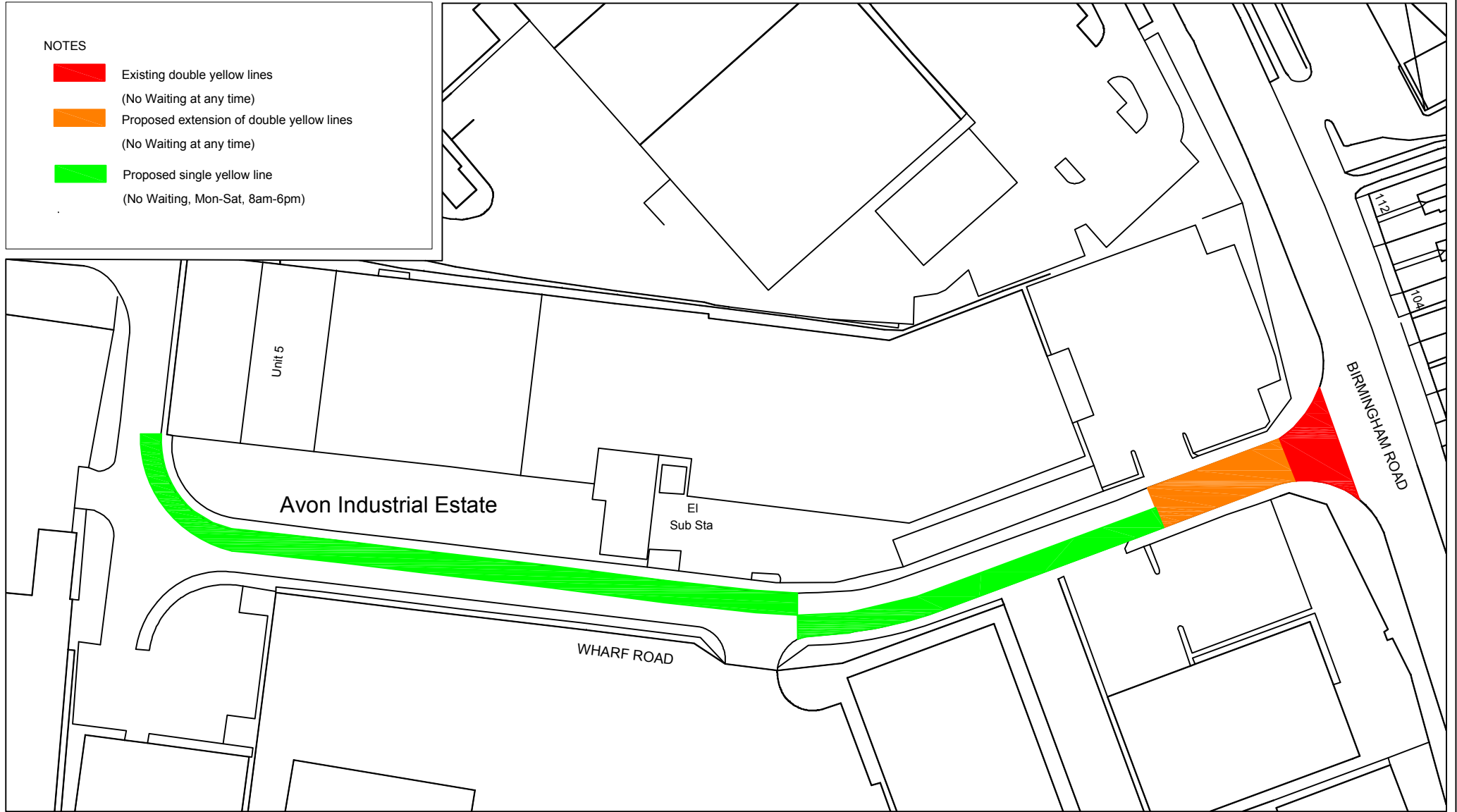


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NOTES

- Existing double yellow lines
(No Waiting at any time)
- Proposed extension of double yellow lines
(No Waiting at any time)
- Proposed single yellow line
(No Waiting, Mon-Sat, 8am-6pm)



Ref No

K:_A_DECRIM_REVIEW_STRATFORD\Operational Support Work\Alex\committee.dwg

Drawn ADW

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QA Form 19
02/96

Area Committee - 27th July 2005

Plan B13

Review of Decriminalisation of Parking Enforcement Stratford on Avon District

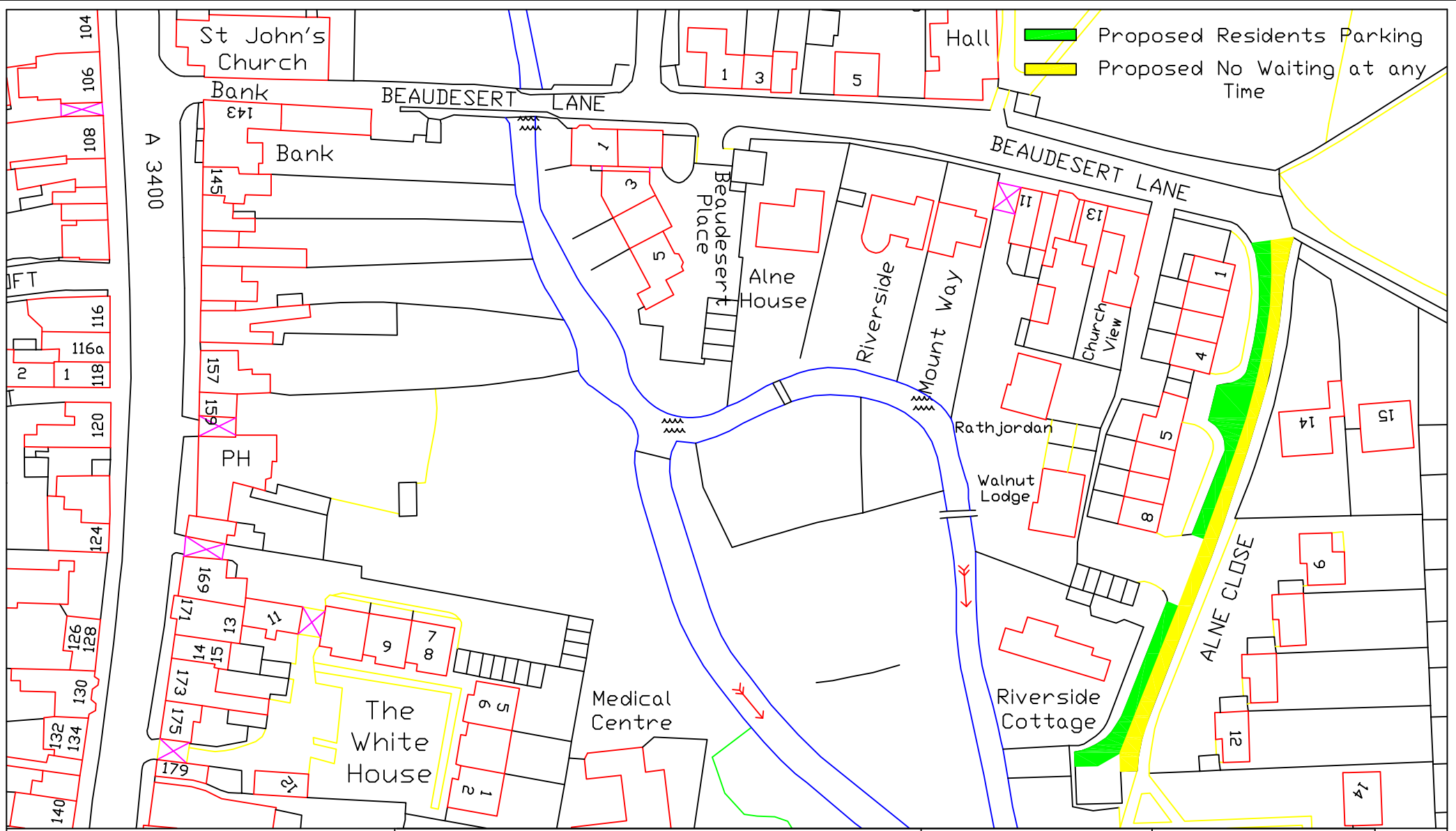
Wharf Road, Stratford-upon-Avon



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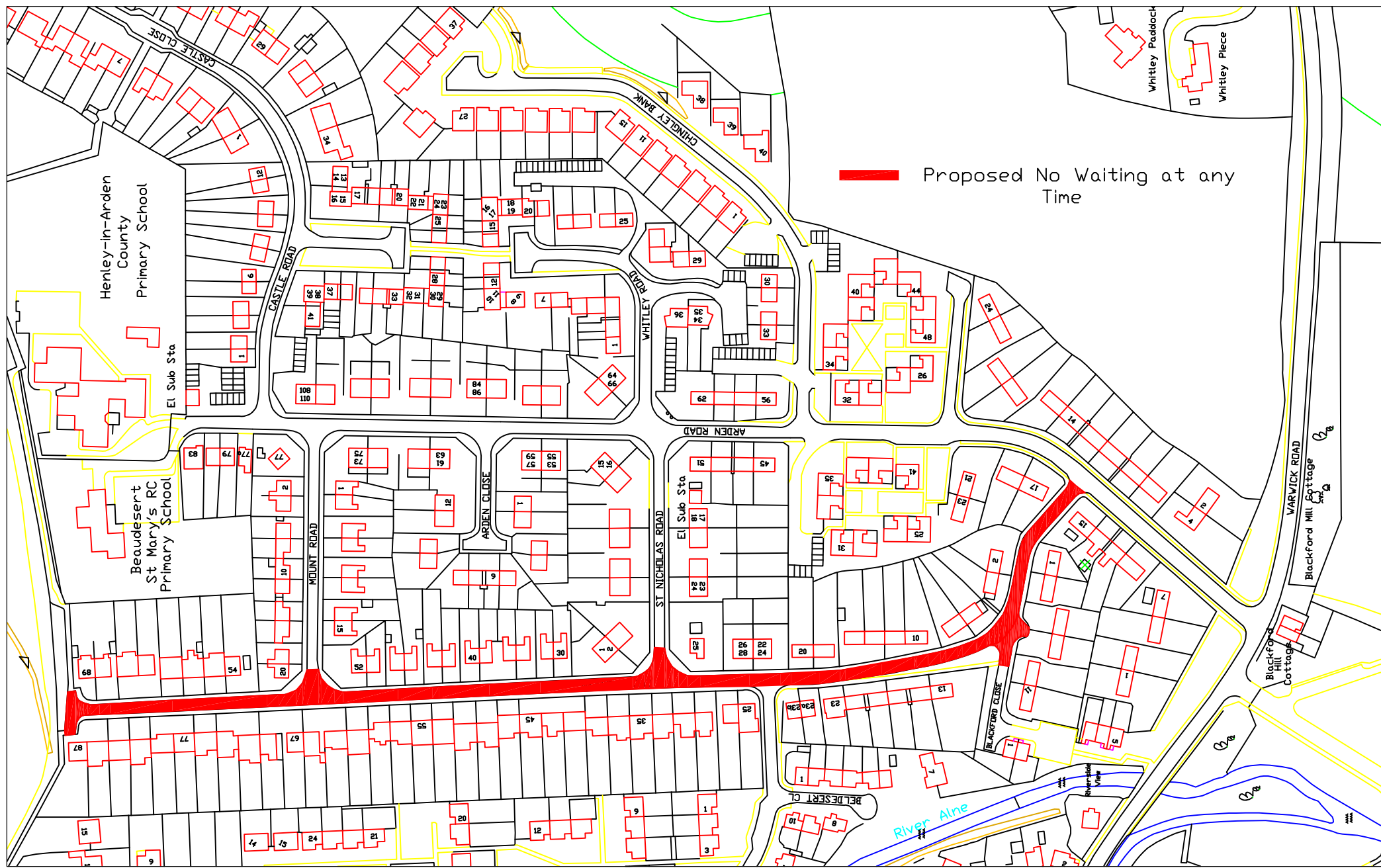
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Area Committee - 27th July 2005
 Plan No - B 14
 Review of Decriminalisation of Parking Enforcement in Stratford on Avon District
 Alne Close, Henley in Arden.



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Proposed No Waiting at any Time

Ref No K:\V_DECIML_REVIEW_STRATFORD\Operational Support Work\MMcD\Five sites in Henley\DCReview_Blood.docg

MMcD

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QA Form 19
02/96

Area Committee - 27th July 2005

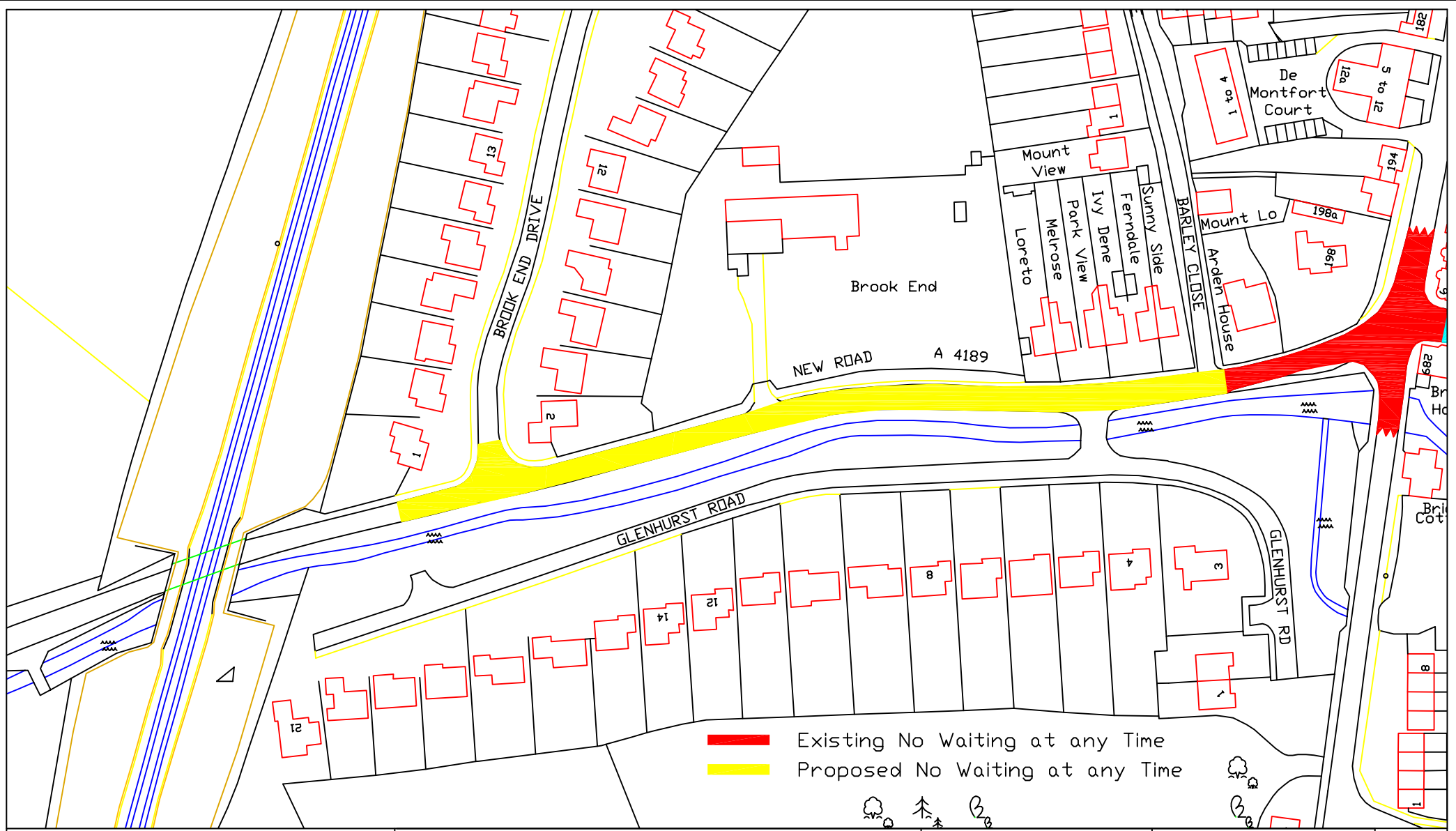
Plan No - B 15

Review of Decriminalisation of Parking Enforcement in Stratford on Avon District
Meadow Road - Henley in Arden.



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Area Committee - 27th July 2005

Plan No - B 16

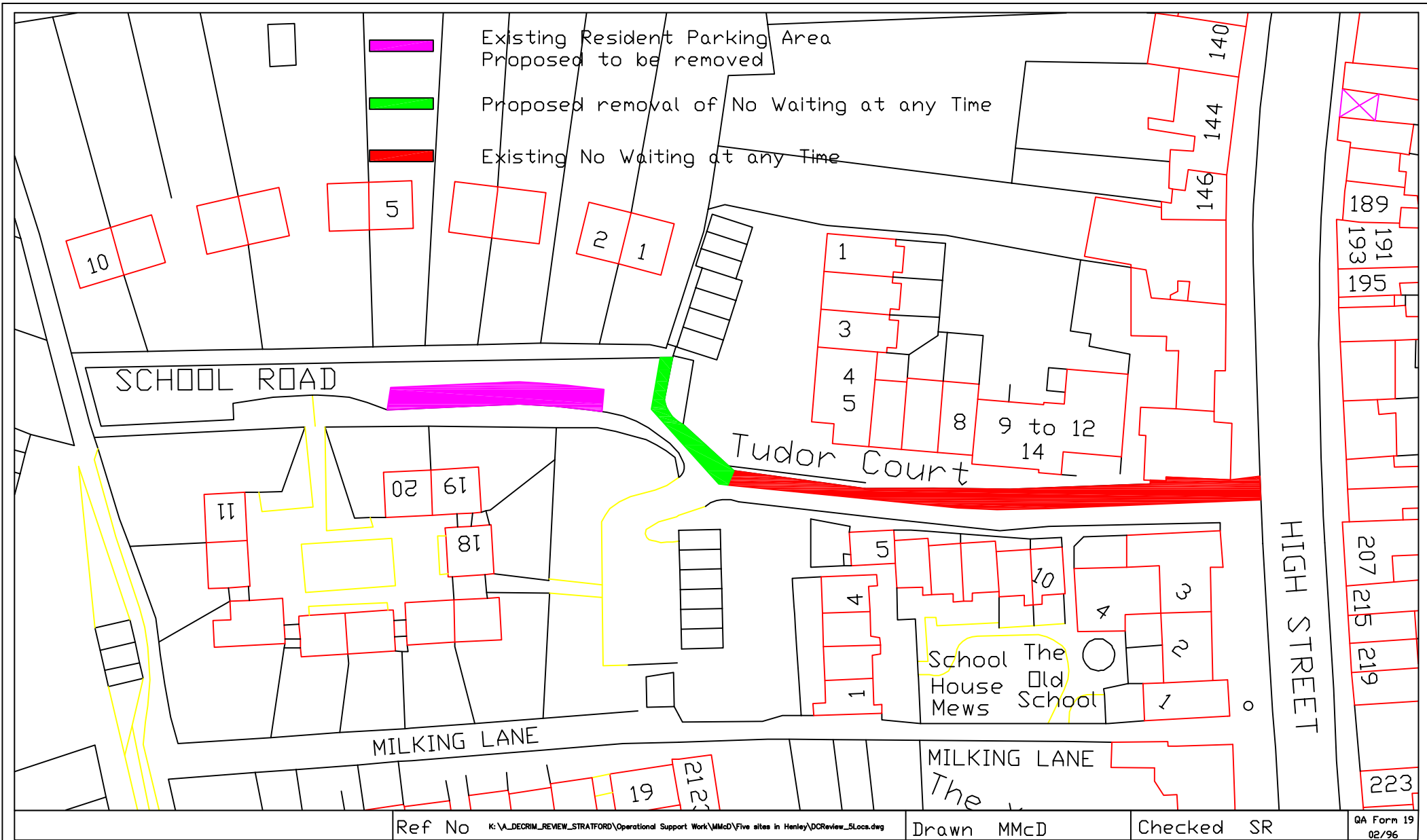
Review of Decriminalisation of Parking Enforcement in Stratford on Avon District

New Road, Henley in Arden.



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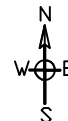


Area Committee - 27th July 2005

Plan No - B 17

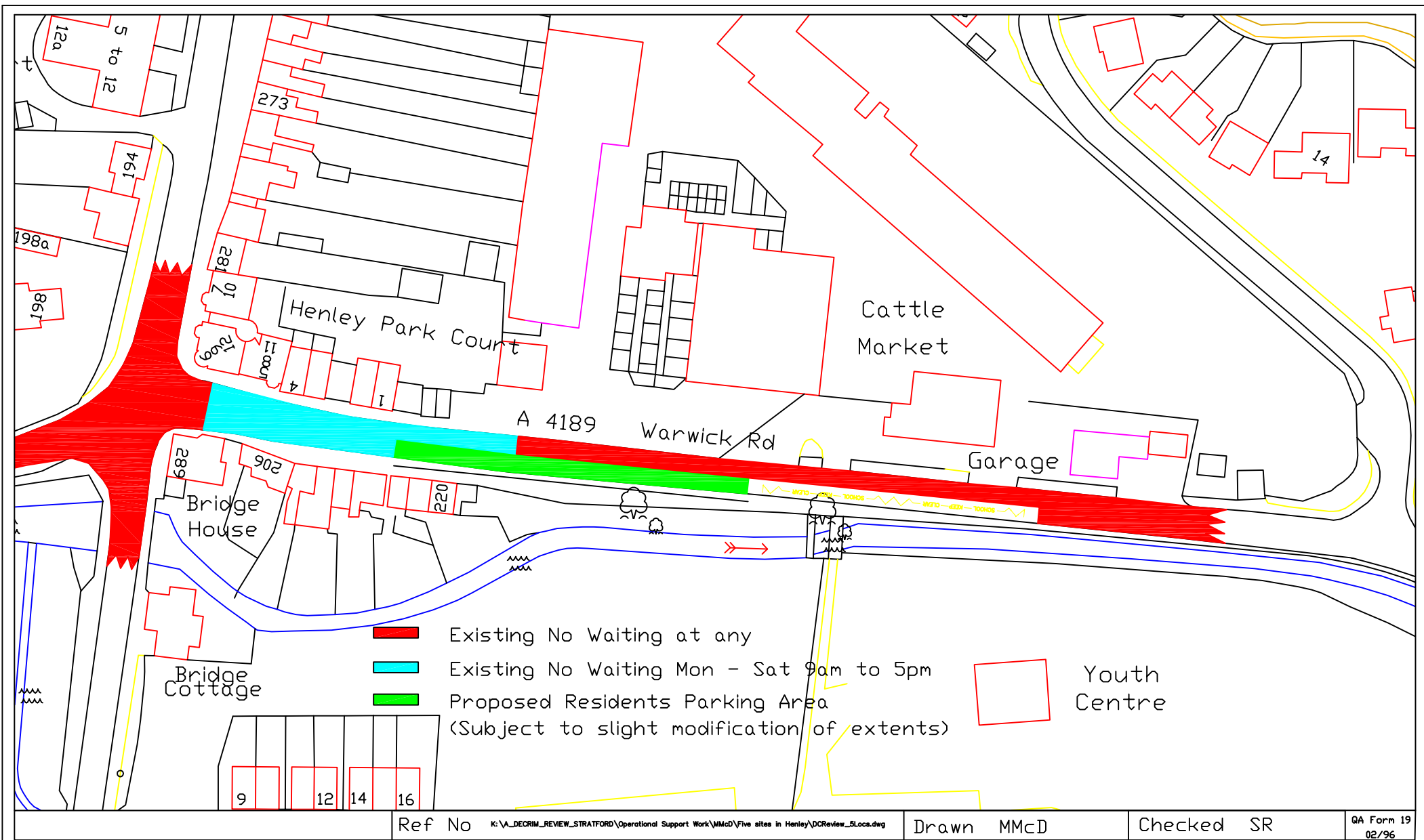
Review of Decriminalisation of Parking Enforcement in Stratford on Avon District

School Road, Henley in Arden



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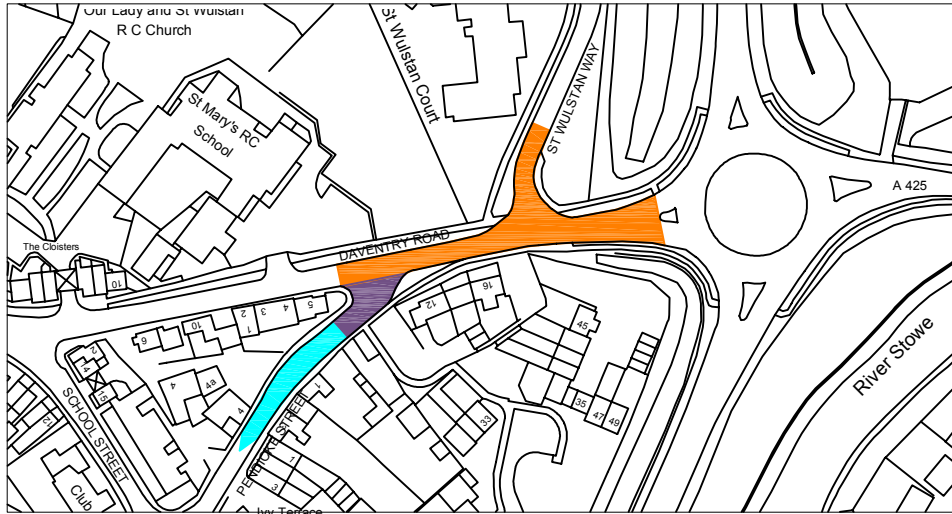
Ref No	<small>K:\A_DECRIM_REVIEW_STRATFORD\Operational Support Work\MMcD\Five sites in Henley\DCReview_5Locs.dwg</small>	Drawn MMcD	Checked SR	<small>QA Form 19 02/96</small>
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Area Committee - 27th July 2005
 Plan No - B 18
 Review of Decriminalisation of Parking Enforcement in Stratford on Avon District
 Warwick Road, Henley in Arden.






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KEY

-  - Suggested prohibition of waiting at any time (double yellow lines).
-  - Pendike Street suggested prohibition of waiting at any time (double yellow lines) to replace existing single yellow line (see below).
-  - Pendike Street existing prohibition of waiting Monday to Saturday 8am to 6pm (single yellow line).

Ref No	K:\A_DECIM_REVIEW_STRATFORD\Operational Support Work\RE\Souham\Meadow Road and Daventry Road waiting restrictions\Committee Plans.dwg	Drawn	ARE	Checked	SR	QA Form 19 02/96
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Stratford Area Committee - 27th July 2005.

Plan B19

Review of Decriminalisation of Parking Enforcement in in Stratford on Avon District.

Meadow Road and Daventry Road, Southam.



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