

AGENDA MANAGEMENT SHEET

Name of Committee Warwick Area Committee

Date of Committee 22 January 2008

Report Title Decriminalisation of Parking Enforcement (DPE) - Warwick District

Summary Proposals for various changes to parking restrictions in Warwick District have been advertised and objections have been received. The report considers the objections and recommends how they should be dealt with. The report also includes the outcome of an initial review of the new parking management arrangements.

For further information please contact Roger Bennett
Traffic Projects Group
Tel. 01926 412648
rogerbennett@warwickshire.gov.uk

Would the recommended decision be contrary to the Budget and Policy Framework? Yes/No

Background Papers Various letters and emails

CONSULTATION ALREADY UNDERTAKEN:- *Details to be specified*

Other Committees

Local Member(s) Councillor K Browne
(With brief comments, if appropriate) Councillor Mrs M Haywood
Councillor R Randev

Other Elected Members

Cabinet Member Councillor M Heatley – for information
(Reports to The Cabinet, to be cleared with appropriate Cabinet Member)

Chief Executive

Legal L Arben - agreed.

Finance

- Other Chief Officers
- District Councils Warwick District Council
- Health Authority
- Police
- Other Bodies/Individuals Warwick Town Council, Warwick Chamber of Trade, County Fire and Ambulance Services, Disabled Drivers Association, Warwick Society, Cycleways, RHA, FTA.

FINAL DECISION YES

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

Warwick Area Committee – 22 January 2008

**Decriminalisation of Parking Enforcement (DPE)
Warwick District**

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

Recommendation

1. That the Warwickshire County Council (District of Warwick) (Permitted Parking Area and Special Parking Area) (Waiting Restrictions, On-Street Parking Places and Resident's Parking) (Consolidation) (Variation No 3) Order 2007 and the Warwickshire County Council (Guys Street and Guy's Cliffe Terrace, Warwick) (Traffic Regulation) (Variation No 1) Order 2007 be made as advertised but with the following modifications:-
 - (i) Retention of the existing double yellow lines fronting No 22 Cherry Street.
 - (ii) Retention of the existing residents parking scheme in Wathen Road and Peel Road pending the outcome of the proposal in 2 (ii) below.
2. That the following proposals be advertised:-
 - (i) No waiting from 9am to 5pm, Monday to Friday outside Nos 13 to 19/21 Cherry Street.
 - (ii) Waiting limited to 20 minutes except for W6 permit holders in Wathen Road, Peel Road and Percy Road.
3. That no further action be taken in respect of providing footway parking on the north side of Guy's Cliffe Terrace and at the north end of Guy Street.
4. That the request for a "Home Zone" type scheme in the Guy Street/Cherry Street area be noted but that residents be advised that current resources do not permit this being given further consideration.
5. That further consultations be carried out with residents of Coventry Road with a view to revised proposals being developed and advertised for the parking arrangements along the road.

1. Introduction

- 1.1 Decriminalisation of parking enforcement (DPE) was introduced in Warwick District on 6 August 2007 together with a number of new residents parking schemes and other parking restrictions. The impact of the new parking management arrangements has been continuously monitored and, as a result, some immediate changes have been proposed. Proposals for these changes

have been advertised and objections have been received. The report considers the objections and recommends how they should be dealt with.

- 1.2. The report also includes the outcome of an initial review of the scheme with stakeholders, suggestions for further changes and an outline of the programme for these to be dealt with.

2. Proposals as Advertised

- 2.1. The main proposals, which were formally advertised in the Warwick/Leamington Courier on 23 November, are as follows:-

- (i) Broad Street, Cherry Street, Guy Street and Guy's Cliffe Terrace, Warwick – one-way traffic and variations to the parking arrangements including part footway/part carriageway parking in Cherry Street.
- (ii) Roe Close, Sharpe Close and Trueman Close, Warwick - residents only parking.
- (iii) Wathen Road and Peel Road, Warwick – residents only parking.
- (iv) Coventry Road, Warwick – parking restrictions.

- 2.2. A number of comments, suggestions and objections have been received and these are discussed below together with the reasons for the proposals.

3. Broad Street, Cherry Street, Guy Street and Guy's Cliffe Terrace, Warwick. Proposed One-Way Traffic and variations to parking arrangements. (Plan A in the Appendix)

- 3.1 The above roads are too narrow to accommodate parking on both sides and maintain a two-way flow and there have been double yellow lines on one side of Broad Street, Cherry Street and Guy Street for a number of years. Guy Street has a one-way flow, north-bound. There is also a one-way flow, east-bound on Guy's Cliffe Terrace between Guy Street and Cherry Street with a contra-flow cycle lane. The double yellow lines were occasionally enforced in the past by the police but the level of enforcement was never sufficient to deter parking in the evenings and overnight. Vehicle ownership has increased to such a level that there are now regularly cars parked on the whole length of the double yellow lines, part on the carriageway and part on the footway.
- 3.2 A residents parking scheme was introduced in the area in August 2007. This operates with a 2 hour waiting restriction for non-permit holders from 8am to 8pm on a daily basis. The existing double yellow lines were not changed in any way. With DPE there is the prospect of more vigorous enforcement and residents now want to either continue their current (illegal) parking practice or have additional parking facilities provided.
- 3.3 The proposals for the area are designed to maximise the amount of legitimate parking spaces. There are normally about 30 cars parked illegally on double

yellow lines in Guy Street. It is estimated that about 50 additional spaces would be needed to meet all of the current demand in the area for overnight parking. However, the proposals will result in about 40 spaces (including the part footway/part carriageway parking spaces proposed on Cherry Street).

- 3.4 There has been extensive consultation with residents in the area regarding the various issues including two public meetings and considerable correspondence with a number of individuals. The Warwick Society has raised concerns about apparent anomalies with the parking restrictions on Coten End and Zone W1 permit eligibility and these will be followed up. The other comments and objections to the proposals that have been received are discussed below with the number received shown in brackets []):-

Objection [Petition with 57 signatories dated October and November but received on 13 December]

The petition reads:-

“We residents of Guy Street strongly urge the Council to give serious consideration to the option of parking on both sides of Guy Street when reconsidering the decriminalised parking scheme. And to seriously respect the wishes, needs and requirements of the council tax payers in this area”

The petition is accompanied by an unsigned note which reads:-

“It is hoped that the Council will endeavour to reach a solution which acknowledges and responds to the very real concerns and difficulties encountered daily by the residents of this area. Problems which are exacerbated by needless criminalisation of easily solved issues”

Response

Guy Street is not wide enough to accommodate parking on both sides of the road and a one-way traffic flow. As mentioned above there have been double yellow lines on one side of the road (the east side) for a number of years. When vehicles are parked on this side of the road they usually occupy most, and in some cases all, of the footway. The County Council's policy guidelines for footway parking are not met in this street.

Objection [6]

The proposals will cause a bottleneck for cars trying to exit Cherry Street onto Coten End. There is a tendency for motorists to avoid this junction because of its restricted view and single lane exit. Exit via Broad Street would be a lot more sensible [4]. Cars park illegally at the southern end of Cherry Street which will add to the congestion here. [1] The footways on Broad Street are wide enough for shared use by pedestrians and the few cyclists that use it [1].

Response

Proposals for a one-way flow on Broad Street from Guy's Cliffe Terrace to Coten End have been considered but, given that Broad Street forms part of the national cycle network, it would be necessary to include a contra-flow cycle lane. This would prevent the provision of parking on this length. The current proposals maximise the amount of on-street parking in the street (which is their principle objective) but does have the downside of increasing the number of vehicles exiting Cherry Street onto Coten End. However, the junction does have a relatively good safety record and one which is better than the Broad Street/Wharf Street/Coten End junction. It may be possible to introduce mitigation measures at the Coten End/Cherry Street junction and these will be considered. Enforcement action will be taken to deal with any illegal parking. The footways in Broad Street are not suitable for shared use by cyclists and pedestrians.

Objection [3]

Alternative schemes have been put forward by a local architect specialising in urban planning. These should have been offered to residents to consider alongside the current Council proposals [3]. These schemes would benefit residents, visitors and most importantly pedestrians and cyclists. The need for parking outweighs any objections to losing the footpath. Proposals should be considered on merit not on the basis of the cheapest option. The new parking regime was an excellent opportunity to begin from a new starting point in this locality to enhance facilities for residents and non-residents. Where there are yellow lines residents have proved that it is possible to park and not create major problems. These are quiet residential streets not busy thoroughfares. The yellow lines are in place because of the nature of the way the layout and use of the streets has evolved rather than for the necessity of the situation today [1].

Response

One of the schemes referred to involves the removal of the footway on the north side of Guy's Cliffe Terrace and part of the footway at the north end of Guy Street and their replacement with angled parking. This would be technically possible and could go some way to provide sufficient spaces to meet the current demand but would be contrary to general policy in that it would re-allocate well used pedestrian facilities in favour of the motor car. A further more radical scheme based on a "Home Zone" has been suggested. In broad terms the suggestion is for a complete revision of the parking and traffic management arrangements with entry to the area prohibited except for access and the carriageway space being shared by all road users including pedestrians. Again this may be technically feasible but it would be expensive and there are no resources currently available for the development or implementation of this type of scheme.

Objection [3]

The proposal to allow parking on both sides of Cherry Street does not take into account the requirement for lorries accessing and exiting the business yard at

the rear of Cherry Street. All vehicles leaving the business yard at the rear of Cherry Street will have restricted vision to the right because of parked vehicles. For safe, clear access to and from the yard additional daytime restrictions are needed on the west side and the length of the parking bay on the east side needs to be shorter [2]

Response

The existing parking in Cherry Street does make it difficult for larger vehicles to enter the yard. As a result they tend to park across or adjacent to the access and use a trolley to make deliveries. The proposals would result in all large vehicles having to access the area from Guy Street or Broad Street, Guy's Cliffe Terrace and down Cherry Street where they may still have difficulty entering the yard and would have to park on the double yellow lines outside No 18. This is not an ideal situation. The suggestion for additional parking restrictions does have merit and it is recommended that proposals be advertised. It is also recommended that the existing double yellow lines be retained outside No 22 Cherry Street. This will provide better visibility when exiting the yard. This is totally supported by the owner of this property.

Objection [2]

With the use of minimum widths for bays and footpaths, already present in many areas of the District (including Coten End) part footway/part carriageway parking would be a feasible option (in Guy Street) and would create much needed extra spaces.

Response

The bays on Coten End are 1.8 metres but parking bays are normally 2 metres wide. The carriageway width in Guy Street is 5.6 metres and the footways are generally 1.7 and 1.8 metres wide. This gives an overall width of 9.1metres. In order to achieve parking on both sides of Guy Street, minimum width footways of 1.5 metres and a 3.0 metre wide carriageway this would require 9.6 metres with 1.8 metre parking bays and 10.0 metres with 2.0 metre parking bays.

Objection [2]

These are narrow streets used by lorries and refuse vehicles. Even single file traffic is hazardous when both sides are occupied with parked vehicles. Legalising the current situation (in Cherry Street) would continue this difficulty.

Response

The proposals for Broad Street, Cherry Street and Guy's Cliffe Terrace will result in a one-way carriageway width of about 3.0m which is adequate for most types of vehicles. The carriageway width available for use in Guy Street with vehicles parked on one side only is 3.6m.

Objection [1]

Guy Street is the street with the greatest demand for parking spaces but apart from re-instating two spaces which were removed when the residents zone was implemented no further spaces are to be created. This will put added pressure on the additional spaces created in adjoining streets, creating a shortage for residents in those streets who believe that parking will be easier for them.

Response

The proposals provide the maximum amount of legitimate parking possible in Guy Street given the present road layout.

Objection [1]

Cherry Street should be made one way for the whole length to create additional spaces on both sides towards the junction with Coten End.

Response

It is felt that a two-way flow is needed on the southern end of Cherry Street to maintain access to and from off-street parking areas and local businesses.

Objection [1]

Sunday restrictions should be removed to offer greater flexibility for multiple visitors parking.

Response

There is insufficient parking capacity in the area to accommodate long stay multiple visitors parking.

Objection [1]

A residents only zone should be implemented as shoppers avoiding parking charges in nearby localities take up many spaces during restricted times. This will be even more important when the proposed new retail development at Coten End opens.

Response

The residents parking scheme has been successful in removing most of the long stay parking by non-permit holders in the area. This has resulted in there normally being spare parking capacity during the working day. The main issue is that there are insufficient parking spaces in the evenings and overnight. The majority of the parking at these times is by residents.

Objection [1]

The proposals will result in congestion at the Guy's Cliffe Terrace/Cherry Street junction where traffic from both directions will meet. The one-way system should continue the full length of Guy's Cliffe Terrace and then down into Guy Street.

Response

There is no through traffic in the area and flows are relatively light.

Objection [1]

Dismayed that local businesses have been given parking permits for the area. What happens when the Sainsbury's development opens off Emscote Road opposite Cherry Street? If they are allowed permits as well the competition for parking places will be intolerable in the evenings and at the weekends.

Response

There is a garage business in Cherry Street where the practice for a number of years has been for customers to leave their vehicles on-street whilst awaiting repair and/collection. There is an informal arrangement in place for this practice to continue (in Cherry Street and other residential streets in the District with garage businesses) pending consideration of a more formal arrangement. There are no proposals for the issue of permits to any other businesses.

Objection [1]

Concern about the effect that the proposed parking bays on the pavement in Cherry Street would have on pedestrian access and safety generally. Parking has always been difficult in Warwick and I took this into account before moving here.

Response

The footways in Cherry Street are about 1.7m wide. This does narrow in places because of lamp columns and front steps of properties but the County Council's policy guidelines in respect of part footway/part carriageway parking are broadly met in that the width of footway remaining will generally be about 1.5m.

Comment [1]

Request for speed calming given that all traffic will be coming down Cherry Street and that much traffic already travels too fast.

Response

Speeds can increase in a one-way street but traffic calming is normally reserved for those locations where there is a history of accidents. This is not the case in Cherry Street and it is not felt that the proposed arrangements will cause a significant road safety problem.

Objection [1]

Two-way traffic should be retained in Broad Street as far as No.1. This would eliminate the need for up to 16 vehicles exiting from the area at the rear of the Youth Centre to travel via Guy's Cliffe Terrace and Cherry Street.

Response

Broad Street is not wide enough to have a two-way flow and parking on both sides of the road. There is a similar two-way arrangement at the southern end of both Guy Street and Cherry Street but parking is banned on these lengths. The main objective of the proposed one-way flow on Broad Street is to maximise the amount of on-street parking available. A two-way flow as suggested would result in the loss of about 6/7 parking spaces.

3.5. Recommendations

It is recommended that:-

- (i) The proposals be implemented as advertised but with the existing double yellow lines fronting No 22 Cherry retained.
- (ii) A proposal for no waiting from 9am to 5pm, Monday to Friday fronting No's 13 to 19/21 Cherry Street be advertised.
- (iii) No further action be taken in respect of providing footway parking on the north side of Guy's Cliffe Terrace and at the north end of Guy Street.
- (iv) That the request for a "Home Zone" type scheme in the Guy Street/Cherry Street area be noted but that residents be advised that current resources do not permit this being given further consideration.

4. Roe Close, Sharpe Close and Trueman Close, Warwick – Proposed Residents Only Parking (Zone W6) - Plan B in the Appendix

4.1. Residents only parking is not general County Council policy. However, it is felt that there is a special case for this in Roe Close, Sharpe Close and Trueman Close because many of the residents in these streets are elderly or disabled and there are insufficient parking spaces to meet the demand if permit holders from other streets in the area park there.

4.2. The following objections have been received:-

Objection [1]

As a resident of Trueman Close my Zone W3 permit allows me to park in many streets at my convenience e.g. Paradise Street, Lakin Road, Coventry Road and Coten End. I will now be expected to restrict my parking just to the tiny area around Trueman Close.

Response

The proposals will allow Zone W6 permit holders only to park in Roe Close, Sharpe Close or Trueman Close.

Objection [1]

There is no parking allowed in Packmore Street and residents have to park elsewhere in the zone. There are 4 (off-street) spaces in Roe Close that are free for us to use and cause no obstruction to the residents. There are eight properties and the residents there have three cars and eight on-street spaces (including four which are for blue badge holders only). Roe Close should be excluded from the proposals.

Response

The off-street spaces referred to are owned by Warwick District Council (WDC). They are signed as being for residents only but this is not currently enforced and this is something that WDC is currently considering. There is a particular concern from the residents of Roe Close that they and their visitors (including home carers) often have difficulty in finding a parking space in the road.

Objection [6]

The proposals will create difficulties for residents of Packmore Street and Paradise Street who would remain in the reduced W3 zone. A reduction in available parking spaces would displace residents further from their properties than would be practicable. There is probably less car ownership in the proposed zone W5 than in the reduced Zone W3. The proposals are ill advised and not a solution for the area or residents as a whole. [5] The overall number of parking spaces in and around Paradise Street needs to be increased [4].

Response

The proposals are designed to assist the elderly and vulnerable residents in the roads concerned. There are about 50 households. We do not have any information about vehicle ownership but the approximate number of parking spaces available are shown in the table below. A review of the parking provision in the Packmore Street, Vine Lane and Lakin Road areas will be carried out to determine if any additional spaces could be provided.

Road	On-Street Spaces (incl. Blue Badge)	WDC Off-Street Spaces	Total
Roe Close	8	4	12
Sharpe Close	9	10	19
Trueman Close	6	-	6
Total	23	14	37

Objection [1]

Many residents of Packmore Street are unaware of the proposals. A letter drop would have been most beneficial.

Response

It is agreed that a letter drop would have ensured that more people would have been aware of the proposals. However, the proposals were advertised in a local newspaper and public notices were erected and maintained in the streets concerned throughout the objection period.

Objection [2]

The proposed blue badge parking space in Paradise Street is not required and can be put to better use for the whole community.

Response

Further enquiries are being made regarding the need for this parking space and the outcome will be reported verbally at the meeting.

4.3. Recommendation

It is recommended that the proposals be implemented as advertised.

5. Wathen Road and Peel Road, Warwick - Proposed Residents Only Parking (Zone W5) and variations to parking arrangements - Plan B in the Appendix

- 5.1. These roads currently form part of Zone W3 of the residents parking scheme that was introduced in August 2007. They were included following the receipt of a petition from residents requesting action to discourage parking associated with Warwick Hospital. The 2 hour waiting limit has been reasonably successful in preventing long stay parking but has little or no impact on parking by visitors to the hospital. This is continuing to cause problems for residents many of whom do not have off-street parking available. Residents only parking is not general County Council policy. However, in the circumstances it was felt that there was a special case for this in Wathen Road and Peel Road.
- 5.2. Concerns have been raised about the layout of the existing parking bays along Wathen Road and difficulties that have arisen for larger vehicles in particular for coaches en route to and from St Mary Immaculate Catholic Primary School. In addition to the proposal for residents only parking there also therefore proposals to modify the existing parking bays along the road.
- 5.3. The objections and comments to these proposals are discussed below:-

Objection [1]

The proposal is still short of the requirements needed to reduce the parking problems in Wathen Road. Because there are parking bays opposite the Lyttleton Road junction it is difficult to get in or out of Wathen Road. The parking

bays are too long and this makes it difficult to see what is coming down the road. The scheme is not working. We don't want it we only need yellow lines to stop cars from parking. Almost 100 people signed a petition against permit parking. There were only about 6 residents from Wathen Road at the last Packmores residents meeting (when there was a majority vote in favour of a proposal for residents only parking).

Response

It is accepted that parking opposite to the Lyttleton Road junction is not ideal and that the length of the bays does mean that it is necessary for drivers to operate a "give and take" arrangement. However, any reduction in parking availability would result in significant difficulties for residents. This is the only objection that has been received from a local resident despite details of the proposals having been delivered to all properties in Wathen Road and Peel Road.

Objection [1]

The proposal will result in short term parking being displaced to nearby streets which will compound the problems being experienced in those streets.

Response

The impact of changes in parking patterns as a result of the implementation of any of the proposals will be monitored and further action will be considered if this becomes necessary.

Objection [3]

The new parking arrangements only allow for a small number of cars to park nearby St Mary Immaculate Catholic Primary School and the school population is rising. The school serves local families and also families much farther away. The current proposals make it quite likely that there will be no drop off facility for parents which may encourage them to drive through the school entrance where children walk. The situation needs to be reviewed in the interests of safety, child protection and well being of pupils and their parents for their journey to and from school. The school regularly has problems with large vehicles driving through the estate.

Response

The 2 hour parking restrictions in zone W3 has resulted in there being a number of parking spaces being available at the times when parents are delivering or collecting their children. However, it is accepted that if the new residents only zones are implemented both here and in Roe Close, Sharpe Close and Trueman Close there will be significantly less opportunity to legally park for short periods in the area. The Headteacher is keen for consideration to be given to the provision of a second entrance to the school. This would help to resolve many of the difficulties but action is unlikely in the near future. In view of this it is recommended that the proposal for residents only parking in Wathen Road and Peel Road be abandoned and that a proposal for waiting limited to 20 minutes

except for zone W6 permit holders be advertised. This should be sufficient to deter parking by visitors to the hospital but would provide short term parking for other purposes. It is recommended that the revisions to the parking layout on Wathen Road be implemented as advertised.

Objection [Petition with 28 Signatories]

The petition requests residents only parking on Percy Road on the basis that long term parking has been displaced from Wathen Road and Peel Road and the situation will be made worse with the current proposals.

Response:

It is recommended that Percy Road be included in the revised proposals for waiting to be limited to 20 minutes except for zone W6 permit holders.

5.4. Recommendations

It is recommended that:-

- (i) The proposed changes to the parking layout on Wathen Road be implemented as advertised.
- (ii) The proposal for residents only parking in Wathen Road and Peel Road be abandoned.
- (ii) A revised proposal for waiting limited to 20 minutes except for zone W6 Permit holders be advertised for Wathen Road, Peel Road and Percy Road.

6. Coventry Road, Warwick – Proposed Waiting Restrictions (Plan C in the Appendix)

- 6.1. The introduction of the residents parking scheme in the Guy Street/Cherry Street and the Lakin Road areas has resulted in a displacement of parking into Coventry Road. The A429 Coventry Road is a busy and important traffic route and parked vehicles are causing road safety, congestion and other traffic management issues to arise. The proposals are designed to keep most of its length clear of parked vehicles at all times. The proposed length of daytime restriction (Monday to Friday, 8am to 6pm) is intended to meet any occasional demand for evening, overnight and weekend parking. Details of the proposals have been circulated to all properties on Coventry Road.
- 6.2. Five letters/emails have been received indicating full support for the proposals. Warwick Town Council supports the imposition of parking restrictions but considers that these should 8am to 6pm on the entire length. The Warwick Society considers that there should be waiting limited to 2 hours in the daytime on some lengths of the road. The objections and other comments received are discussed below:-

Objection [1 - Baxi Group UK (formerly Potterton), Coventry Road]

The local parking restrictions introduced in August 2007 have already made it very difficult for businesses in the local area and as a large employer with nearly 300 staff on site and many external visitors, further parking restrictions may mean that in the long term it is not viable for our company to remain in Warwick. We have taken our own steps towards alleviating the parking problem. We have introduced a car sharing scheme and hope to make use of the County Council's car sharing website when it is rolled out to local businesses. We are also converting space on site into additional parking and plan to build shower and changing facilities to encourage cyclists, runners, walkers and motor cyclists. A sound public transport infrastructure needs to be in place to assist local companies in getting their staff to and from work.

Response

It is acknowledged that there has been an impact on commuters ability to park in the area and the Baxi Group's efforts to encourage more sustainable modes of transport for its employees are to be commended. However, the residents parking scheme is designed to give priority to residents and there is a need to restrict parking on Coventry Road in the interest of road safety and traffic management. In the medium term the objective of the SPARK scheme is to introduce a step change in public transport provision in Warwick and Leamington. In addition Warwick District Council is considering the provision of a car park in Coventry Road on the land adjacent to Priory Park.

Objection [1]

The cars will be displaced and there is potential that they may choose to park in Mulberry Drive. The road is already used by people visiting Warwick Hospital making it difficult for residents to drive cars on and off their drives.

Response

Mulberry Drive is one of the cul-de-sacs off Guy's Cross Park. A number of other complaints about the level of parking associated with the hospital have been received from this area and a commitment has been given that a consultation will be carried out with a view to introducing a residents only parking scheme.

- 6.3. A meeting of about 50 residents was held on 28 November to discuss the proposals. There was some support for the proposals but most people felt that alternative arrangements were required on the length between Lakin Road and No 37 Coventry Road.``

The majority view was for parking to be restricted to 2 hours on the west side with a daytime restriction on the east side. There was a further suggestion for 2 hours waiting on both sides. A second meeting was held on 12 December. There was a general feeling that urgent action needed to be taken to resolve the difficulties that are arising but continuing concern about the impact that the current proposals would have on the occasional parking needs for residents and

their visitors. After detailed discussion it emerged that had the proposals been for single yellow lines on both sides of the road, with residents being eligible to apply for permits for their visitors to park in the nearby residents parking zone, they may well have had broad overall support. Any changes to the parking arrangements advertised will require further consultation and advertisement which will result in a long delay in any restrictions being introduced.

6.4. Recommendation

It is recommended the proposals be implemented as advertised but that further consultations be carried out with residents of Coventry Road with a view to revised proposals being developed and advertised for the parking arrangements along the road at the earliest opportunity.

7. DPE Review

7.1. The implementation strategy for DPE in Warwick District was based on a phased approach particularly in relation to the introduction of residents parking schemes (RPS) and on-street pay and display arrangements. This approach was broadly supported by local interest groups in Kenilworth, Leamington Spa and Warwick. It was agreed that the first phase should include a very limited expansion of the RPS, that the effects of displacement be closely monitored and that further expansion and other measures be considered if necessary. It was also agreed that meetings would be held with stakeholders at an early stage in order that the initial impact of DPE could be assessed. These meetings have now taken place and the overall feedback has been very positive from both the commercial sector and from resident groups.

7.2 Active consideration has been and is being given to the various comments and suggestions that have been received from the stakeholder groups, members of the public and elected members. These include:-

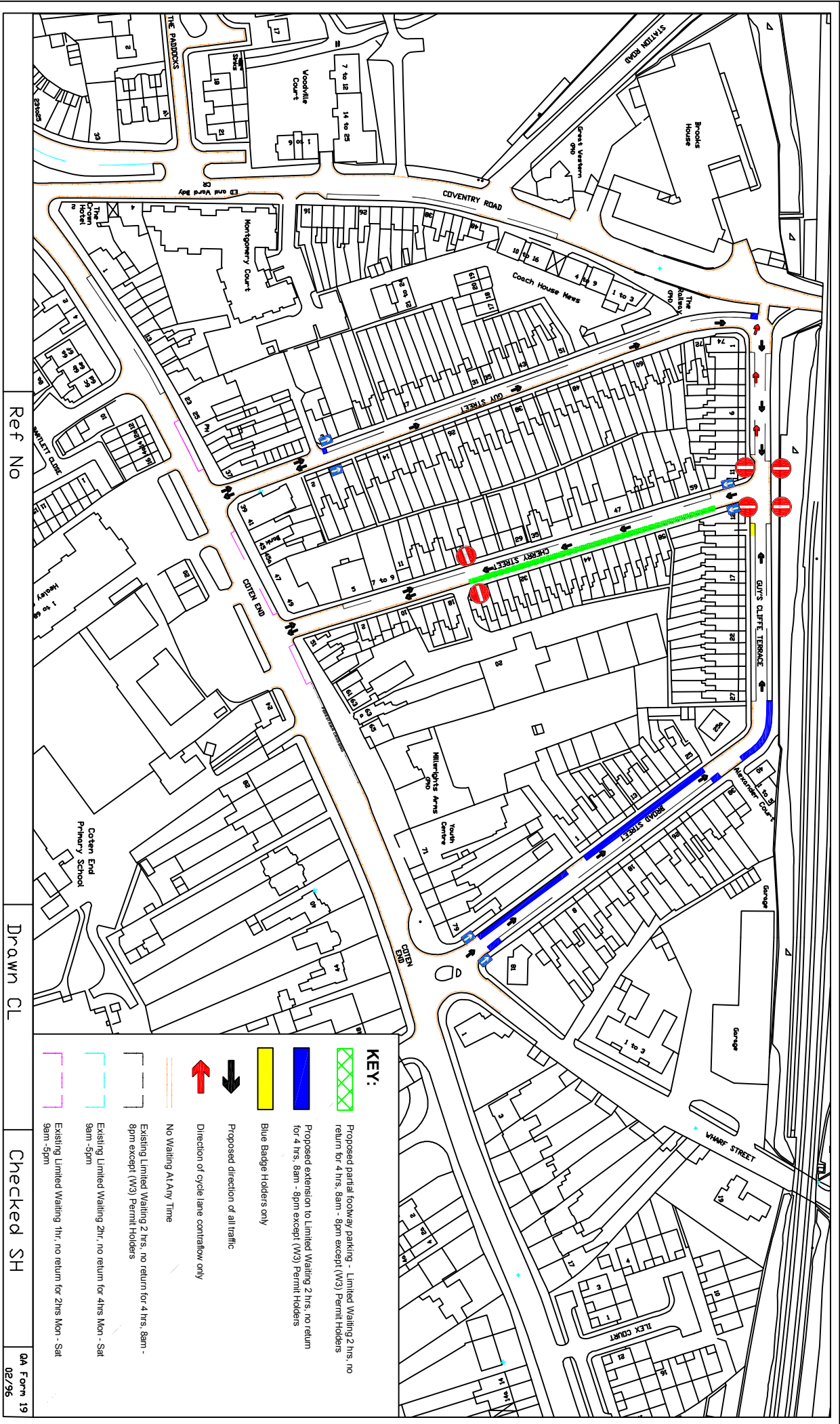
- (i) The introduction of a 30p charge for 30 minutes on-street in Bertie Road and Station Road, Kenilworth (now implemented).
- (ii) The proposed changes that are the subject of this report.
- (iii) Concerns about displacement of parking into residential areas.
- (iv) The need for consideration of the residents parking scheme in Leamington to be extended to include town centre residents.
- (v) Requests for a reduction in the hours of operation of on-street pay and display.
- (vi) The formalisation of residential disabled persons parking places,
- (vii) A significant number of general parking issues many of which have been awaiting investigation for a long time.

7.3. Many of the issues mentioned in 7.2. above will require detailed investigation and consultation and it may be many months before it will be possible to process them all. However, as a priority we are aiming to bring forward and advertise proposals in the near future for the following:-

- (i) Extension of the residents parking schemes in Leamington into the Beauchamp Hill area and part of Binswood Avenue, amendments to the existing scheme in Lansdowne Circus and eligibility to apply for permits extended to residents of Lansdowne Crescent, Spencer Street and Woodbine Street.
 - (ii) On-street pay and display charges in Leamington to apply from 8am to 6pm in all areas except in those streets in a residents parking scheme.
 - (iv) One-way traffic flow in Woodbine Street, Leamington.
- 7.4. Any objections to the proposals mentioned in 7.3. above will be reported to Warwick Area Committee in due course. A formal review of the whole scheme is programmed for September 2008.

DAVID PYWELL
Interim Strategic Director for Environment and Economy
Shire Hall
Warwick

4 January 2007



Ref No

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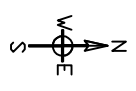
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Warwick Area Committee - 22/01/2008

Subject: DPE Warwick District

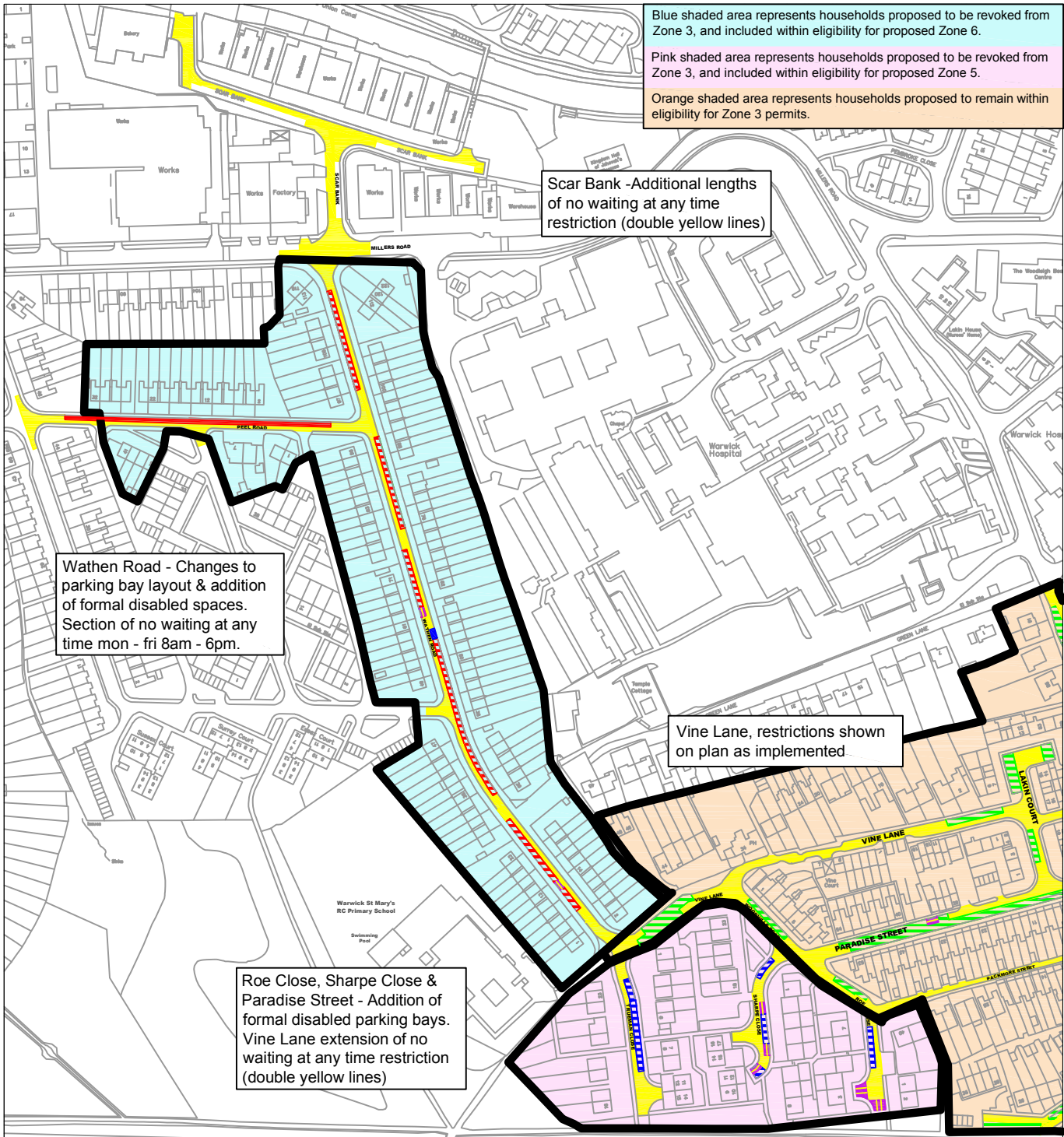
TITLE: Proposed one way Traffic Order & variation to parking arrangements



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Warwickshire
County Council
Graeme Fitton
Head of Transport & Highways
ENVIRONMENT AND
ECONOMY DIRECTORATE
Smile Hall, Warwick, CV34 4SX

APPENDIX B - OF AGENDA NO.



Blue shaded area represents households proposed to be revoked from Zone 3, and included within eligibility for proposed Zone 6.

Pink shaded area represents households proposed to be revoked from Zone 3, and included within eligibility for proposed Zone 5.

Orange shaded area represents households proposed to remain within eligibility for Zone 3 permits.




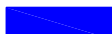


Scar Bank - Additional lengths of no waiting at any time restriction (double yellow lines)

Wathen Road - Changes to parking bay layout & addition of formal disabled spaces. Section of no waiting at any time mon - fri 8am - 6pm.

Vine Lane, restrictions shown on plan as implemented

Roe Close, Sharpe Close & Paradise Street - Addition of formal disabled parking bays. Vine Lane extension of no waiting at any time restriction (double yellow lines)

Key to proposed restrictions:

	Resident permit holders only W5		Resident permit holders only W6
	Disabled badge holders only		No waiting Monday to Friday 8am - 6pm
	No waiting at any time		Limited waiting daily 8am - 8pm 2 hours no return within 4 hours except resident permit holders W3

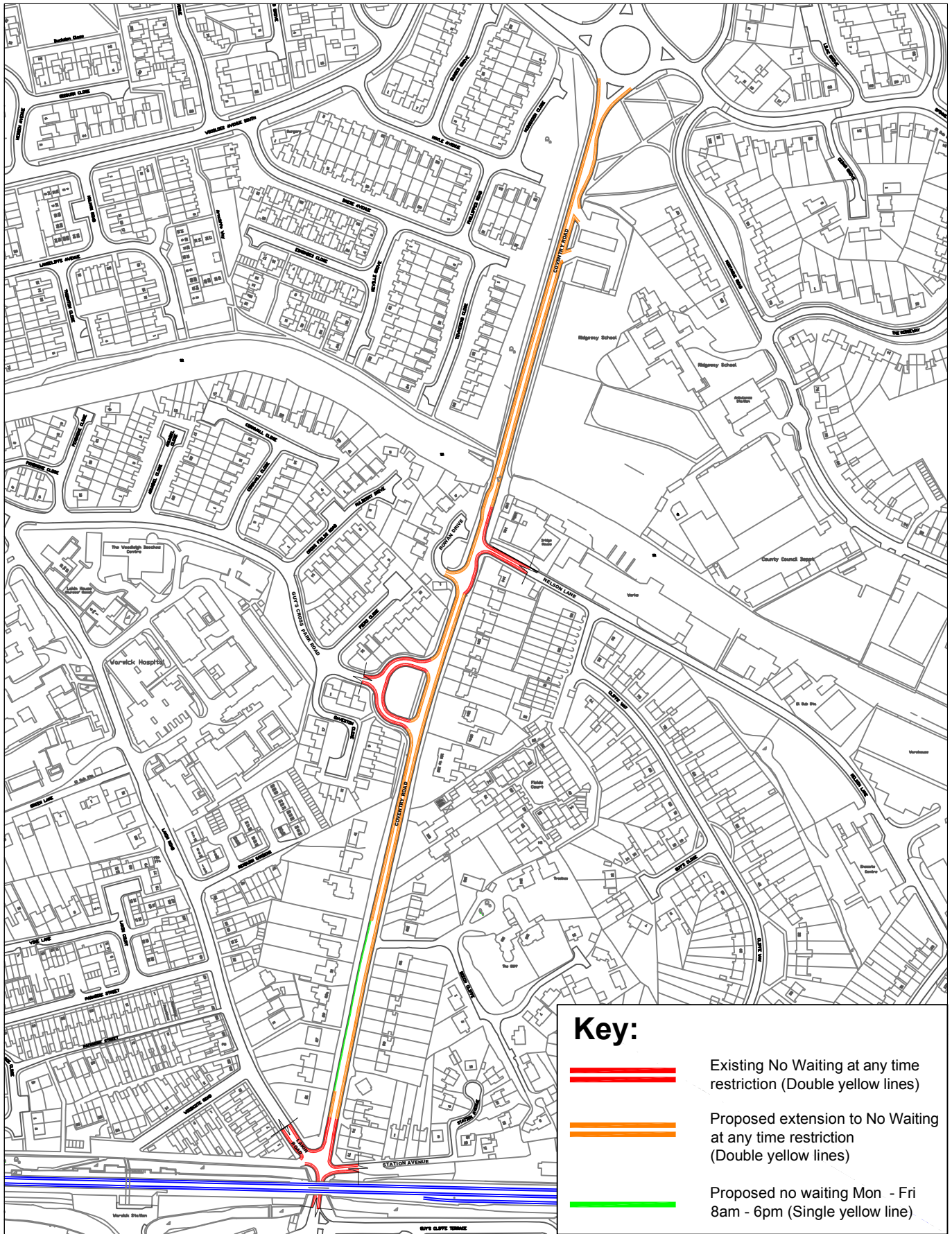
Not to scale | Ref No | Drawn SH | QA Form 19 02/96

Warwick Area Committee
Date of meeting 22/01/2008
Report title: DPE Warwick District




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 Warwickshire County Council
Graeme Fitton
Head of Transport & Highways
ENVIRONMENT AND ECONOMY DIRECTORATE
Shire Hall, Warwick, CV34 4SX

APPENDIX C - OF AGENDA NO.



Key:

-  Existing No Waiting at any time restriction (Double yellow lines)
-  Proposed extension to No Waiting at any time restriction (Double yellow lines)
-  Proposed no waiting Mon - Fri 8am - 6pm (Single yellow line)

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Ref No

Drawn SH

QA Form 19
02/96

Warwick Area Committee
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Head of Transport & Highways
ENVIRONMENT AND
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