

Portfolio Holder Decisions/Leader Decisions

Date: Friday 28 April 2023

Time: 12.00 pm

Membership

Councillor Wallace Redford

Items on the agenda: -

1. Warwick District CPE Variation No. 12

3 - 70

Monica Fogarty
Chief Executive
Warwickshire County Council
Shire Hall, Warwick

Disclaimers

Disclosures of Pecuniary and Non-Pecuniary Interests

Members are required to register their disclosable pecuniary interests within 28 days of their election or appointment to the Council. Any changes to matters registered or new matters that require to be registered must be notified to the Monitoring Officer as soon as practicable after they arise.

A member attending a meeting where a matter arises in which they have a disclosable pecuniary interest must (unless they have a dispensation):

- Declare the interest if they have not already registered it
- Not participate in any discussion or vote
- Leave the meeting room until the matter has been dealt with
- Give written notice of any unregistered interest to the Monitoring Officer within 28 days of the meeting

Non-pecuniary interests relevant to the agenda should be declared at the commencement of the meeting.

The public reports referred to are available on the Warwickshire Web
<https://democracy.warwickshire.gov.uk/uuCoverPage.aspx?bcr=1>

Public Speaking

Any member of the public who is resident or working in Warwickshire, or who is in receipt of services from the Council, may speak at the meeting for up to three minutes on any matter within the remit of the Committee. This can be in the form of a statement or a question. If you wish to speak, please notify Democratic Services in writing at least two working days before the meeting. You should give your name and address and the subject upon which you wish to speak. Full details of the public speaking scheme are set out in the Council's Standing Orders.

COVID-19 Pandemic

Any member or officer of the Council or any person attending this meeting must inform Democratic Services if within a week of the meeting they discover they have COVID-19 or have been in close proximity to anyone found to have COVID-19.

Portfolio Holder Decision Warwick District CPE Variation No. 12

Portfolio Holder	Portfolio Holder for Transport and Planning
Date of decision	28 April 2023
	Signed

1. Decision taken

That the portfolio holder for Transport and Planning approves that the below named proposed Traffic Regulation Order be implemented as advertised:

The Warwickshire County Council (District of Warwick) (Civil Enforcement Area) (Waiting Restrictions, On-Street Parking Places and Residents' Parking) (Consolidation) (Variation 12) Order 2022.

2. Reasons for decisions

1. Clapham Terrace & Rushmore Street, Leamington Spa – No Waiting at any Time

1.1. Following on from complaints of difficulties with access to Rushmore Street from Clapham Terrace, it has been proposed to introduce 10 metres of double yellow lines at the junction of Clapham Terrace and Rushmore Street.

1.2. The following tables detail the objections and/or comments received along with the officer recommendations.

Emails/letters	
Total objections	4
Total comments	5

Ref	Objections and comments received	Total number of responses containing the comment
A	Will reduce the parking capacity on Clapham Terrace and Rushmore Street	1
B	Cars parking at the junction are not an issue	1
C	The restrictions will reduce the capacity of the road available for the residents to park	2

D	Will only push the problem somewhere else	1
E	Support the Proposals	1

Ref	Officer Comments
A/C	It is acknowledged that the introduction of No Waiting at any Time restrictions would reduce the capacity of the road, however these restrictions have been proposed to improve the safety of the junction by reinforcing the Highway Code which states "You MUST NOT leave your vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road. [Laws CSDPA sect 21 & RTRA sects 5 & 8]"
B	Cars parking at the junction may not be as obstructive to cars and smaller vehicles, larger less manoeuvrable vehicles will have more difficulty navigating the obstructions caused by parking at the junction.
D	It is acknowledged that these proposals will move the parking elsewhere in the area, however the purpose of the proposals is to move the vehicles to a location that is less obstructive.
E	No comment necessary

Recommendations
It is recommended to implement these proposals as advertised.

Members Comments
No comments have yet been received from the local member, if comments are received they will be forwarded on to the Portfolio Holder for consideration.

2. Clarendon Road and Glebe Crescent, Kenilworth – No Waiting at any Time

2.1. Following on from complaints of parking at the junction of Clarendon Road and Glebe Crescent, it has been proposed to introduce 10 metres of double yellow lines at the junction of Clarendon Road and Glebe Crescent.

2.2. The following tables detail the objections and/or comments received along with the officer recommendations.

Emails/letters	
Total objections	3
Total comments	3

Ref	Objections and comments received	Total number of responses containing the comment
A	There has never been a problem with parking	1
B	Will push the parking elsewhere causing more of an issue	2
C	Proposals will not solve anything	1
D	Request a residents parking scheme as an alternative	2

Ref	Officer Comments
A	We received multiple requests to assist with obstructive parking at the junction of Glebe Crescent and Clarendon Road
B	It is acknowledged that these proposals will move the parking elsewhere in the area, however the purpose of the proposals is to move the vehicles to a location that is less obstructive.

C	These proposals will assist in preventing parking around the junction of Clarendon Road and Glebe Crescent where it would be considered dangerous for a vehicle to be for an extended period of time
D	A residents parking scheme would not be appropriate here as it does not meet the criteria set out in Warwickshire County Councils parking policies. The properties along Glebe Crescent and Clarendon Road have driveways which would be against point 2.2 (iv) given below; <i>2.2 (iv) It should generally be demonstrated that the majority of the available kerbside parking space is regularly occupied by non-residential parkers and also that a significant number of the properties do not have parking space within the curtilage.</i>

Recommendations

It is recommended to implement these proposals as advertised.

Members Comments

No comments have yet been received from the local member, if comments are received they will be forwarded on to the Portfolio Holder for consideration.

3. Chapel Street, Leamington Spa – Limited Waiting 2 hours No Return 4 Hours Except permit holders (L6)

- 3.1. Following on from requests to increase the capacity of the L6 residents parking zone in Leamington.
- 3.2. The following tables detail the objections and/or comments received along with the officer recommendations.

Emails/letters	
Total objections	3
Total comments	4

Ref	Objections and comments received	Total number of responses containing the comment
A	Support these proposals	1
B	There is not a problem of a lack of parking for vehicles in the area	2
C	The disabled bays are often occupied by non-badge holders	1
D	Removing the spaces will hinder the funeral directors' vehicles	1
E	The owners/occupiers of the houses will be more disadvantaged and disturbed by parked cars outside their houses	1
F	Parking would reduce the visibility of vehicles using Chapel Street	1
G	Would increase the amount of noise in the area	1

Ref	Officer Comments
A	No comment necessary
B	We have received multiple requests from residents within the L6 residents parking zone to assist with the amount of parking within the L6 zone and the surrounding area. This implies that there is a need for more parking spaces available for residents of the L6 zone.
C	These proposals will allow for a greater turnover of parking in the area of Chapel Street

	whilst also increasing the capacity of the road. This will provide a greater chance that the disabled bays are available for drivers displaying a valid blue badge.
D	The proposals will leave sufficient room for vehicles from the funeral directors to park their vehicles along Chapel Street outside their property.
E	These proposals will provide parking facilities with priorities for residents and their visitors, additionally the proposals will promote short term parking along Chapel Street which and will provide a greater opportunity for residents and visitor to park nearby.
F	Whilst these proposals will reduce the visibility for crossing the road at the centre part of Chapel Street, it will direct pedestrians to cross in more suitable locations where visibility is greater.
G	Whilst these proposals have the potential to increase the amount of noise in the area, this would predominantly take place during the daytime and have a minimal impact on the amount of noise in the area.

Recommendations

It is recommended to implement these proposals as advertised.

Members Comments

No comments have yet been received from the local member, if comments are received they will be forwarded on to the Portfolio Holder for consideration.

4. Elmbank Road, Kenilworth – No Waiting at any Time

- 4.1. Following on from complaints of parking at the junction of obstructive parking along Elmbank Road, it is proposed to introduce double yellow lines at various locations along Elmbank Road
- 4.2. The following tables detail the objections and/or comments received along with the officer recommendations.

Emails/letters	
Total objections	3
Total comments	3

Ref	Objections and comments received	Total number of responses containing the comment
A	This will restrict residents parking.	1
B	Recommend that a residents parking scheme is included with the proposals	2
C	Request that the area in front of No. 6 is unrestricted	1
D	Parking has never been an issue in the locations where the yellow lines are proposed	2
E	Does not address potential for accidents at the bends	1
F	Does not provide any mitigation of parking along the footpath	1
G	Request consultation into alternative proposals	1

Ref	Officer Comments
A	It is acknowledged that the introduction of No Waiting at any Time restrictions would reduce the capacity of the road available for residents, however these restrictions have been proposed to improve the safety of the junction by reinforcing the Highway Code

	which states “You MUST NOT leave your vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road. [Laws CSDPA sect 21 & RTRA sects 5 & 8]”
B	A residents parking scheme would not be appropriate here as it does not meet the criteria set out in Warwickshire County Councils parking policies. The properties along Glebe Crescent and Clarendon Road have driveways which would be against point 2.2 (iv) given below; <i>2.2 (iv) It should generally be demonstrated that the majority of the available kerbside parking space is regularly occupied by non-residential parkers and also that a significant number of the properties do not have parking space within the curtilage.</i>
C	These restrictions have been proposed in the locations that would be considered dangerous for vehicles to wait whilst still allowing places that are safer for residents and visitors vehicles to be located
D	We received multiple requests to assist with obstructive parking along Elmbank Road
E	The restrictions that are proposed along Elmbank Road will prevent parking along at the bends whilst also allowing parking along the straight sections, thereby creating a slowing effect whilst still keeping the corners free from obstructions
F	The no waiting at any time restrictions apply from the centre of the carriageway to the back of the adjoining footway therefore prohibiting vehicles from parking on the footway
G	These proposals were designed and previously consulted upon with the residents of Elmbank Road which approved of idea of having double yellow lines but requested changes to the design which resulted in the current proposals

Recommendations

It is recommended to implement these proposals as advertised.

Members Comments

No comments have yet been received from the local member, if comments are received they will be forwarded on to the Portfolio Holder for consideration.

5. Culworth Close, Breaksmead and Bonniksen Close Leamington Spa – No Waiting at any Time

5.1. Following on from complaints of inconsiderate parking along Breaksmead and Culworth Close it has been proposed to introduce double yellow lines along Breaksmead and at the junctions

5.2. The following tables detail the objections and/or comments received along with the officer recommendations.

Emails/letters

Total objections	3
Total comments	3

Ref	Objections and comments received	Total number of responses containing the comment
A	Will not help the parking situation	1
B	Request a residents parking scheme	2
C	Does not help with the parking from nearby businesses	2

D	Object to the proposals	1
E	Will have a detrimental impact on the residents	1
Ref	Officer Comments	
A/C	These restrictions were not proposed to eliminate all parking that has not originated from the residents but rather to direct the parking that is taking place to a more suitable location	
B	A residents parking scheme would not be appropriate here as it does not meet the criteria set out in Warwickshire County Councils parking policies. The properties along Culworth Close have driveways which would be against point 2.2 (iv) given below; <i>2.2 (iv) It should generally be demonstrated that the majority of the available kerbside parking space is regularly occupied by non-residential parkers and also that a significant number of the properties do not have parking space within the curtilage.</i>	
D	No comment necessary	
E	Whilst it is acknowledged that these proposals will affect the residents of Culworth Close, the overall safety of the junction and Breaksmead will be improved by preventing parking in areas that would be considered dangerous and obstructive	
Recommendations		
It is recommended to implement these proposals as advertised.		
Members Comments		
No comments have yet been received from the local member, if comments are received they will be forwarded on to the Portfolio Holder for consideration.		
6. Woodloes Avenue South, Warwick – No Waiting at any Time		
6.1. Following on from complaints of obstructive parking along Woodloes Avenue South, it has been proposed to introduce double yellow lines at the junctions along Woodloes Avenue South between Primrose Hill and Kettlewell Close.		
6.2. The following tables detail the objections and/or comments received along with the officer recommendations.		
Emails/letters		
Total objections	0	
Total comments	1	
Ref	Objections and comments received	Total number of responses containing the comment
A	The double yellow lines should be extended round the corner (between Smythe Grove and Kilsney Grove)	1
Ref	Officer Comments	
A	These restrictions were proposed to direct parked cars away from the junctions where it would be considered dangerous. Further restrictions have the potential to push additional vehicles into the more residential areas	

Recommendations

It is recommended to implement these proposals as advertised.

Members Comments

No comments have yet been received from the local member, if comments are received they will be forwarded on to the Portfolio Holder for consideration.

3. Background information

- 3.1 Proposals for waiting restrictions at various locations were advertised and consulted upon in accordance with statutory procedure on the 9th June 2022, with consultation open until the 1st July 2022.
- 3.2 The statutory criteria for decisions on making Traffic Regulation Orders are included as Appendix A.
- 3.3 Drawings showing published proposals for waiting restrictions are found in Appendix B.
- 3.4 A copy of the published Statement of Reasons for each scheme are found in Appendix C.
- 3.5 Copies of objections and comments received are available as background information in Appendix D.
- 3.6 A full copy of Warwickshire County Councils Parking Policies is available in Appendix E

4. Financial implications

- 4.1 All work will be carried out within the existing 2022/23 CPE budget allocations.

5. Environmental implications

- 5.1 It is anticipated that the presence of waiting restrictions would not have a significant adverse effect on air quality, with no predicted increase in traffic volumes or noise levels as a result of the schemes.

Report Author

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Strategic Director

Strategic Director for Communities

Portfolio Holder

Portfolio Holder for Transport and Planning

Urgent matter?

No

Confidential or exempt?	<i>No</i>
Is the decision contrary to the budget and policy framework?	<i>No</i>

List of background papers
None

Members and officers consulted and informed
<p>Portfolio Holder – Councillor Wallace Redford</p> <p>Corporate Board – Mark Ryder</p> <p>Legal – Caroline Gutteridge</p> <p>Finance – Andrew Felton</p> <p>Equality – n/a</p> <p>Democratic Services – Isabelle Moorhouse</p> <p>Councillors – Clarke, Chilvers, Fradgley and D’Arcy</p> <p>Local Member(s): Councillors W Roberts, Millar, Spencer, Cooke</p>

Statutory Criteria for Decisions on Making Traffic Regulation Orders and Parking Orders

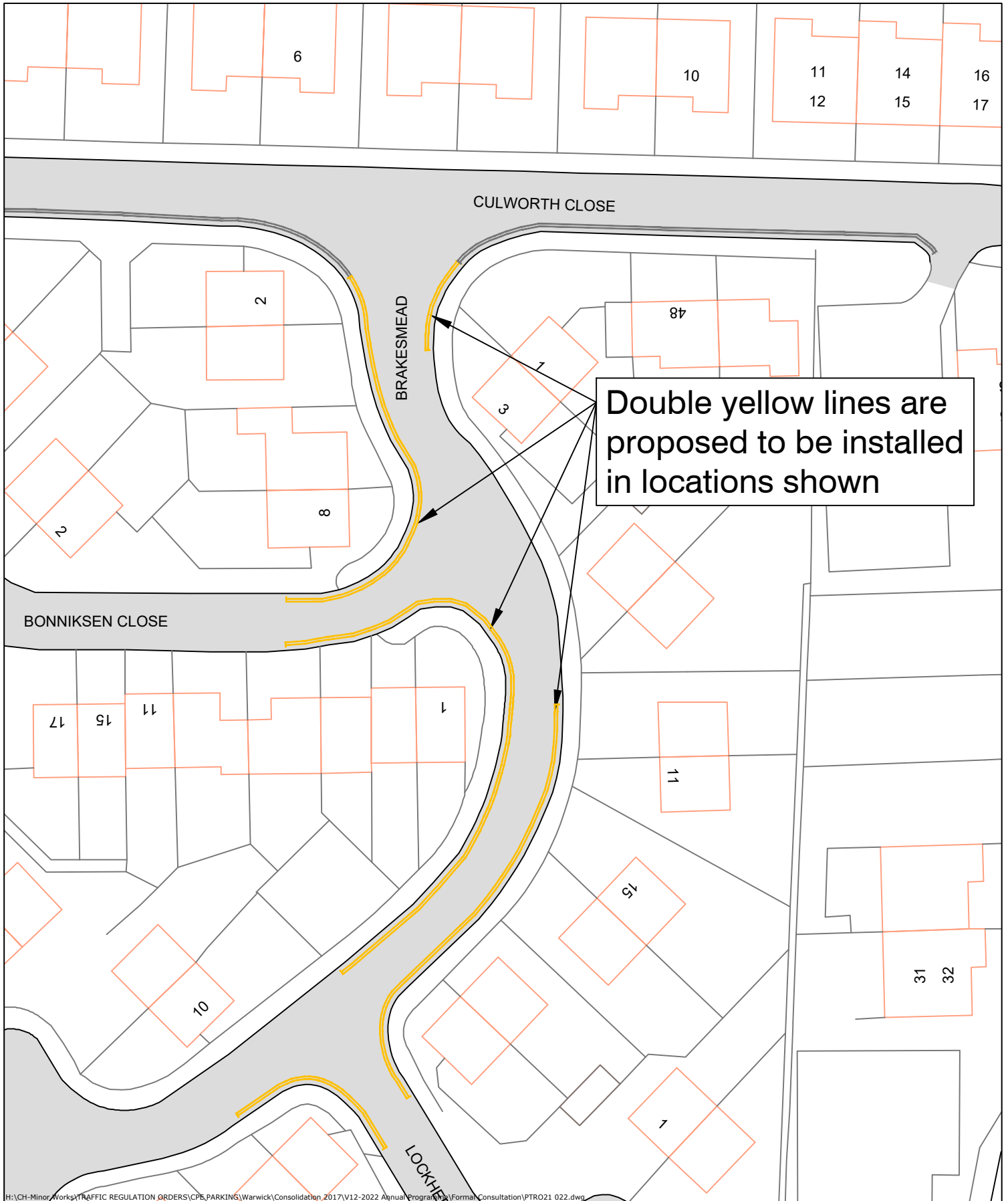
The Warwickshire County Council (District of Warwick) (Civil Enforcement Area) (Waiting Restrictions, On-Street Parking Places and Residents' Parking) (Consolidation) (Variation 12) Order 2022.

1. The Road Traffic Regulation Act 1984 enables the Council to implement Traffic Regulation Orders (TROs) for one or more of the following purposes:-
 - (i) avoiding danger to persons or traffic;
 - (ii) preventing damage to the road or to buildings nearby;
 - (iii) facilitating the passage of traffic;
 - (iv) preventing use by unsuitable traffic;
 - (v) preserving the character of a road especially suitable for walking and horse riding;
 - (vi) preserving or improving amenities of the area through which the road runs;
 - (vii) for any of the purposes specified in Section 87(1)(a) to (c) of the Environment Act 1995 in relation to air quality.
2. TROs are designed to regulate, restrict or prohibit the use of a road or any part of the width of a road by vehicular traffic or pedestrians. Permanent TROs remain in force until superseded or revoked.
3. TROs must not have the effect of preventing pedestrian access at any time, or preventing vehicular access for more than 8 hours in 24, to premises on or adjacent to the road. This restriction does not apply if the Council states in the order that it requires vehicular access to be limited for more than 8 hours in 24.
4. The Road Traffic Regulation Act 1984 also enables the Council to make orders authorising the use of part of a road as a parking place without charge, for the purpose of preventing or relieving congestion, and enables the Council to make orders designating parking places on highways with a charge. In determining what parking places are to be designated, the Council shall consider both the interests of traffic, and those of the owners/occupiers of adjoining property and in particular:-
 - (i) The need for maintaining the free movement of traffic;
 - (ii) The need for maintaining reasonable access to premises; and
 - (iii) The extent to which off-street parking is available in the neighbourhood.
5. In deciding whether or not to make any order, the Council is required to have regard to the matters set out in section 122 of the 1984 Act. Section 122(1) requires the Council to exercise the functions conferred on it by the 1984 Act as

(so far as practicable, having regard to the matters specified in Section 122(2)) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians), and the provision of suitable and adequate parking facilities on and off the highway.

6. The matters to which the Council must have regard are:-
 - (i) The desirability of securing and maintaining reasonable access to premises;
 - (ii) The effect on the amenities of any locality affected, and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run;
 - (iii) The national air quality strategy prepared under Section 80 of the Environmental Protection Act 1995;
 - (iv) The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles;
 - (v) Any other matters appearing to the Council to be relevant

7. Therefore, whilst the overall objective of the Council must be to secure the expeditious, convenient and safe movement of vehicular traffic, this will sometimes need to give way to the objectives in Section 122(2), and a balance has to be achieved between the overall objective and the matters set out in Section 122(2).



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Drawing title
**Breaksmead
 Leamington**

Proposed No Waiting at any Time

Project title
Warwick District CPE No.12

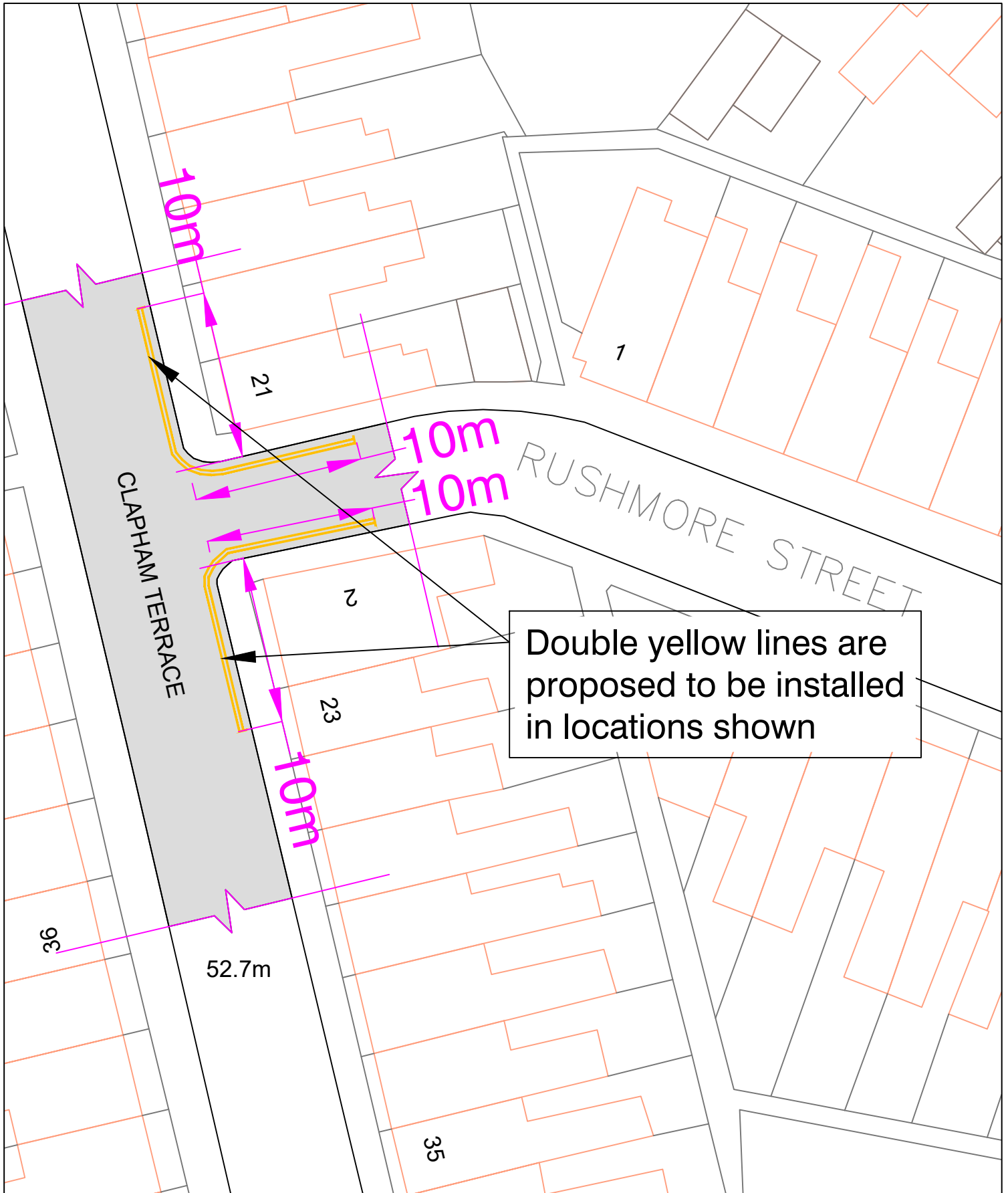
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Double yellow lines are proposed to be installed in locations shown

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Drawing title
**Clapham Terrace
 Leamington**

No Waiting at any Time

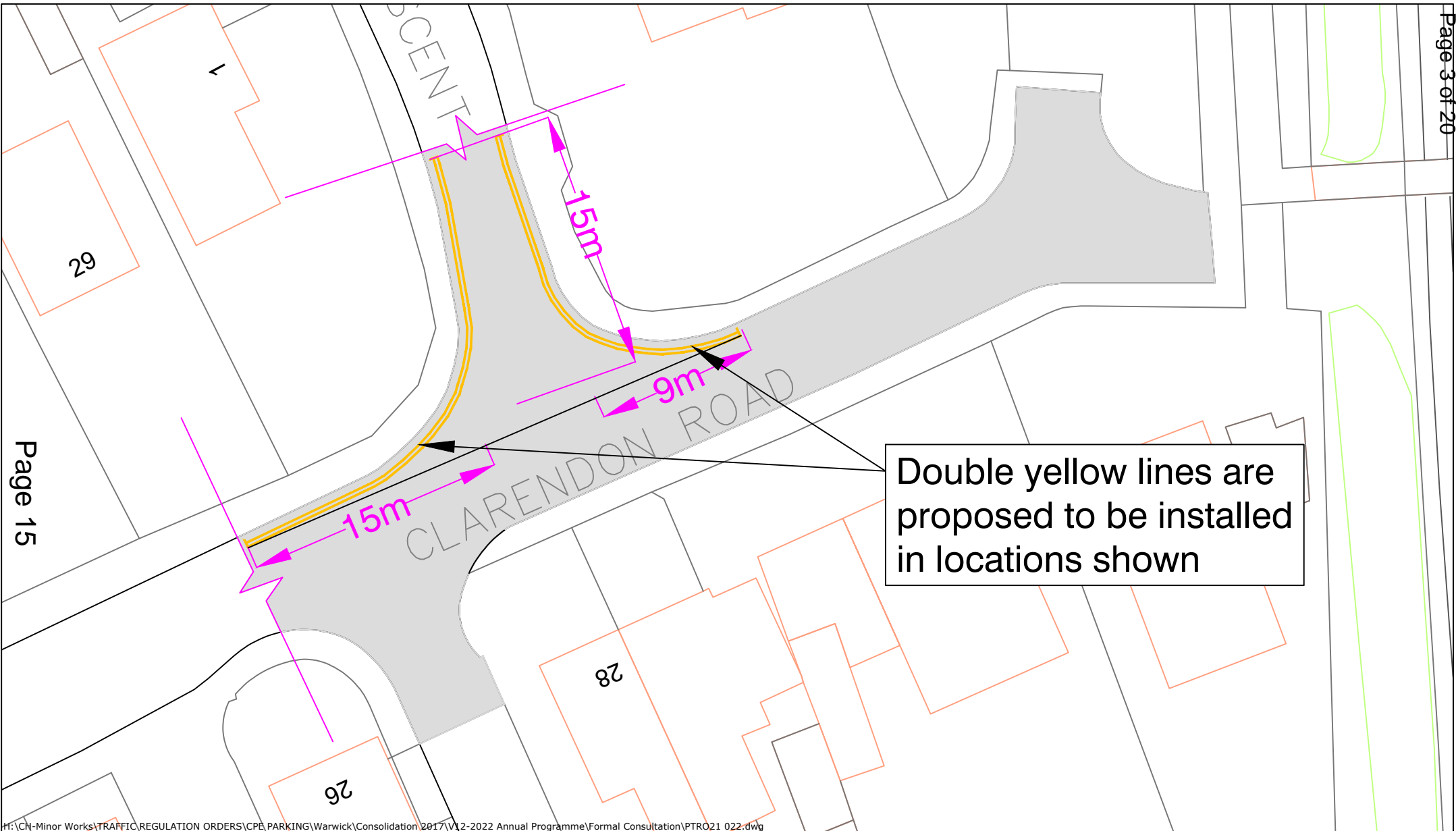
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Double yellow lines are proposed to be installed in locations shown

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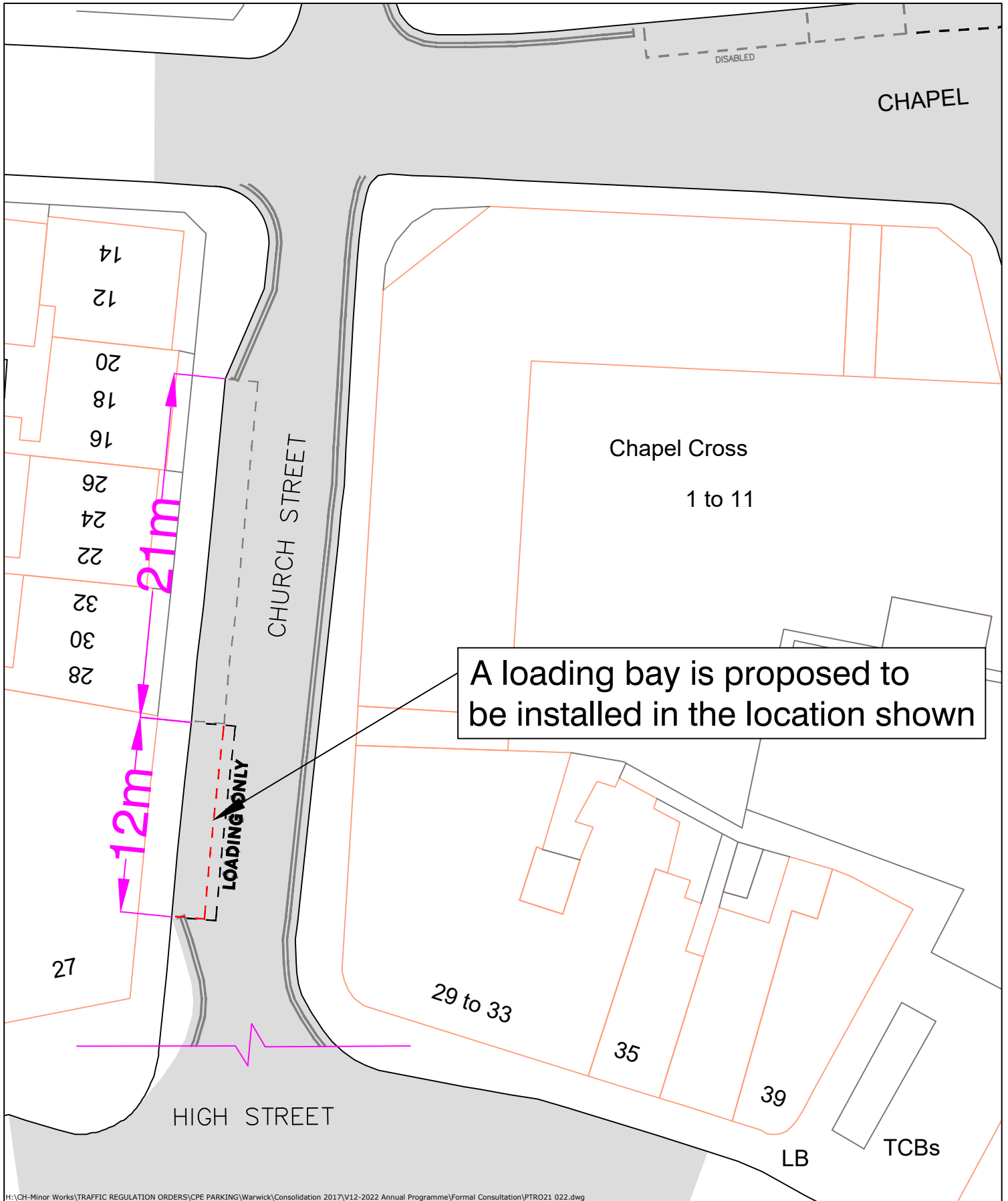
**Clarendon Road
 Kenilworth**

Proposed No Waiting at any Time

Project title

Warwick District CPE Variation No.12

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A loading bay is proposed to be installed in the location shown

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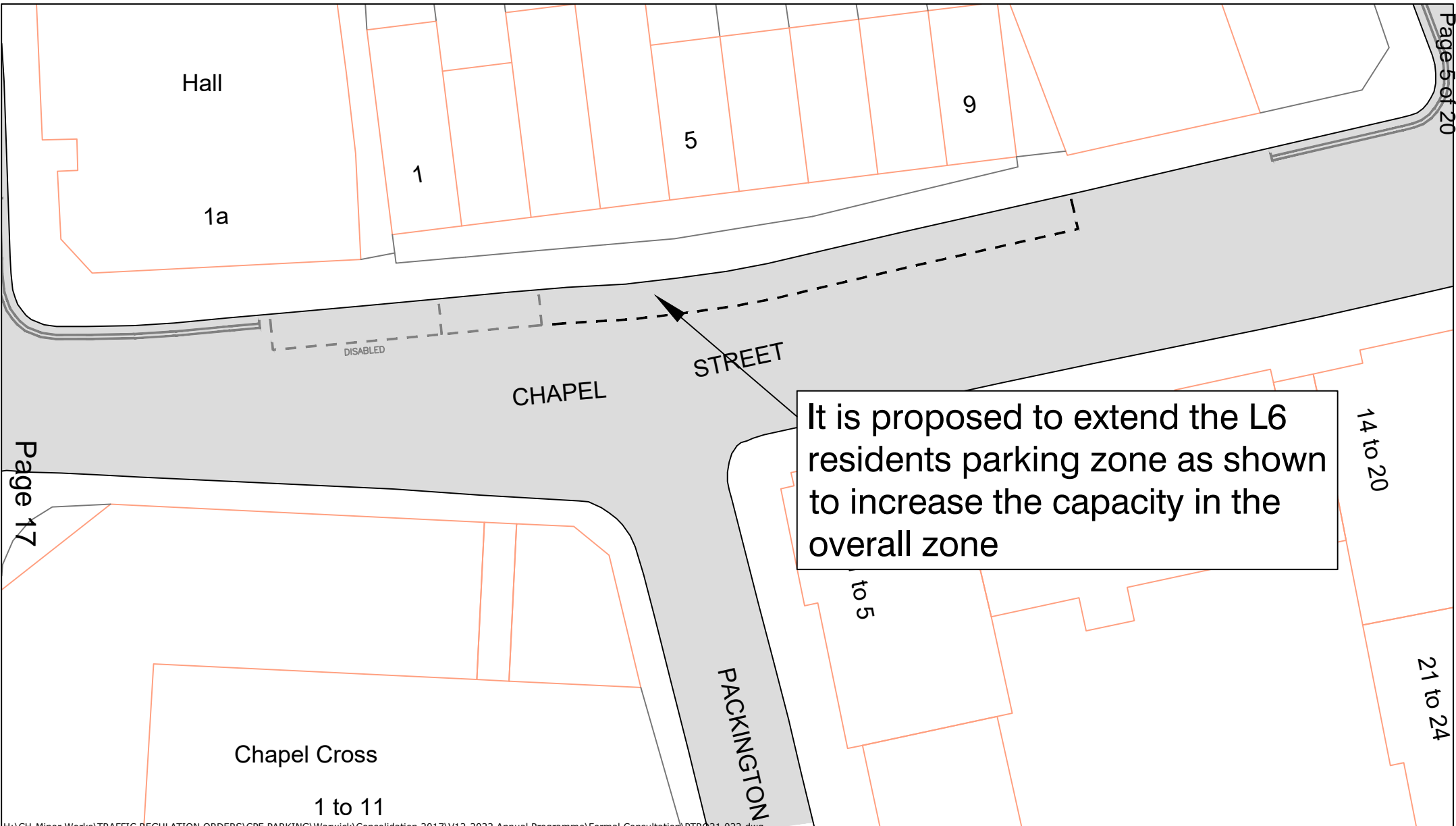
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Drawing title
Church Street Leamington
Proposed Loading Only

Project title
Warwick District CPE No.12

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It is proposed to extend the L6 residents parking zone as shown to increase the capacity in the overall zone

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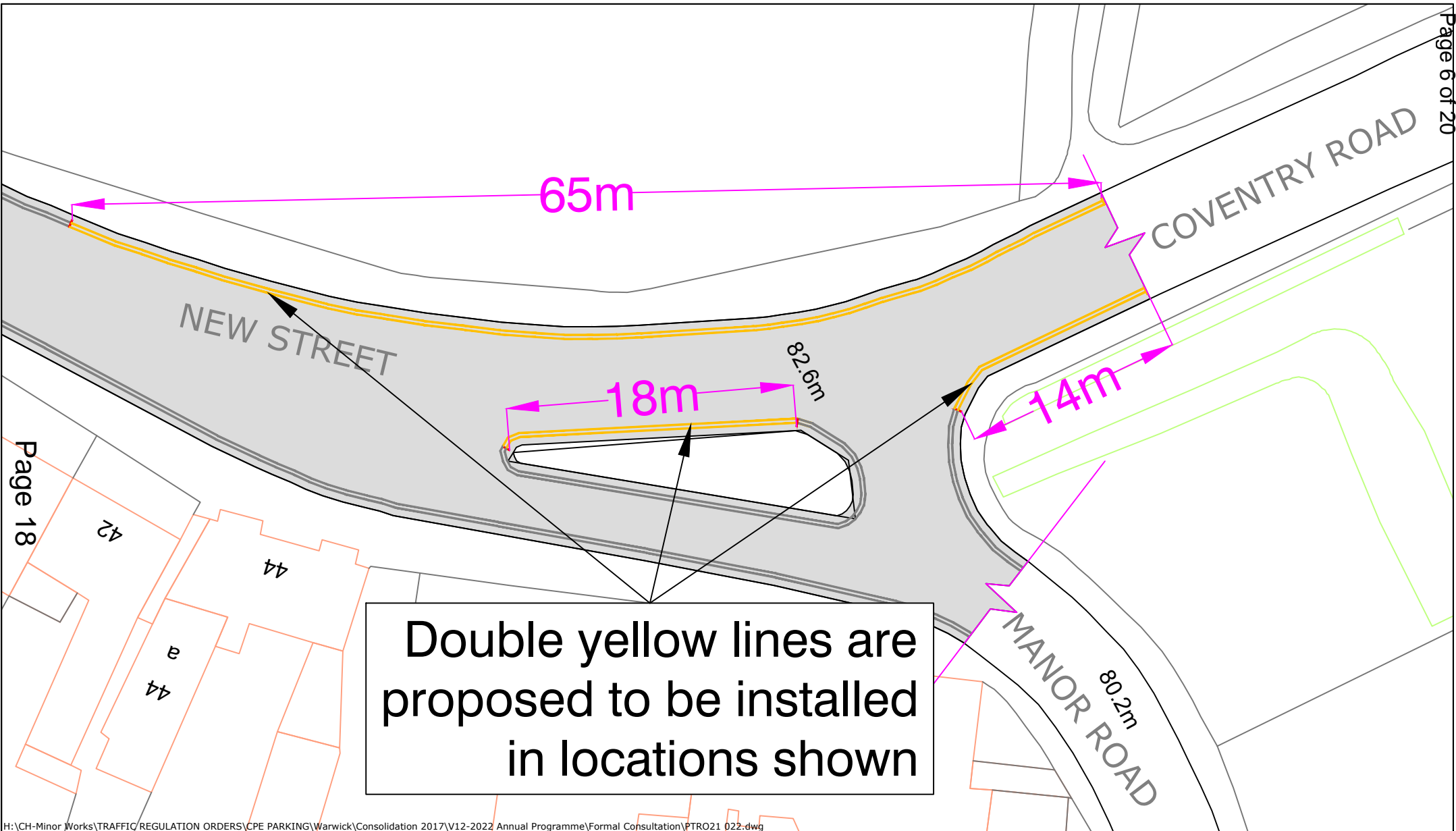
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Drawing title	Chapel Street Leamington Spa
Project title	
	L6 Residents Parking Restrictions
	Warwick District CPE Variation No.12

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22 March 2022	
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PTRO21-022-005	



Double yellow lines are proposed to be installed in locations shown

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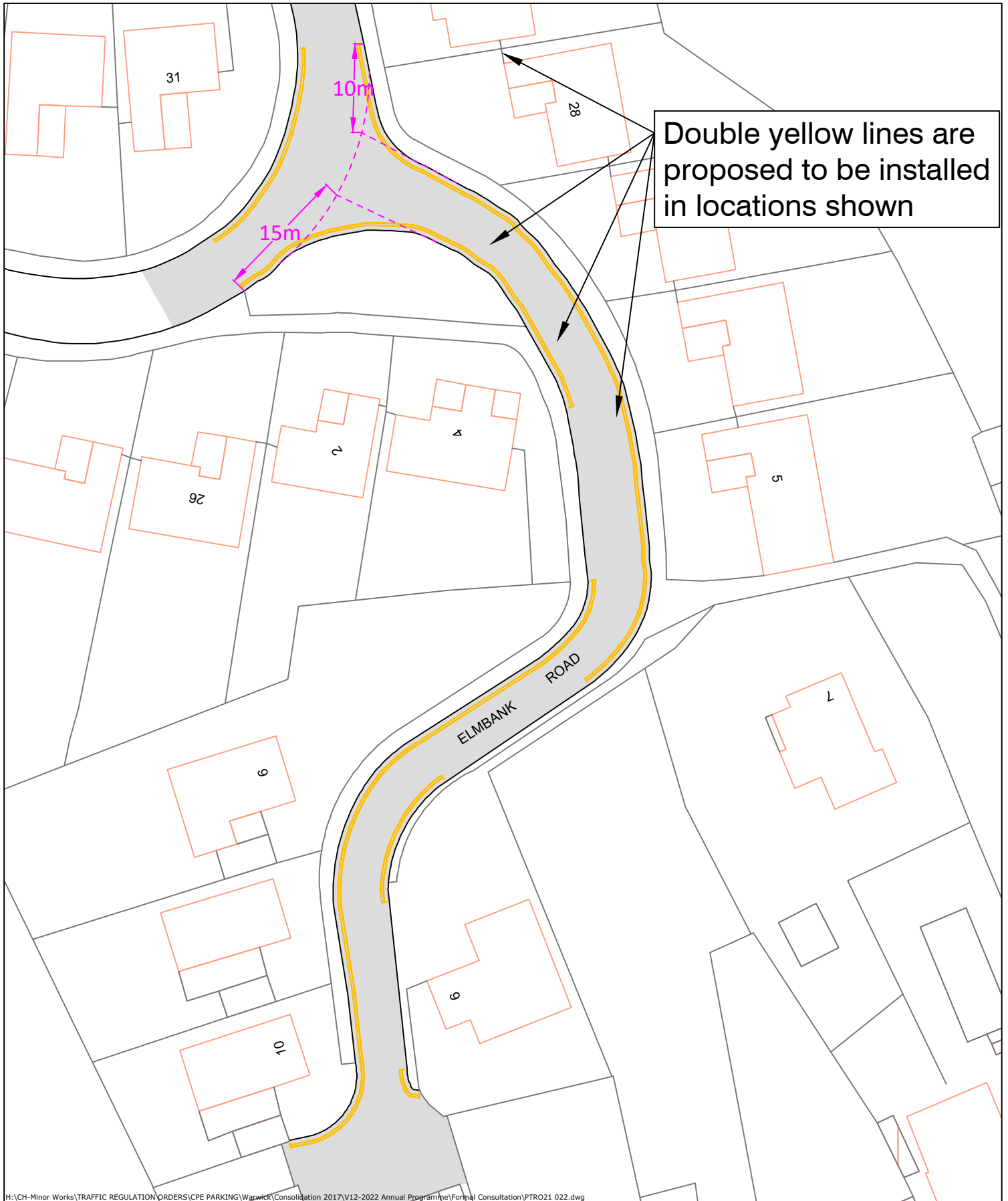
New Street Kenilworth

Proposed Double Yellow Lines

Project title

Warwick District CPE Variation No.12

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22 March 2022	
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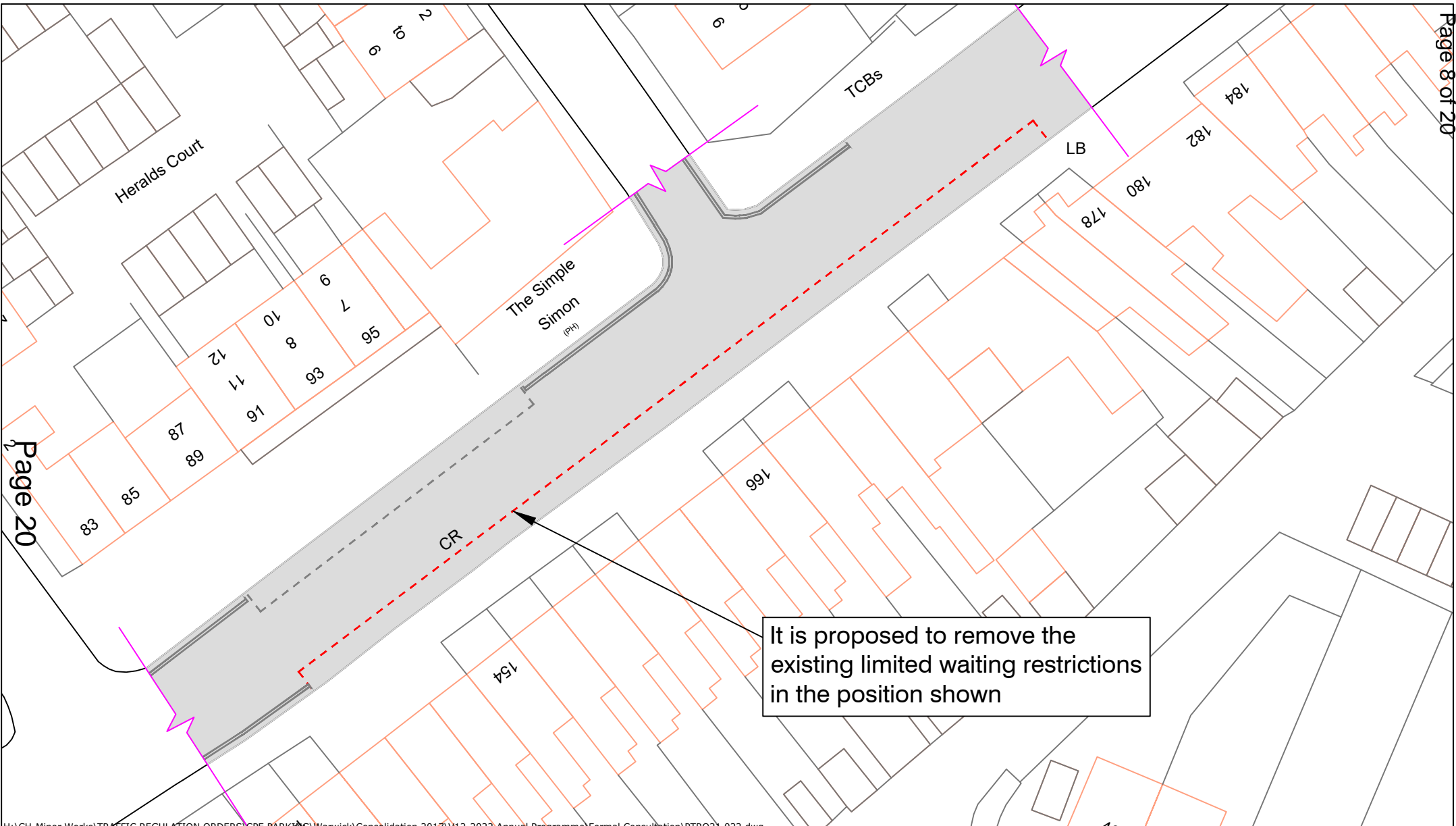
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Drawing title
**Elmbank Road
 Kenilworth**
Proposed Double Yellow Lines

Project title
Warwick District CPE No.12

Drawn by BD	Checked by GS
Date 22 March 2022	
Scale NTS @ A4P	
Drawing number PTRO21-022-007	



It is proposed to remove the existing limited waiting restrictions in the position shown

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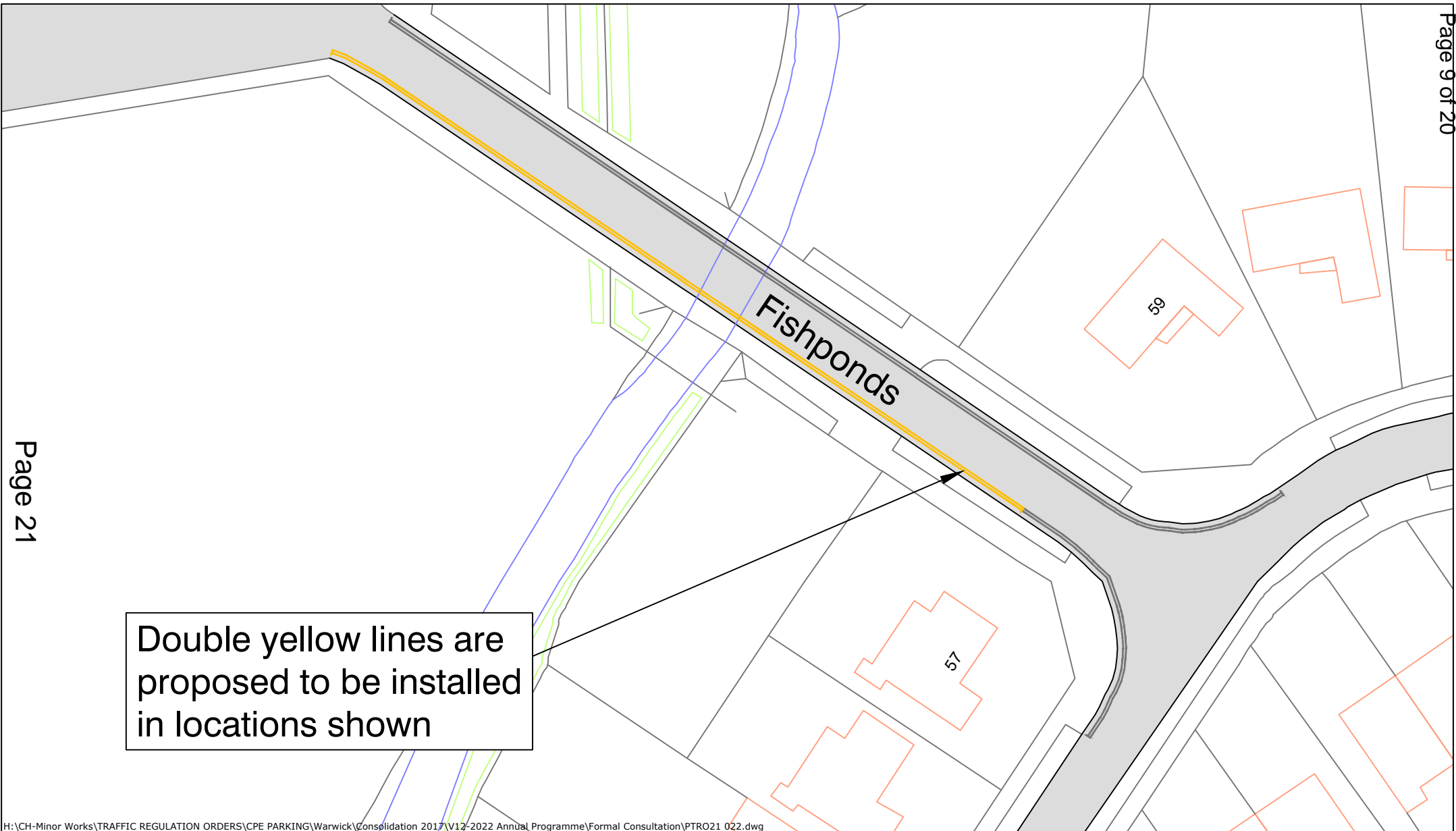
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Drawing title	Emscote Road Warwick		Drawn by	Checked by
	Proposed Removal of Limited Waiting		BD	GS
Project title	Warwick District CPE Variation No.12		Date	22 March 2022
			Scale	NTS @ A4_L
			Drawing number	PTRO21-022-008

Double yellow lines are proposed to be installed in locations shown



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Drawing title

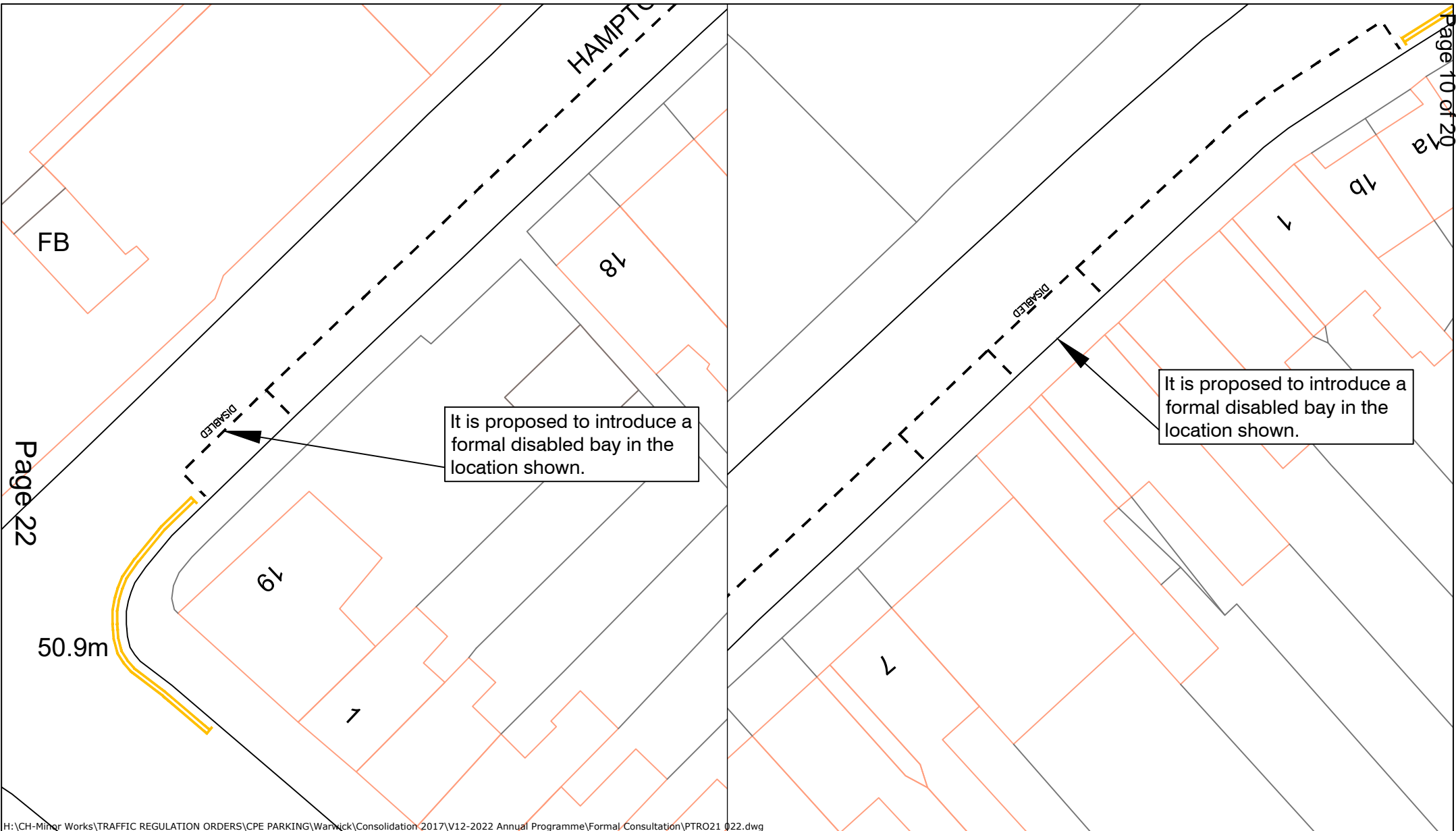
Fishponds Kenilworth

Proposed Double Yellow Lines

Project title

Warwick District CPE Variation No.12

Drawn by	BD	Checked by	GS
Date	22 March 2022		
Scale	NTS @ A4_L		
Drawing number	PTRO21-022-009		



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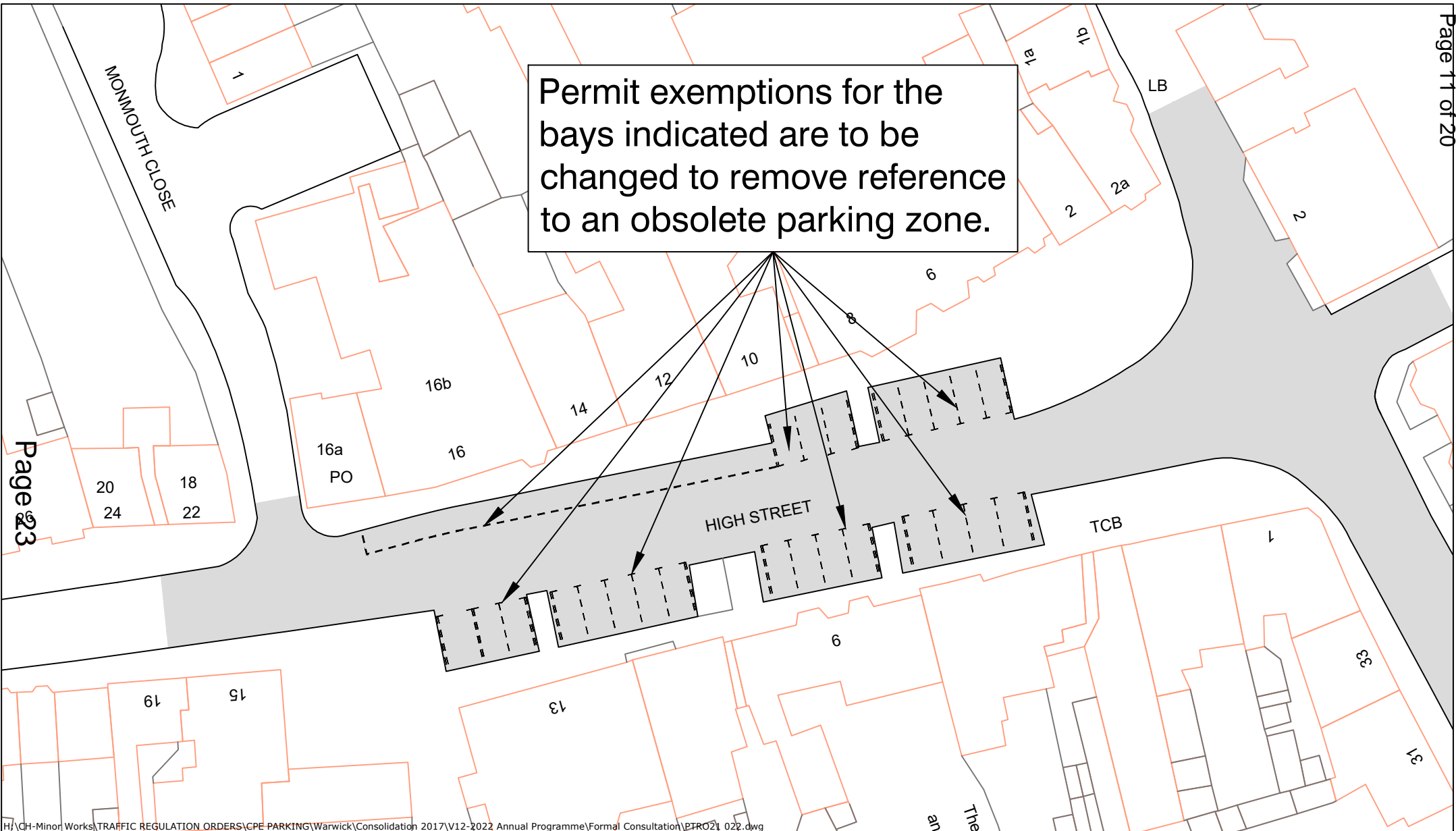
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Drawing title		Drawn by	Checked by
Hampton Street Warwick		BD	GS
		Date 22 March 2022	
Proposed Disabled Bay		Scale NTS @ A4_L	
		Drawing number PTRO21-022-010	
Project title Warwick District CPE Variation No.12			

Permit exemptions for the bays indicated are to be changed to remove reference to an obsolete parking zone.



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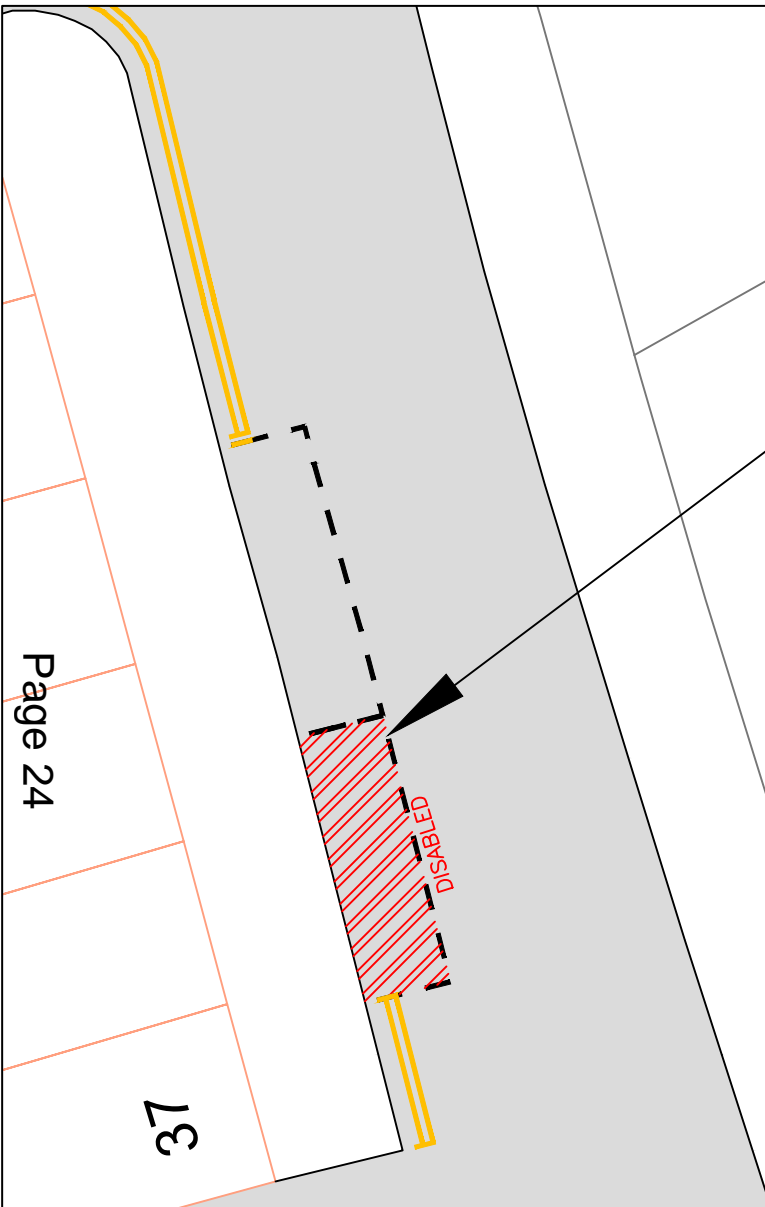
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Drawing title	High Street Kenilworth	
	Limited Waiting Restrictions	
Project title	Warwick District CPE Variation No.12	
Drawn by	BD	Checked by
Date	22 March 2022	
Scale	NTS @ A4_L	
Drawing number	PTRO21-022-011	



It is proposed to remove the disabled bay as shown and replace it with the nearby limited waiting restrictions

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Drawing title

**Lakin Road
 Warwick**

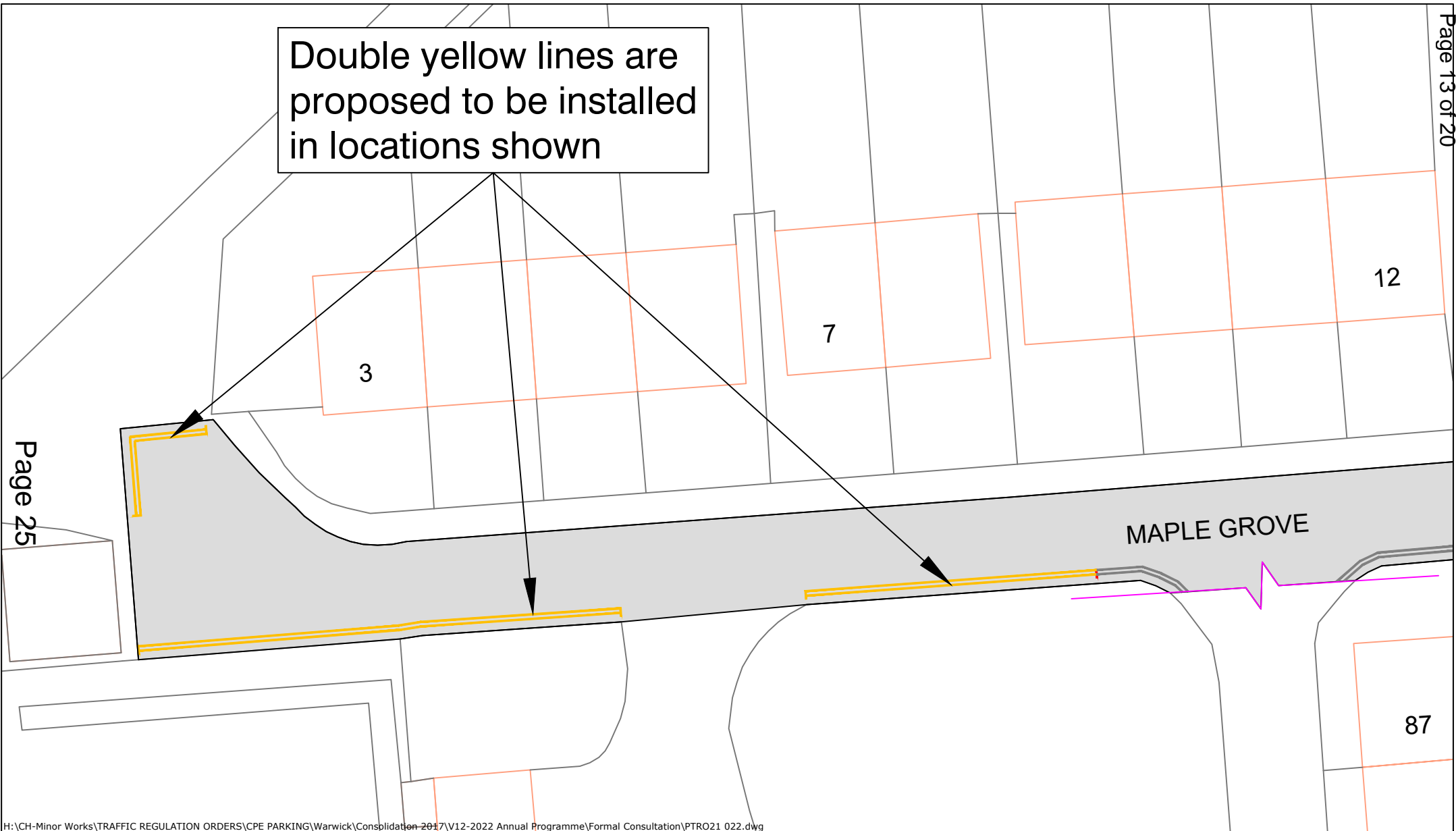
Proposed Disabled Bay Revocation

Project title

Warwick District CPE Variation No.12

Drawn by	BD	Checked by	GS
Date	22 March 2022		
Scale	NTS @ A4_L		
Drawing number	PTRO21-022-012		

Double yellow lines are proposed to be installed in locations shown



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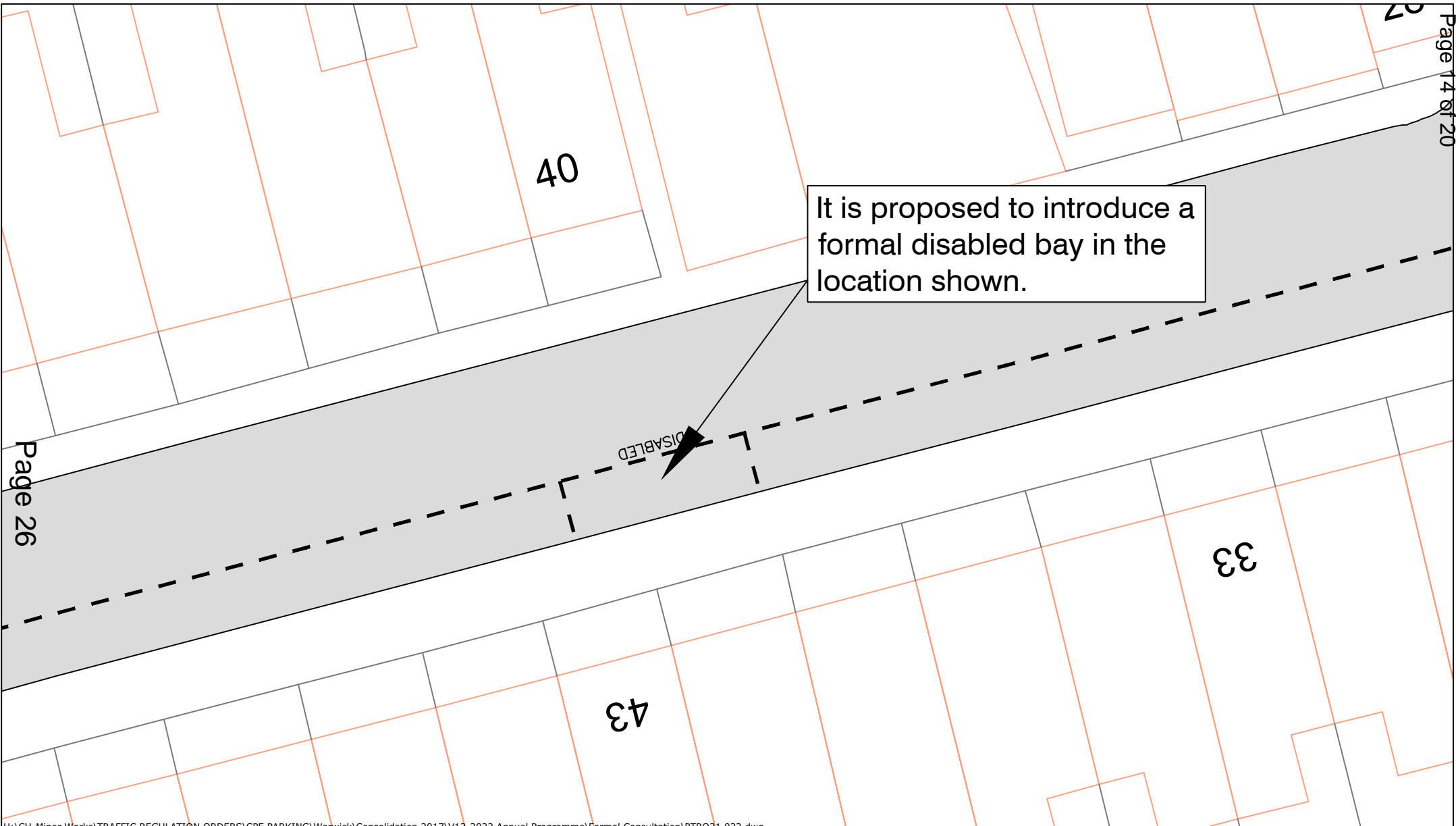
Maple Grove Warwick

Proposed Double Yellow Lines

Project title

Warwick District CPE Variation No.12

Drawn by	Checked by
BD	GS
Date	
22 March 2022	
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Drawing number	
PTRO21-022-013	



It is proposed to introduce a formal disabled bay in the location shown.

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Drawing title

**Paradise Street
 Warwick**

Proposed Disabled Bay

Project title

Warwick District CPE Variation No.12

Drawn by	Checked by
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PTRO21-022-014	



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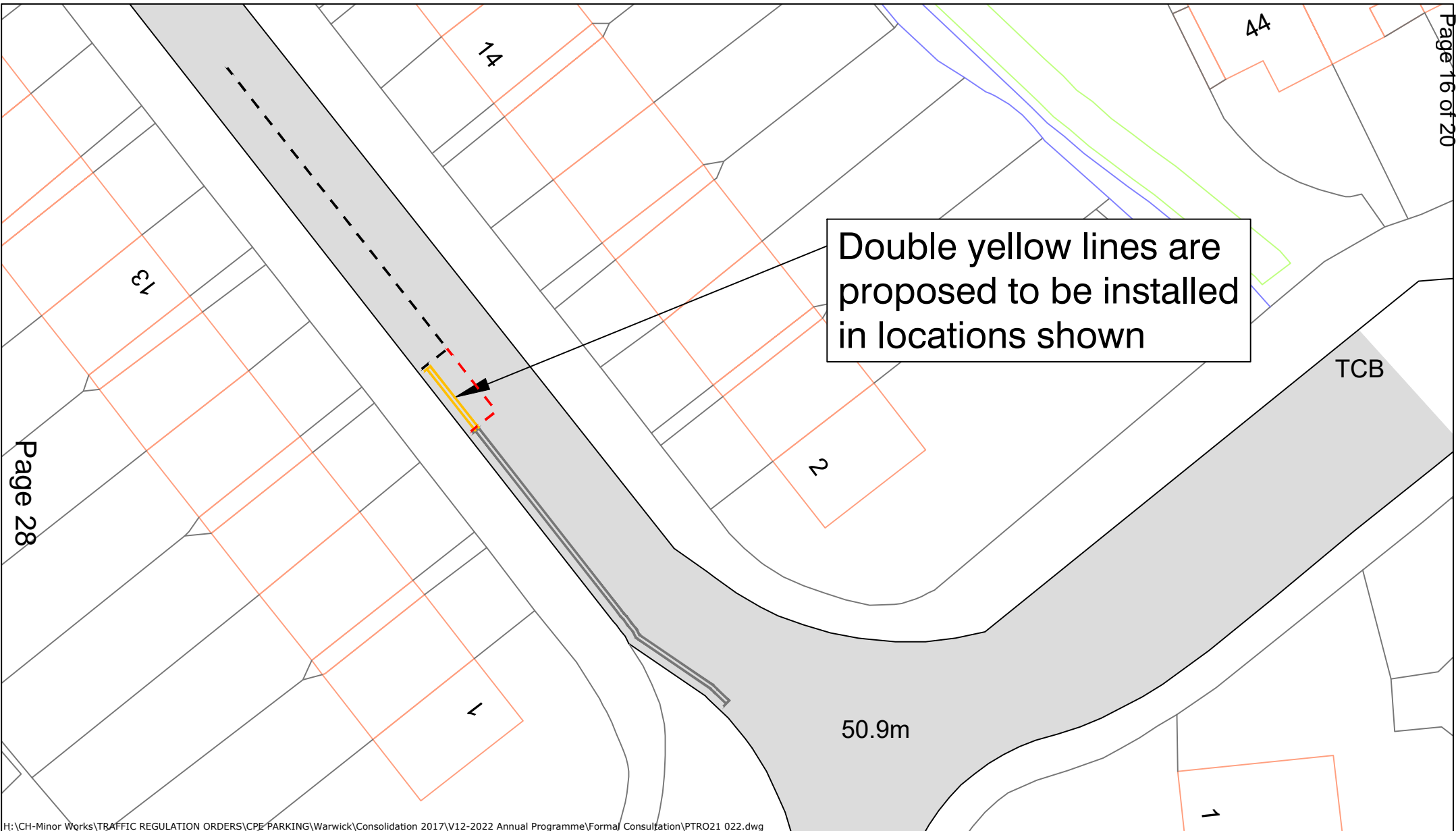
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Drawing title
Southbank Road Kenilworth

Proposed Residents Parking Scheme

Project title
Warwick District CPE Variation No.12

Drawn by BD	Checked by GS
Date 22 March 2022	
Scale NTS @ A4_L	
Drawing number PTRO21-022-015	



Double yellow lines are proposed to be installed in locations shown

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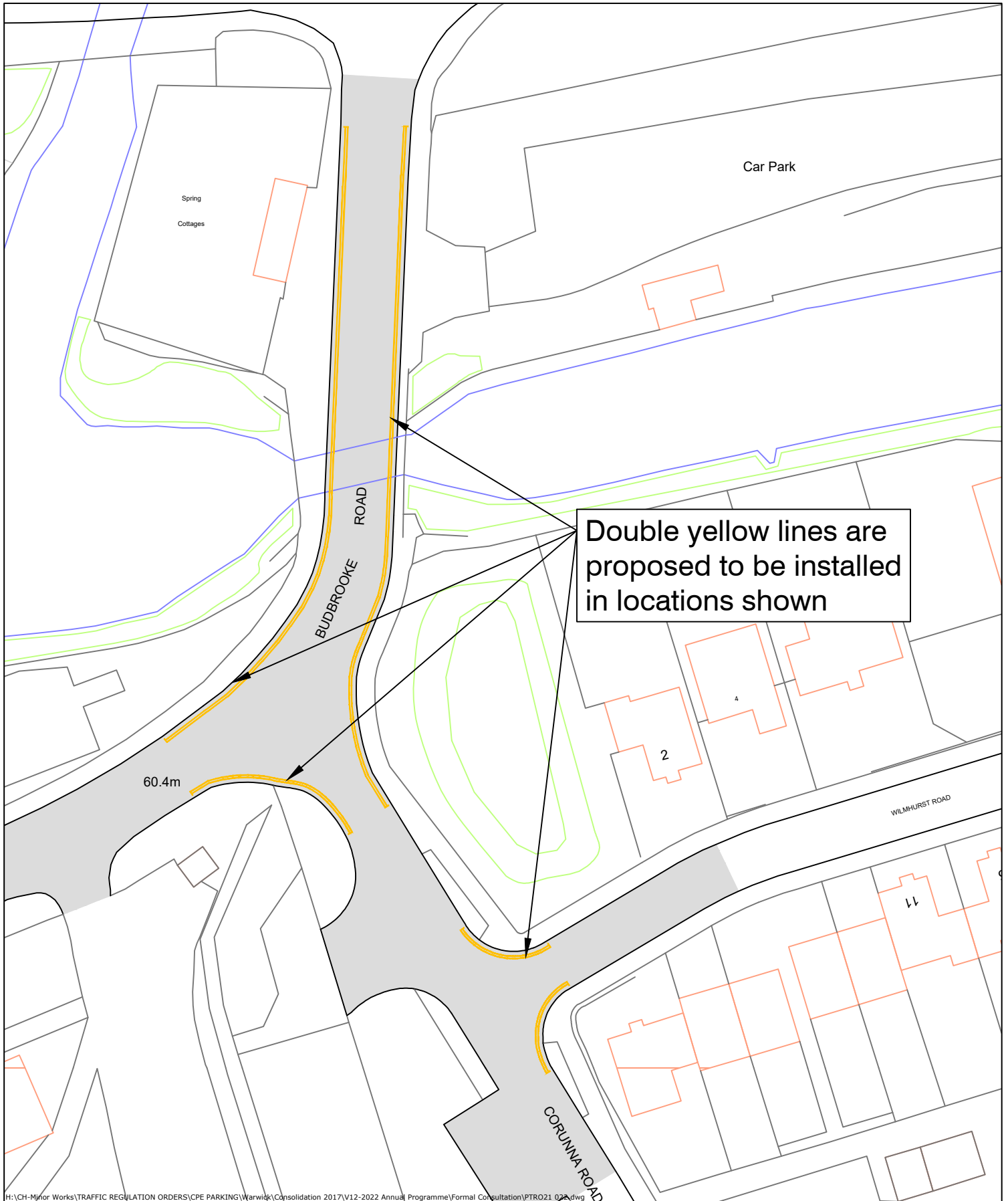
Drawing title

**Wathen Road
 Warwick**

Proposed Double Yellow Lines

Project title
Warwick District CPE Variation No.12

Drawn by BD	Checked by GS
Date 22 March 2022	
Scale NTS @ A4_L	
Drawing number PTRO21-022-016	



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Drawing title
**Wilmhurst Road
 Warwick**

Proposed Double Yellow Lines

Project title
Warwick District CPE No.12

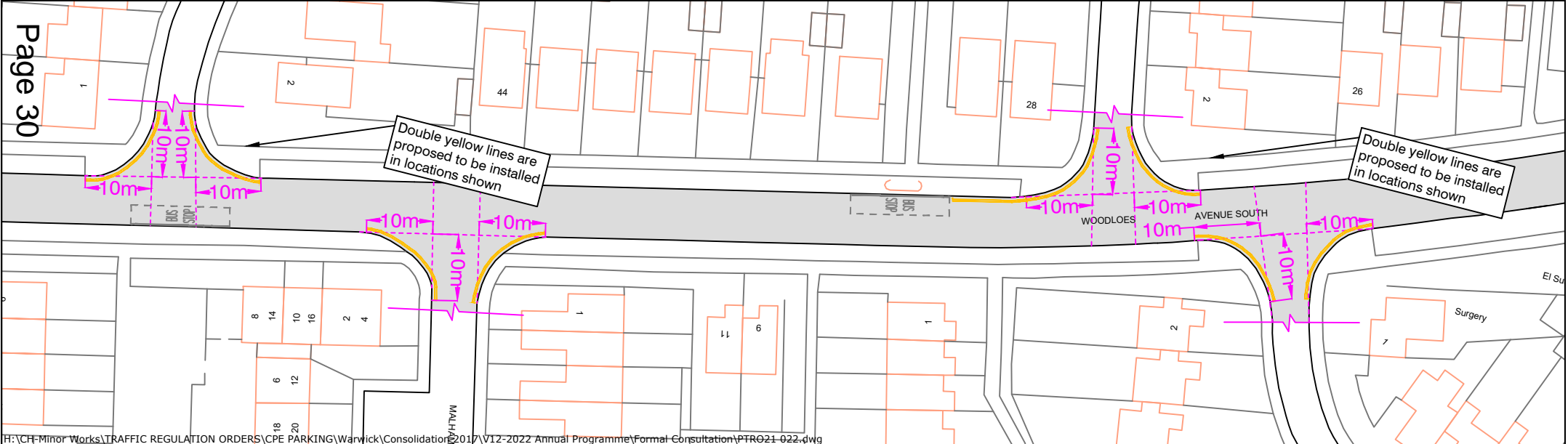
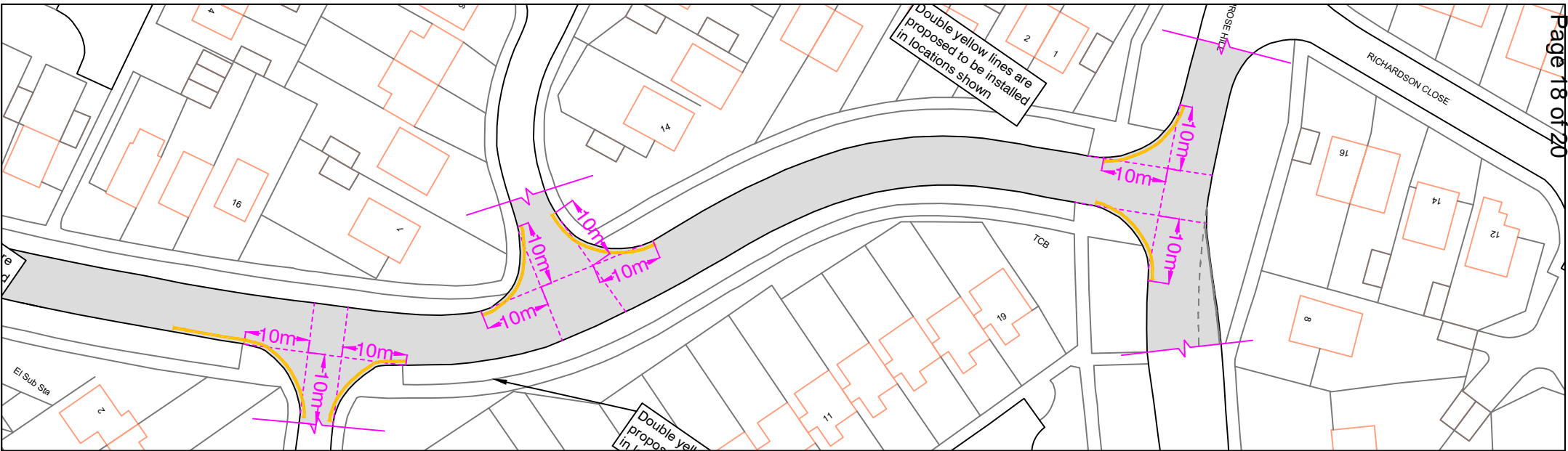
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Drawing number PTRO21-022-017	



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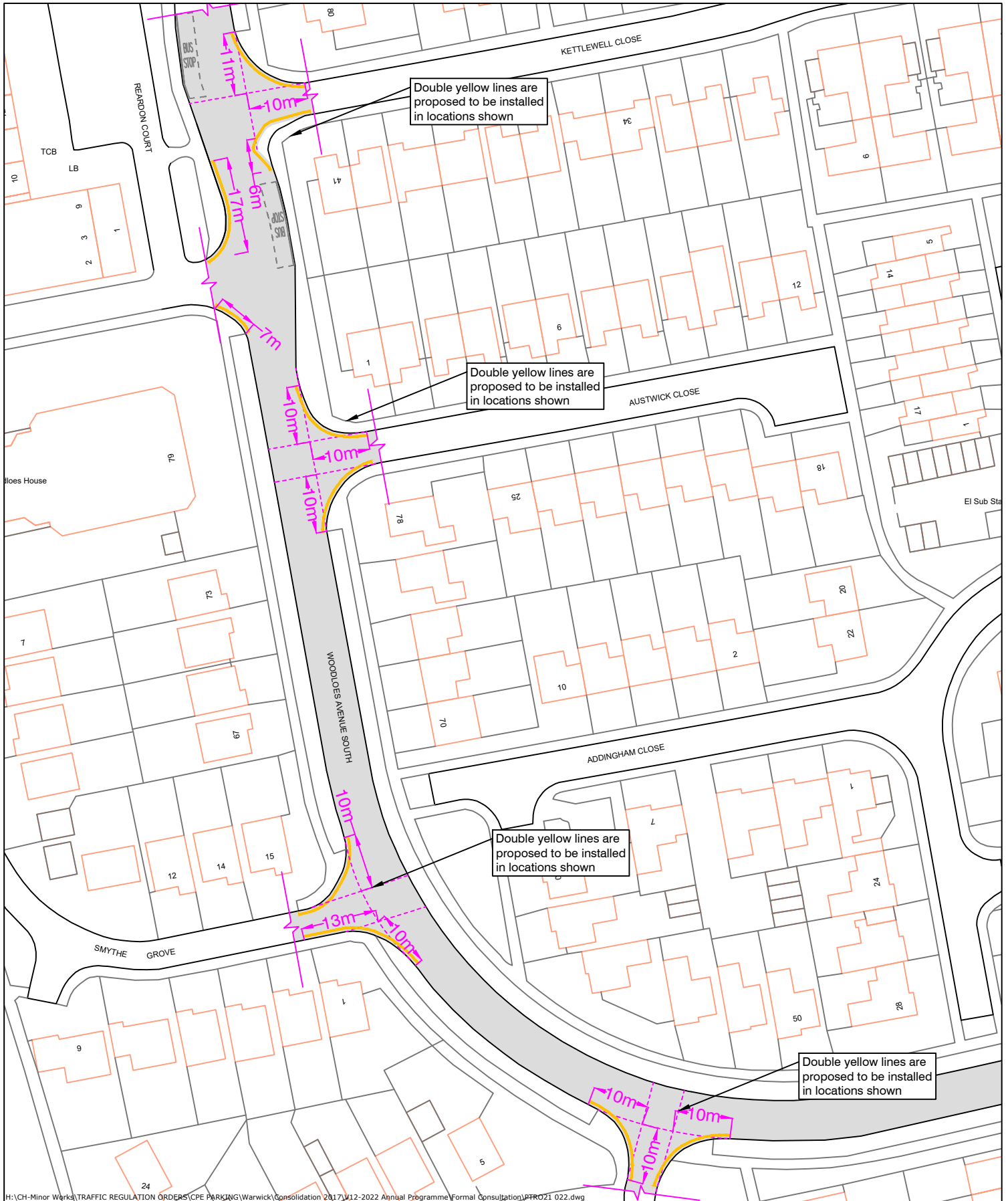
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Drawing title
**Woodloes Avenue South
 Warwick**

Proposed Double Yellow Lines

Project title
Warwick District CPE Variation No.12

Drawn by BD	Checked by GS
Date 22 March 2022	
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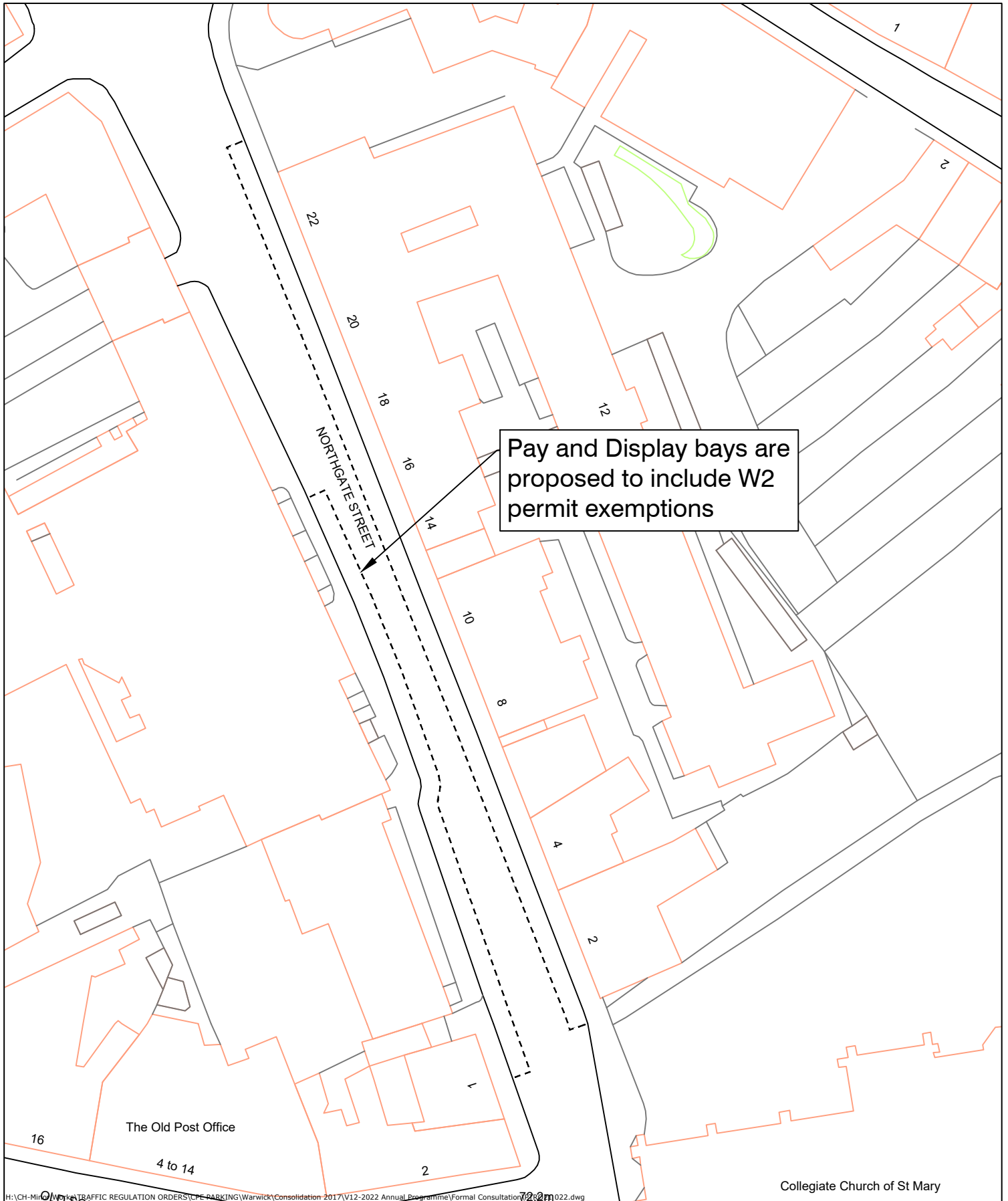
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 Warwick**
Proposed Double Yellow Lines
 Project title
Warwick District CPE No.12

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Pay and Display bays are proposed to include W2 permit exemptions

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Drawing title
**Northgate Street
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Proposed Residents Pay and Display

Project title
Warwick District CPE No.12

Drawn by BD	Checked by GS
Date 22 March 2022	
Scale NTS @ A4P	
Drawing number PTRO21-022-019	

Warwickshire County Council**Road Traffic Regulation Act 1984****The Warwickshire County Council (District of Warwick) (Civil Enforcement Area) (Waiting Restrictions, On-Street Parking Places and Residents' Parking) (Consolidation) (Variation No. 12) Order 2022****1. Background**

Throughout the last year Warwickshire County Council have received numerous requests for changes to the parking restrictions throughout Warwick District.

Consultation Plan	Location	Street	Plan Reference	Revision No.
PTRO21-022-001	Leamington Spa	Breaksmead	GE60	3
PTRO21-022-002	Leamington Spa	Clapham Terrace	GA62	1
PTRO21-022-003	Kenilworth	Clarendon Road	FB55	1
PTRO21-022-004	Leamington Spa	Church Street	FZ61 GA61	2 3
PTRO21-022-005	Leamington Spa	Chapel Street	FZ61	2
PTRO21-022-006	Kenilworth	Coventry Road	EW54	1
PTRO21-022-007	Kenilworth	Elmbank Road	EW53	1
PTRO21-022-008	Warwick	Emscote Road	FY56	1
PTRO21-022-009	Kenilworth	Fishponds	FA53	2
PTRO21-022-010	Warwick	Hampton Street	GC52	3
PTRO21-022-011	Kenilworth	High Street	EW54 EX54	1 1
PTRO21-022-012	Warwick	Lakin Road	FY54	3
PTRO21-022-013	Warwick	Maple Grove	FW55	1
PTRO21-022-014	Warwick	Paradise Street	FY54	3
PTRO21-022-015	Kenilworth	Southbank Road	EY54 EZ54	1 1
PTRO21-022-016	Warwick	Wathen Road	FY53	3
PTRO21-022-017	Warwick	Wilmhurst Road	FY51	2
PTRO21-022-018	Warwick	Woodloes Avenue South	FV53 FV54 FW53 FW54	1 1 1 1
Admin Changes No changes on-street	Warwick	Birmingham Road	FX50 FY50 FY51	3 2 2
	Warwick	Cherry Street	FZ54	3
	Kenilworth	Common Lane	EU56	2
	Warwick	Priory Street	GA53	2

2. Statement of Reasons

Breaksmead, Bonniksen Close & Lockheed Close – No Waiting at any Time

It is proposed to extend the double yellow lines along Breaksmead and into Bonniksen Close and Lockheed Close in Leamington. This will help prevent vehicles from parking in an obstructive manner, thereby aiding in avoiding danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising.

Clapham Terrace & Rushmore Street, Leamington Spa – No Waiting at any Time

It is proposed to install double yellow lines at the junction of Clapham Terrace and Rushmore Street in Leamington. This will help prevent vehicles from parking in an obstructive manner, thereby aiding in avoiding danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising.

Clarendon Road & Glebe Crescent, Kenilworth – No Waiting at any Time

It is proposed to install double yellow lines at the junction of Clarendon Road and Glebe Crescent. This will aid in preventing vehicles from parking in an obstructive manner at the junction thereby aiding in avoiding danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising.

Church Street, Leamington Spa – Loading Only

It is proposed to remove a section of limited waiting restrictions along Church Street and replace with a Loading Only restriction to assist the business with loading and unloading, thereby preserving or improving the amenities of the area through which the road runs.

Chapel Street, Leamington – Limited Waiting with L6 permit exemptions

It is proposed to install a residents parking scheme along Chapel Street in Leamington Spa, to provide additional capacity within the existing L6 residents parking zone. This will provide facilities for the residents within the L6 zone to park for long periods of time in the local area, thereby preserving or improving the amenities of the area through which the road runs.

Coventry Road & New Street, Kenilworth – No Waiting at any Time

It is proposed to install double yellow lines at the junction of Coventry Road, Manor Road and New Street in Kenilworth. This will help prevent vehicles from parking in an obstructive manner, thereby aiding in avoiding danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising.

Elmbank Road & Berkley Road, Kenilworth – No Waiting at any Time

It is proposed to install double yellow lines along Elmbank Road and at its junction with Berkley Road to prevent vehicles from parking in an obstructive manner along the narrow road, thereby aiding in avoiding danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising

Emscote Road, Warwick – Revocation of Limited Waiting restrictions

It is proposed to remove the limited waiting restrictions that are in place along Emscote Road outside residential properties Nos. 140-178. This will provide facilities for the residents to park for long periods of time in the local area, thereby preserving or improving the amenities of the area through which the road runs.

Fishponds Road, Kenilworth – No Waiting at any Time

It is proposed to install double yellow lines along Fishponds Road at the entrance to the leisure centre. This will help prevent vehicles from parking in an obstructive manner, thereby aiding in avoiding danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising.

Hampton Street, Warwick – Disabled Badge Holders Only

Following installation of informal disabled bays outside Nos. 4 and 19 Hampton Street, Warwick it is proposed to formalise these disabled bays. This will provide a priority parking space for the residents that would benefit the most, thereby aiding in preserving or improving the amenities of the area through which the road runs.

High Street, Kenilworth – Limited Waiting, 2 hours No Return within 4 hours, 8am-8pm except permit holders K3

To correct a long-standing administrative error in the permit exemptions for High Street, Kenilworth it is necessary to vary the TRO to match the restriction to the surrounding restrictions. This will provide more facilities for residents within the K3 zone to park, thereby preserving or improving the amenities of the area through which the road runs

Lakin Road, Warwick – Limited Waiting 8am – 8pm 2 hours No return within 4 hours except permit holders (W3)

It is proposed to remove the existing disabled badge holders only bay that is currently in place outside No. 39 Lakin Road and return it to the residents parking scheme. This will provide facilities for the residents to park for long periods of time in the local area, thereby preserving or improving the amenities of the area through which the road runs.

Maple Grove, Warwick – No Waiting at any Time

It is proposed to install double yellow lines along Maple Grove to prevent vehicles from parking in an obstructive manner thereby aiding in avoiding danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising.

Paradise Street, Warwick – Disabled Badge Holders Only

Following installation of informal disabled bays outside No. 41 Paradise Street, Warwick it is proposed to formalise these disabled bays. This will provide a priority parking space for the residents that would benefit the most, thereby aiding in preserving or improving the amenities of the area through which the road runs.

Southbank Road, Kenilworth – Limited Waiting

It is proposed to extend the K2 residents permit zone onto Southbank Road, Kenilworth. This will provide facilities for the residents within the K2 zone to park for long periods of time in the local area, thereby preserving or improving the amenities of the area through which the road runs.

Wathen Road, Warwick – No Waiting at any Time

It is proposed to extend the double yellow lines along Wathen Road, Warwick. This will help prevent vehicles from parking in an obstructive manner, thereby aiding in avoiding danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising.

Wilmhurst Road, Warwick – No Waiting at any Time

It is proposed to introduce double yellow lines in strategic locations along Wilmhurst Road, in particular on the junctions at the entrance to the residential estate. This will help prevent vehicles from parking in an obstructive manner, thereby aiding in avoiding danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising.

Woodloes Avenue South, Makepeace Avenue, Hayle Avenue, Brese Avenue, Grassington Avenue, Malham Road, Hebden Avenue, Kilsney Grove, Smythe Grove, Austwick Close, Reardon Court & Kettlewell Close, Warwick – No Waiting at any Time

It is proposed to introduce double yellow lines along Woodloes Avenue South at the junctions along its length. This will help prevent vehicles from parking in an obstructive manner, thereby aiding in avoiding danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising

Admin Changes - Stanks Island, Cherry Street, Priory Street, Common Lane

Following the remapping of the road network where there have been significant changes to the road layout, the ParkMap tiles for the sections of the highway that have parking restrictions on them are to be reissued to reflect the new road layout. This will not affect the restrictions as they currently appear on street.

3. Schedule of Restrictions

Austwick Close, Warwick – No Waiting at any Time

Both sides, from its junction with Woodloes Avenue South, westwards for 10 metres

Bonnixsen Close, Leamington – No Waiting at any Time

Both sides, from its junction with Breaksmead, westwards for 15 metres

Breaksmead, Leamington – No Waiting at any Time

West side, from its junction with Culworth Close, southwards for 75 metres

East side, from its junction with Culworth Close, southwards for 10 metres

East side, from a point 44 metres south of its junction with Culworth Close, south westwards for 51 metres

Brese Avenue, Warwick – No Waiting at any Time

Both sides, from its junction with Woodloes Avenue South, southwards for 10 metres

Budbrooke Road, Warwick – No Waiting at any Time

Both sides, from a point 10 metres south of its junction with Birmingham Road, south-westwards for 75 metres

Clapham Terrace, Leamington – No Waiting at any Time

East side, from a point 10 metres north of its junction southwards for 16 metres

Clarendon Road, Kenilworth – No Waiting at any Time

North side, from a point 9 metres east of its junction with Glebe Crescent, westwards for 30 metres

Church Street, Leamington – Loading Only

West side, from a point 12 metres north of its junction with High Street, northwards for 12 metres

Coventry Road, Kenilworth – No Waiting at any Time

Both sides, from its junction with Manor Road, northwards for 14 metres

Elmbank Road, Kenilworth – No Waiting at any Time

East side, from its junction with Berkley Road, southwards for 66 metres.

East side, from a point 83 metres south of its junction with Berkley Road, southwards for 16 metres

East side, from a point 116 metres south of its junction with Berkley Road, southwards for 3 metres

West side, from its junction with Berkley Road, southwards for 34 metres

West side, from a point 50 metres south of its junction with Berkley Road, southwards for 74 metres

Emscote Road, Warwick – Revocation of Limited Waiting

South side, from a point 12 metres east of its junction with Humphris Street, eastwards for 78 metres

Fishponds Road, (service road) Kenilworth – No Waiting at any Time

South side, from a point 12 metres west of its junction with Fishponds Road, westwards for

Glebe Road, Kenilworth – No Waiting at any Time

Both sides, from its junction with Clarendon Road, northwards for 15 metres

Grassington Avenue, Warwick – No Waiting at any Time

Both sides, from its junction with Woodloes Avenue South, northwards for 10 metres

Hayle Avenue, Warwick – No Waiting at any Time

Both sides, from its junction with Woodloes Avenue South, southwards for 10 metres

Hebden Avenue, Warwick – No Waiting at any Time

Both sides, from its junction with Woodloes Avenue South, northwards for 10 metres

High Street, Kenilworth - Limited Waiting, 2 hours No Return within 4 hours, 8am-8pm except permit holders K3

North side, from a point 20 metres west of its junction with Bridge Street, westwards for 58 metres

South side, from a point 20 metres west of its junction with Bridge Street, westwards for 50 metres

Kettlewell Close, Warwick – No Waiting at any Time

Both sides, from its junction with Woodloes Avenue South, westwards for 10 metres

Kilsney Grove, Warwick – No Waiting at any Time

Both sides, from its junction with Woodloes Avenue South, southwards for 10 metres

Lakin Road, Warwick – Limited Waiting 2 hours No Return within 4 hours 8am-8pm Except permit holders W3

West side, from a point 5 metres north of its junction with Packmore Street, northwards for 6.6 metres

Lockheed Close, Leamington – No Waiting at any Time

Both sides, from its junction with Brakesmead, southwards for 10 metres

Makepeace Avenue, Warwick – No Waiting at any Time

Both sides, from its junction with Woodloes Avenue South, northwards for 10 metres

Malham Road, Warwick – No Waiting at any Time

Both sides, from its junction with Woodloes Avenue South, southwards for 10 metres

Maple Grove, Warwick – No Waiting at any Time

South side, from a point 68 metres west of its junction with the Chantry, westwards for 54 metres

North side, from a point 117 metres west of its junction with the Chantry, westwards for 4 metres

Southbank Road, Kenilworth – Limited Waiting 2 hours No Return 4 hours 8am – 8pm Except permit holders K2

West side, from a point 32 metres south of its junction with Abbey Hill, southwards for 144 metres

West side, from a point 20 metres north of its junction with Station Road, northwards for 113 metres

New Street, Kenilworth – No Waiting at any Time

Both sides, from its junction with Manor Road, south-westwards for 45 metres

Rushmore Street, Leamington – No Waiting at any Time

Both sides, from its junction with Clapham Terrace eastwards for 10 metres

Smythe Grove, Warwick – No Waiting at any Time

Both sides, from its junction with Woodloes Avenue South, westwards for 10 metres

Wathen Road, Warwick – No Waiting at any Time

West side, from a point 25 metres north of its junction with Vine Lane, northwards for 5 metres

Wilmhurst Road, Warwick – No Waiting at any Time

East side, from its junction with Budbrooke Road, southwards for 10 metres

East side, from a point 26 metres south of its junction with Budbrooke Road, south-westwards for 10 metres

South side, from its junction with Corunna Road, westwards for 6 metres

Woodloes Avenue South, Warwick – No Waiting at any Time

North side, from its junction with Primrose Hill, westwards for 10 metres

North side, from a point 81 metres west of its junction with Primrose Hill, westwards for 30 metres

North side, from a point 130 metres west of its junction with Makepeace Avenue, westwards for 38 metres

North side, from a point 125 metres west of its junction with Grassington Avenue, westwards for 25 metres

East side, from a point 62 metres north of its junction with Smythe Grove, northwards for 25 metres

East side, from a point 36 metres north of its junction with Austwick Close, northwards for 27 metres

South side, from its junction with Corunna Road, westwards for 6 metres

South side, from a point 122 metres west of its junction with Corunna Road, westwards for 25 metres

South side, from a point 58 metres west of its junction with Hayle Avenue, westwards for 27 metres

South side, from a point 108 metres west of its junction with Brese Avenue, westwards for 27 metres

South-west side, from a point 150 metres west of its junction with Malham Road, northwards for 25 metres

West side, from a point 50 metres north of its junction with Kilnsey Grove, northwards for 27 metres

West side, from a point 100 metres north of its junction with Smythe Grove, northwards for 30 metres

4. Existing orders to be varied

The Warwickshire County Council (District Of Warwick) (Civil Enforcement Area) (Waiting Restrictions, On-Street Parking Places and Residents' Parking) (Consolidation) Order 2017

5. Priority

High

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Warwick district variation no. 12

[REDACTED]
Fri 01-Jul-22 1:01 PM

To: PMC WCC <pmc@warwickshire.gov.uk>

Dear Sir/Madam,

I live on Rushmore Street in Leamington Spa and have received letters about the proposed changes to parking restrictions on the area near to where I live.

I had a telephone conversation with Ben Davenport, the named individual on the letters I have received concerning this matter, and outlined my objections to him. He advised me to email this address as the telephone conversation would not be recorded or noted down anywhere.

I would like to officially state my objection to the proposed changes. Ben davenport informed that the reason for proposing yellow lines either side of the Rushmore St/Clapham Terrace junction is so that the refuse trucks can more easily get down Rushmore St. I am not aware that any residents have made any complaints about parked cars around this junction. The refuse trucks visit these streets once a week (and always appear to manage to get down the street) whereas the residents live here all the time. Parking on both Rushmore Street and Clapham Terrace is difficult enough as it is for residents, reducing the capacity for parking is only going to make matters considerably worse and cause frustration and anger for residents. There are times when I cannot park on the street I live on and have had to park on Farley street. What provision would Warwick Council be providing for parking as an alternative? Every street is full of cars anyway, this will only be moving the problem somewhere else. To restrict residents' parking options for the sake of the weekly refuse collection truck is absurdly unfair, is there not a smaller vehicle that can be used for these streets?

Please log this email as a strong objection, I am sure that most residents will not agree with the proposed changes and would be affected detrimentally by them.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]

Sent with [Proton Mail](#) secure email.

Objection to Warwick district council variation no.12

[REDACTED]
Fri 01-Jul-22 5:19 PM

To: PMC WCC <pmc@warwickshire.gov.uk>

To whom it may concern

I would like to raise my objections to the proposed parking restrictions in the Clapham Terrace and Rushmore street area. The proposed restrictions would see parking reduce by eight to ten spaces. Whilst this might not seem much to someone in the planning department I can assure you that it will cause anxiety and worry to the residents. It is extremely distressing when you leave your home and are unable to park when you return with elderly relatives who have mobility issues, as an example.

The reasons for my concerns are as follows:

Currently there is not enough parking for residents due to a large number of student house holds who park there cars in the streets

Cars that are not residents are parked and left in the streets for several weeks without being moved

Cars that are parked and left for weekends.

School parking, staff and parents park their cars in the streets

Around the area there is permit only parking which I believe adds to the problem as people use our area as there is no risk of facing a parking fine.

Currently large vehicles including refuse and recycling are able to navigate the junctions relatively easily.

These are just a few of my concerns, which I trust will be taken seriously when considering the proposed new parking restrictions.

Thanking you in anticipation

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Sent from my iPad

Re: Warwick District Variation No 12 - Road Markings Clapham terrace/Rushmore Street

[Redacted]

Mon 20-Jun-22 10:33 AM

To: PMC WCC <pmc@warwickshire.gov.uk>

Ben

Thanks for your reply, I really hope this makes access easier for our road.

I fear it will create another problem though as these restrictions will reduce the parking facility for those of us residing on Rushmore Street where we already have an issue with people parking badly and walking to the train station and dropping and picking up children for Clapham Terrace school.

Thanks

[Redacted]

On Mon, 20 Jun 2022 at 11:27, PMC WCC <pmc@warwickshire.gov.uk> wrote:

OFFICIAL

Dear [Redacted]

Thank you for your feedback on these proposals.

If we do install these restrictions on Clapham Terrace, they will be enforced by our Civil Enforcement Officers to a level that is proportional to the resources available at the time.

Kind Regards
Ben Davenport
Minor Works Team
County Highways
Communities
Warwickshire County Council

Telephone: 01926 410410
Email: countyhighwaysminorworks@warwickshire.gov.uk
Web: www.warwickshire.gov.uk
Like us on Facebook: www.facebook.com/WarwickshireCountyCouncil
Follow us on Twitter: twitter.com/warwickshire_cc

From: [REDACTED]
Sent: Thursday, June 16, 2022 1:13 PM
To: PMC WCC <pmc@warwickshire.gov.uk>
Subject: Warwick District Variation No 12 - Road Markings Clapham terrace/Rushmore Street

Afternoon Mr Davenport

I was delighted to receive my letter today advising that road markings will be installed on my street, but can I check once down who will police this?

I have complained numerous times to various people about the dreadful parking at this junction (Blocking access for emergency vehicles & Refuse collectors) but Traffic wardens do not cover this area, the council said they had no jurisdiction and the police said they had more pressing issues (which I understand)

Regards

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

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Support for Warwick District CPE Variation No.12

[REDACTED]
Mon 20-Jun-22 9:54 AM

To: PMC WCC <pmc@warwickshire.gov.uk>

FOR THE ATTENTION OF BEN DAVENPORT

I support the proposed changes to the parking restrictions for Clapham Terrace with Rushmore St, Church St and Chapel St in L'ton. I live near all of these roads and am acutely conscious of the need for these restrictions.

[REDACTED]

Parking restrictions Clarendon road

[REDACTED]
Wed 22-Jun-22 12:57 PM

To: PMC WCC <pmc@warwickshire.gov.uk>

Dear Ben

I have just received the information regarding the proposed parking restrictions on Clarendon road/ glebe crescent. I have some questions.

Which residents have you spoken to, as I'm not aware of anyone who has been consulted.

What grounds are you proposing to spend public money on this change.

The issue on Clarendon is due to the patients attending chiropractic appointments. The staff use the surgery car park which means patients can't. This is a big issue.

The building work at the end of the road is protracted and all the builders park on the road. There is no evidence that this is finishing soon.

Your proposal solves nothing and is a waste of money.

I am not in support of this change.

Regards

[REDACTED]
[REDACTED]

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PTRO21-022-003 Kenilworth Clarendon Road Double Yellow LinesFB55 - query

[REDACTED]
Mon 20-Jun-22 8:01 PM

To: PMC WCC <pmc@warwickshire.gov.uk>

Dear Mr B Davenport

As you may be aware, on our street there is an increasing problem of street parking. With regards to PTRO21-022-003 Kenilworth Clarendon Road Double Yellow LinesFB55 I remain a confused. There is no information explaining how the double yellow lines will support issues of parking on the streets concerned. In the years I've lived here, the area the council is planning to put lines, has never been a problem for parking. People park **everywhere** but that area. It would be great to know a rationale for decisions made somewhere in connection to the plans so as best to comment/object.

May I try and help you to understand the issues of parking on the streets? Residents have more cars/camper vans than ever. Customers of the shops nearby and businesses like the chiropractors, know it is one of the only non permit streets around. Builders are working 6 days a week on the corner, on the large development of the new flats and it will presumably get even worse when the residents of those new flats also need somewhere to park in the near future.

Many of us are not best pleased and I'm not sure a few yellow lines will help. In fact it will probably just concertina the problem up a little more and cars will park opposite the junction, causing more of an issue.

It has been several years since I asked if we qualify for a residents permit scheme. On that occasion, I got no response. Can you give me guidance on how I might start the process of getting the council to consider this as an addition or alternative? From what I am aware, many of the streets in the surrounding area have a 2 hour no return policy with residents passes their cars. Why do Clarendon Road and Glebe Crescent not have this in place?

Kind regards

[REDACTED]
[REDACTED]

news/article/2986/warwick-district-cpe-variation-no-12 - CLARENDON ROAD.

[REDACTED]

Fri 01-Jul-22 8:01 AM

To: PMC WCC <pmc@warwickshire.gov.uk>

Good Morning.

Further to my conversation last week with Ben Davenport, I am writing with reference to the addition of yellow lines at the junction of Clarendon Road and Crescent. I would re-iterate that I believe this action will only push the REAL PROBLEM further up Clarendon Road, towards the main Warwick Road.

The real issue is that there are too many outside users taking advantage of Clarendon Road for the following purposes.

1.The private estate off Clarendon Road is often audited by the Managing Company, it is easy to see as you then see regular users from the estate having been told they have too many users in the area.

2.We have people who work in town using Clarendon Road for their all day parking. There is no consideration by employees or the local authority for those that work in shops etc.

3.Due to the strictness of the Kenilworth car parks we now have shoppers turning up regularly to gain "free parking".

4.You can see with the new multiple unit property at the end of Clarendon Road (formally an Indian Restaurant) how many cars are going to be added to this problem.

5.As I am writing this email there are 3 large white vans (Westcott Cooling Company) parked up, obviously working somewhere in the main Warwick Road.

The time has come surely to make Clarendon Road, a permit parked road only, double yellow lines will only make matters worse.

I look forward to your reply and as I said to Ben perhaps a site meeting might be useful.

Thank you.

[REDACTED]

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Objection to Warwick District CPE Variation No.12 PTRO21-022-005 Chapel Street

Tue 28-Jun-22 9:46 PM

To: PMC WCC <pmc@warwickshire.gov.uk>; Ben Davenport <bendavenport@warwickshire.gov.uk>

Cc: [REDACTED]
[REDACTED]
[REDACTED]

FAO: Ben Davenport, Communities Directorate, Warwickshire County Council

Dear Mr Davenport,

I am writing to you to formally object to the plan to expand the L6 residents parking zone outside 1 - 9 Regent Mews, Chapel Street, CV31 1EJ, coded PTRO21-022-005, Warwick District CPE Variation No.12, the deadline for objection being 01/07/22.

Following on from our formal objections to the above-named proposal, please be advised that the matter was decided by the Portfolio Holder for Transport and Planning on the 12th February 2021. It was decided that exceptions will be made to the proposals relating to Chapel Street.

The Traffic Regulation Order was made in line with the decision of the Portfolio Holder and came into effect on the 2nd August 2021. Further information regarding this order can be found on the County Council website via this link: <https://www.warwickshire.gov.uk/news/article/2300/the-warwickshire-county-council-district-of-warwick-civil-enforcement-area-waiting-restrictions-on-street-parking-places-and-residents-parking-consolidation-variation-no-6-part-1-order-2021>

However, I have received similar letters again, and once again object to the proposal as specified here: <https://www.warwickshire.gov.uk/news/article/2986/warwick-district-cpe-variation-no-12>

All the original grounds for objection remain:

1. Health and safety - the spaces will reduce visibility along an already busy road in front of family homes. As owner of 4 Regent Mews, directly opposite the junction of Packington Place onto Chapel Street, I can confirm that accidents and near-misses caused by vehicles pulling out of Packington Place are a daily occurrence. This is because their view is obscured by vehicles parked on the south side of Chapel Street. Allowing cars to park on the north side of Chapel Street reduces the ability of cars on Chapel Street to swerve around cars pulling out of the Packington Place junction. I invite you to join me for a cup of tea at a busy lunchtime or one evening before Christmas to prove my point and then to help sweep up the shards of headlights left on the road.

The contraction in the width of the road at the eastern end will also cause a dangerous bottleneck. I note that the existing parking spaces are not shown on PTRO21-022-005. If they were shown, the issue would be obvious.

2. Regeneration - increasing parking would be against the long term aim of regenerating the area. Recent increases to the cost of parking in the Covent Garden multi-storey car park and St Peters multi-storey car park is encouraging users of town centre shops to park in side streets and walk into town. Transferring parking issues to the surrounding areas while car parks remain relatively unused is not a sustainable plan.

3. Noise and anti-social behaviour - as you well know, drunks and drug users currently use the pay and display car park in Packington Place as a meeting place. Providing additional parking (and hence reducing traffic through the car park) will only provide these people with more space for this behaviour.

4. Local plans - increasing parking in Leamington goes against local plans to restrict parking in Leamington and implement a park and ride scheme.

5. Refuse collection - blocking the access to the refuse bins with parked cars means more effort for refuse collectors. Green bin collection is already variable (see my report of the latest missed collection from 8/6/22), even though they are left on the pavement ready for collection, and obscuring the bins with cars simply makes access and collection more difficult.

6. Parking demand - none of the Regent Mews residents want the parking, and a perceived wider demand for parking in Leamington shouldn't justify the need to increase the size of the zone on one street.

7. Lack of demand - I have never failed to find a car parking space in either Chapel Street, the Chapel Street pay and display car park, or in the surrounding streets should I have needed one. This was the case even before the change from unmarked spaces to short term spaces in Mill Road, which significantly increased the number of short term spaces in the area. I therefore dispute the need for further spaces in the area. More spaces are simply not required.

8. As far as I am aware residents permits are not available to Regent Mews residents because each house already has 2 car park spaces. It seems perverse to create an even worse accident blackspot and ruin the frontage of houses to create parking spaces that the area does not need, residents have never asked for and for which they are not eligible to obtain permits.

I trust that you accept my points and ensure that the proposal to add spaces is not implemented and the existing double-yellow lines will remain.

Yours sincerely,

A thick black horizontal bar redacting the signature of the sender.

**Proposed variation or replacement of parking order at Chapel Street Leamington Spa
- Objection**

[REDACTED]
Fri 01-Jul-22 3:53 PM

To: PMC WCC <pmc@warwickshire.gov.uk> [REDACTED]
[REDACTED]
[REDACTED]

Dear Mr Davenport,

Thank you for the consultation on the postponed change to the parking order for Chapel Street, Leamington Spa.

The proposed change does not take account of two important circumstances.

Temporary parking. At the western end of Chapel Street there are two disabled bays. These are regularly occupied and/or obstructed by vehicles without permits for the area. The problem is not the lack of parking for vehicles with permits for the area. The problem is largely people using the spaces as parking to enable them to visit shops in the High Street rather than pay for parking in the Packington Place car park. On a recent occasion someone was returning to non-badged car in the disabled bays and was talking on a mobile phone. They were confirming that they picked up what they wanted from the Nisa shop in the High Street, climbed into the car, and then left. They had only just left when a pickup type vehicle replaced them and the driver got out and headed off to the High Street. These are far from isolated obstructions.

Each time I have seen a vehicle in the disabled bays I have looked to see if they are (a) displaying a disabled parking badge entitling them to use the bays, or (b) have a permit to park on Chapel Street but are using the bays because of a lack of parking spaces anywhere else. On only a handful occasions has the bay been used by someone displaying their disabled badge. On almost every other occasion it has been a vehicle without a badge, and without a Residents or Visitors permit either. On many occasions there are spaces on the street, and on each occasion there have been spaces available in Packington Place car park.

For the sake of clarity, I am not asking for the disabled parking bays to be removed. I just wish to point out that they are abused by many people, but that the traffic doing so is not evidence of a shortage of parking in Chapel Street, Instead it seems to be proof that people prefer to take their chances breaking the Parking Order instead of paying to park in Packington Place.

The Funeral Directors on the corner of Chapel Street and George Street. You may be aware of the traffic visiting the funeral directors. Each week there are many vehicle movements linked to their essential business. Hearses, limousines, and private ambulances are coming and going each day. They often use the spaces in front of 1-9 Regent Mews to facilitate the moving around of the vehicles. I have no objection to their use of the road in this manner; their business is a necessary part of our community. However, if the space is removed as it would be by this proposed change to the parking order it can only result in double parking and a number of dangerous and/or unexpected traffic movements with longer than average vehicles near to two junctions, one with Packington Place, and one with George Street.

Recently the Police were called because of a illegal on street parking obstructing the access and egress from the funeral directors. From what I could see, they could not get an essential vehicle

out of their garage as a result. I could understand why the Police were asked to assist.

Conculsion.

I wish to object to the proposed change to the parking arrangements in Chapel Street because of the difficulties it will cause in an already busy street. I have also seen no evidence that the bulk of the instances of illegal parking along Chapel Street are linked to vehicles displaying Residents or Visitors permits unable to find a space elsewhere. Instead, please arrange for enforcement of the disabled bay so that it is available for the people it is intended to serve, and leave the parking in Chapel Street unchanged.

If you have any questions, please do ask.

Kind regards,

A redacted signature consisting of two thick black horizontal bars.

PTRO21-022-005 ,PTRO21-022-004

[REDACTED]

Wed 06-Jul-22 11:25 PM

To: PMC WCC <pmc@warwickshire.gov.uk> [REDACTED]

I have been trying to support these 2 scheme but have struggled to find where.

I would like to register my support for the 2 schemes above.
Church Street and Chapel Street,

PTRO21-022-005 ,
PTRO21-022-004

Regards

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

PTRO21-022-007. PLAN REF EW53

[REDACTED]
Sat 18-Jun-22 12:35 PM

To: PMC WCC <pmc@warwickshire.gov.uk>

I own [REDACTED] and the tenant has passed to me the letter dated 9 June regarding alterations to parking in Elmbank Rd at the rear of 42 High St.

I note this will result in double yellow lines to a large part of Elmbank Road leaving some smaller areas free for parking. This reduction in parking will restrict residents parking particularly where houses have only a single parking bay - as does 42 High St.

Frequently the parking is used through the day by visitors (workers and visitors to bars, restaurants etc) some of whom park haphazardly all day rather than pay to park in Abbey Fields car park. I would therefore recommend that in addition to double yellow lines, parking restrictions similar to High St Kenilworth are introduced whereby 2 hours parking is permitted between 8am and 8pm unless a residents parking permit is displayed. Residents would then have the option of obtaining a permit if they have more than one car. This would mean residents have priority but it would not affect shoppers and visitors to restaurants and pubs who can still park provided it is for no more than 2 hours. Anyone wishing to park all day would have to make alternative arrangements.

Sincerely

[REDACTED]

Sent from my iPad

Fw: Warwick District Variation 12/ Elmbank Road Kenilworth

County Highways Minor Works <chminorworks@warwickshire.gov.uk>

Mon 20-Jun-22 9:19 AM

To: PMC WCC <pmc@warwickshire.gov.uk>

OFFICIAL

From: [REDACTED]

Sent: 18 June 2022 16:46

To: County Highways Minor Works <countyhighwaysminorworks@warwickshire.gov.uk>

Subject: Warwick District Variation 12/ Elmbank Road Kenilworth

I have received your letter and have inspected the plan.

We agree to the proposals in principle but find that the unrestricted area is immediately opposite to our drive and as such the problems arising will continue.

If that unrestricted area was situated along the side of the large front garden of No 6 it would not restrict the entrances to anyone in the road and we would ask for this to be considered, as I did in my original response

[REDACTED]
[REDACTED]
[REDACTED]

**Proposed double yellow lines outside 4 Elmbank Road, Kenilworth, CV8 1AL -
Consultation Plan PTR021-022-007**

[REDACTED]

Tue 28-Jun-22 3:04 PM

To: PMC WCC <pmc@warwickshire.gov.uk>

Cc: [REDACTED]

Dear Mr Davenport

I write again further to the latest letter dated 9th June 2022 that we have received regarding the consultation on the above (Warwick District Variation No.12). Please see my email sent 8th February 2022 that I sent previously on this matter. I did not receive any response to this email although it was acknowledged by yourselves so I know it was received at your end.

Anyway my comments still stand and I wondered if this is going to happen that we could at least have residents permits to allow those of us that live on the road be able to be able to park outside our property.

Regards

[REDACTED]

----- Original Message -----

From: [REDACTED]

To: pmc@warwickshire.gov.uk

Cc: [REDACTED]

Sent: Tuesday, 8 Feb, 22 At 10:59

Subject: Proposed double yellow lines outside 4 Elmbank Road, Kenilworth, CV8 1AL

Dear Mr Davenport

I am contacting you further to a letter dated 3rd February 2022 from yourself regarding the proposals to put double yellow lines around most of Elmbank Road. This is despite my objections after the consultation in December and these revisions do not seem to have improved anything for ourselves.

I am very upset to see that bizarrely that they are still outside our property for no obvious reason.

Parking has never been an issue outside our house so I am not sure why we have to have such draconian measures applied.

My understanding is that the whole thing has been started off by the Town Councillor who lives at number 5 who is concerned about refuse vehicles getting around the tight corner in front of his house and also further up the road to the end of the cul de sac to the garages behind the High Street. This is a fair challenge and has been addressed.

However could you please explain why we need them outside our house as there is no issue on our part of the road. As I have already said no one parks there except ourselves and visitors. The road is wide enough at that point (outside our house) for most large

vehicles to get through. In fact it must be wide enough as the plan further up allows some parking on the road so it has to be wide enough outside our house.

We purchased this property 2 years ago understanding that we had a limited driveway but that we could park outside the property. I would add that my mother who I look after has very limited walking so I need to park outside the house and not further away. I also have a increasingly debilitating medical condition that means that I sometimes struggle to walk far and cannot carry much so that I do not want to be parked away from the house. This is such that I retired early for medical reasons. I am sorry but in this instance the council is definitely not delivering the best needs of the residents.

Please could you give me some assistance with this as it is causing me much distress and anxiety.

Regards

[Redacted signature]

PTRO21-022-007 yellow lines proposal Embank Road

[REDACTED]

Thu 30-Jun-22 2:31 PM

To: PMC WCC <pmc@warwickshire.gov.uk>

Attention Ben Davenport

Minor Works Team

County Highways

Proposal above does not address

1. Potential road accident hazard if vehicles park both sides of road on bend between 29/31 and 24/26 Berkeley road and the restricting of visibility around a very significant bend in carriageway.

2. There does not appear to be any mitigation included to prevent the common occurrence of vehicles parking on footpath within Berkeley Road .

Thus allowing a further hazard for pedestrians and the potential to damage Statutory undertakers infrastructure

Kind Regards

[REDACTED]

Fwd: Elmbank Road Kenilworth - Proposed Double Yellow Lines

[REDACTED]
Thu 30-Jun-22 7:19 PM

To: County Highways Minor Works <countyhighwaysminorworks@warwickshire.gov.uk>;PMC WCC
<pmc@warwickshire.gov.uk>

Thursday 30th June 2022

Dear Mr Davenport

Ref: Elmbank Road Kenilworth - Proposed Double Yellow Lines

I reject the recommendation and do not wish double yellow lines to be implemented on Elmbank Road and in front of my property, from which my driveway directly has sole access to and from the road.

As a resident of [REDACTED], my driveway access is directly on Elmbank Road. In the 15 years that I have lived here access and parking has not been a problem.

I formally request that there is an open consultation process into alternative proposals, other than one choice which will reduced the quality of my families life and of those on Elmbank and Berkeley road. Restricting parking for residents is simply not in our best interests and I feel this is a drastic approach that will negatively impact our lives and push any parking further along the estate where there is heavier traffic.

I requested a more open consultation process on the 17th February but have not since been contacted by the council on such matters.

My Previous comments still apply (please see the email below). I look forward to having meaningful and constructive conversation on a solution that meets the needs and best interests of residence to park on the streets outside their own homes.

Best Regards,

[REDACTED]

Begin forwarded message:

From: [REDACTED]
Subject: Elmbank Road Kenilworth - Proposed Double Yellow Lines
Date: 17 February 2022 at 20:18:55 GMT
To: pmc@warwickshire.gov.uk

Thursday 17th February 2022

Dear Mr Davenport

We are the residents of [REDACTED], my driveway access is directly on Elmbank Road. In the 15 years that I have lived here access and parking has not been a problem.

I disagree with the recommendation and do not wish double yellow lines to be implemented on Elmbank Road and in front of my property from which my driveway directly has sole access

to and from the road.

Implementing parking restrictions will directly impact me and my family and I will not be able to park outside my own property. I regularly have my elderly mother and father-in-law visiting and they will be unable to park outside our house. My neighbour is also elderly and has regular carers to look after him, they currently use the on street parking but will be unable to if restrictions are imposed.

I feel this is a drastic approach that will negatively impact our lives and push any parking further along the estate where there is heavier traffic.

In addition a more open and consultive process, other than one drastic option, needs to take place providing a balanced approach that can serve the interest of the residents of Elmbank and Berkeley Road.

I am formally requesting there is a proper and formal balanced consultation process for consideration and evaluation by the all the residents of Elmbank and Berkeley Road before any decision can be made.

Other alternatives other than no restrictions could be for instance:

- Parking passes for High street business in the carpark adjacent to St Nicolas Church (businesses being the life blood of any town -they should be supported).
- Resident parking allocation, as found in the rest of Kenilworth, to support the lives and wellbeing of the residents of Elmbank.

I look forward to hearing from you on how we can move forward with a more balanced and consultive approach.

Best Regards,

████████████████████
████████████████████
████████████████████

Ben Davenport
Communities
PO Box 43
Shire Hall
Warwick
CV34 4SX

29/06/22

RE: Objection to the proposed Warwick District Variation No 12 - Brakesmead

Dear Ben

I hope you are well,

I'm writing with regards to your letter dated 9th June, as I am a resident of Brakesmead in Leamington Spa and am one of those affected by the ongoing parking issues presented by employees and contractors of the Megalab, which now occupies the old Wolseley building on the Tachbrook industrial estate.

I appreciate that discussions are being held at the council as to what options could be implemented, and if possible would like to put my thoughts forward.

I am of the opinion that extending the double yellow lines to cover the junction of Brakesmead and Culworth Close would be sensible to (hopefully) prevent people parking in the T-junction, which they should not be doing anyway.

However **I wish to object** to the plan in its current form as, for the surrounding roads, including Brakesmead, my opinion is that turning the area into a residential parking permit zone would be preferable. This is because a number of residents in the area park on the street outside of their own houses, and so the use of double yellow lines throughout would penalise them unduly. Furthermore, I feel it likely that non-residents parking in these areas would just move further down the street in the cul-de-sac to areas not painted with double-yellow lines. Therefore, this would just move the problem further down the road, and actually make it worse, as the situation would be condensed.

I don't know what the implications would be in terms of charging residence for permits, nor indeed how able the council would be to enforce a permit zone with parking wardens as necessary, though surely wardens would be needed to enforce the double yellow lines anyway, but I just wanted to put my opinions forward.

Yours sincerely,

The signature area is redacted with two thick black horizontal bars. The first bar covers the name, and the second bar covers the address or contact information.

Warwick District CPE Variation No.12 - Objection

[Redacted]

Thu 30-Jun-22 8:36 PM

To: PMC WCC <pmc@warwickshire.gov.uk>

Dear Sir or Madam

Warwick District CPE Variation No.12

PTRO21-022-001	Leamington Spa	Brakesmead	Double Yellow Lines	GE60
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I write in response to the proposed changes to the parking restrictions on Brakesmead and wish to register my strong objection.

I have repeatedly informed local councillors that double yellow lines outside numbers 2-8 Brakesmead will not solve the issue of UKSHA lab staff parking in this section of Brakesmead, since such staff park on the opposite side of the road i.e. at the side of 3 Brakesmead to the garage drives of numbers 3 and 5 Brakesmead.

The proposed double yellow lines outside 2-8 Brakesmead significantly impact on the residents of numbers 2-8 and no one else. They would prevent residents and their visitors from being able to park outside these properties. It would also restrict access for deliveries and the provision of other services, including that of carers.

Should some restrictions be considered necessary, then H-bars across the drives of number 4 and 6 Brakesmead, in conjunction with the existing road layout and the current highway code, would prohibit parking by UKSHA staff outside 2-8 Brakesmead.

I therefore strongly oppose the proposal of double yellow lines outside numbers 2-8 Brakesmead.

Yours sincerely

[Redacted signature]

PARKING IN COULWORTH CL/ BRAKSMEAD CL

[REDACTED]
Tue 28-Jun-22 6:45 AM

To: PMC WCC <pmc@warwickshire.gov.uk>

For Ben Davenport

We have a lot of parking issues in Coulworth Cl / Breaks Mead C/ . From the Lab . Double yellow lines and T bars in front drive wood help stop parking . From 11 to 17 are the flats , which need either double yellow lines or T bars for residents only . It gets busey in Culworth Cl and emergency vehicles can't get up here for cars . Double yellow lines a T bars will hopeful stop parking once and for All . If you email me back please do it in large font

[REDACTED]
Diane 15 Coulworth Cl

Ben Davenport - variation 12

[REDACTED]

Fri 24-Jun-22 12:46 PM

To: PMC WCC <pmc@warwickshire.gov.uk>

Dear Sir,

I think the double yellow lines with restricted times should never have been removed from Culworth Close in the first place, as we are once again being used as a 'car park'. But, I would like the 'access protection markings' to be put in place for the property [REDACTED]

Yours

hopefully

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Parking

[REDACTED]

Fri 24-Jun-22 11:19 AM

To: PMC WCC <pmc@warwickshire.gov.uk>

Good afternoon

I am writing to you regarding the parking issues on culworth close / Breaksmead

Yes its all very well putting restrictions on breaksmead and double yellow lines on culworth close but what is going to be done about the street being used as a carpark for the mega lab this is and will be an ongoing issue with lines or not we live in the street yet we can't have visitors because there's no space for them to park because of this lab we have no break from it day and night and weekends the lab soon put a stop to them parking round there yet they think it's acceptable for there workers to course people around them stress if anyone wanted to sell their house they would not stand a chance my question is why was this not thought of at the time

[REDACTED]

Fw: Traffic parking

County Highways Minor Works <chminorworks@warwickshire.gov.uk>

Mon 20-Jun-22 9:20 AM

To: PMC WCC <pmc@warwickshire.gov.uk>

OFFICIAL

From: [REDACTED]

Sent: 16 June 2022 16:32

To: County Highways Minor Works <countyhighwaysminorworks@warwickshire.gov.uk>

Subject: Traffic parking

Dear sir . Thank you for your letter regards to parking, but that doesn't help me or the rest of the residents who live on Culworth close, we have to put our wheelie bin out in the road to deture them, can't you issue us with a residents permit or some thing simler .Regards [REDACTED]

Parking Culworth close

[REDACTED]

Sat 18-Jun-22 6:51 PM

To: PMC WCC <pmc@warwickshire.gov.uk>

To Ben Davenport

I and other residents have received a letter from the council with the proposed yellow lines for Brakesmead!

This will certainly not help the parking situation in Culworth close,! Infact the people who would normally park where the yellow line are to be put will probably just park in the close instead causing even more chaos!

Myself and other in the close feel we have been let down by the council allowing the Mega lab to be built without on-site parking! As you know the lab is open 24/7, people come home from work and cannot park outside their own home! I have live in Culworth close for nearly 29 years and have never had a problem parking.

We were told that a local councillor asked for the parking restriction signs not to be taken down when he heard the lab was being build! Why wasn't the residents consulted in wether we wanted the signs taken down with the lab being built! I can assure you this problem we have would not be happening if those signs were still up.

Regards

[REDACTED]

Warwick District CPE Variation No.12 - PTRO21-022-018b - Woodloes Avenue South

Tue 28-Jun-22 9:48 AM

To: PMC WCC <pmc@warwickshire.gov.uk>

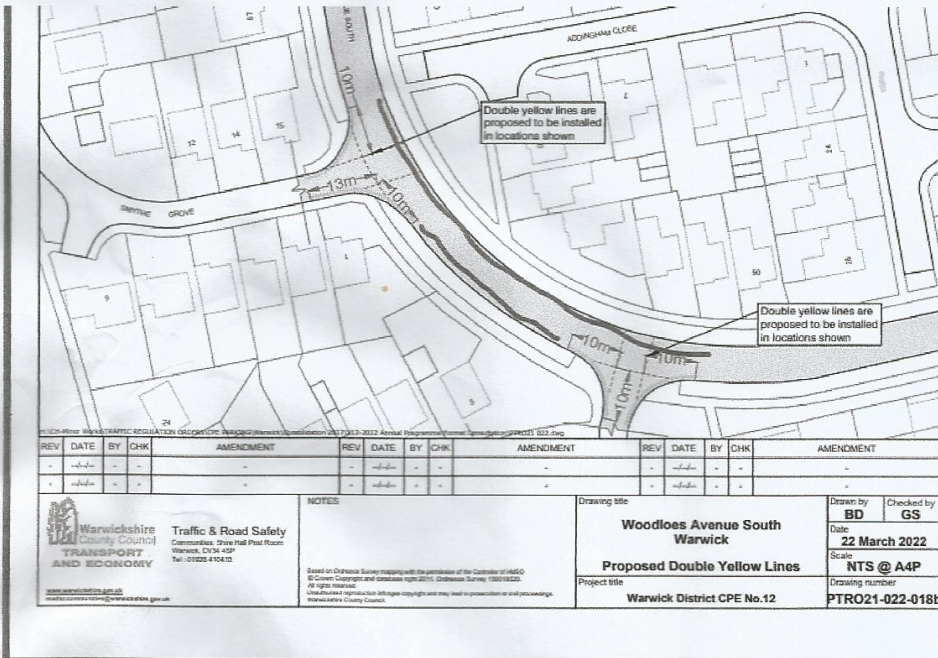
For the Attention of Ben Davenport

Hello Ben

I am writing to express my concern about the proposed plans for double yellow lines on Woodloes Avenue South. I live near the corner in the diagram below and have witnessed many near miss accidents due to cars parked on the corner of what is a main bus route. In my view the double yellow lines should be extended to the area I have indicated in Red for safety reasons.

Please acknowledge receipt of this concern as I will be following up in the event of an accident caused by the risks outlined.

thank you.



Regards

**Warwickshire County Council
Department of Environment and Economy**

Parking Policies

Introduction

The following policies were agreed by the County Council's Cabinet at its meeting in July 2007. They set out the general approach of the County Council. However, each case will be considered according to its particular circumstances to see if an exception is required.

- 1. Waiting Restrictions**
- 2. Residents Parking Schemes**
- 3. Parking Bays for Disabled People**
- 4. Footway Parking**

1. Waiting Restrictions

1.1 The control of on-street parking by the use of waiting restrictions is one method of seeking to achieve the following objectives:-

- (i) Making the most effective use of the existing road network having regard to the competing demands placed upon it
- (ii) The reduction of road accident casualties
- (iii) Minimising delays and congestion on the main road network.
- (iv) Reducing the intrusive effects of traffic on the environment

1.2. Proposals for new waiting restrictions should be considered against the following policy guidelines:-

- (i) where injury collisions at actual problem sites can be reduced;
- (ii) where congestion on important traffic routes can be reduced;
- (iii) where parking control is essential in association with traffic management measures in accordance with the County Council's Local Transport Plan objectives.
- (iv) where serious disruption of commerce or industry is caused by parked vehicles;
- (v) where time limited restrictions are necessary to support the economic viability of an area;
- (vi) where the route to obvious high fire risk premises (e.g. a hospital or school) would be obstructed;
- (vii) where they are an integral part of an approved Residents Parking Scheme;
- (viii) where major problems in residential areas during the working day are created by commuter/shopper parking but a residents parking scheme does not apply.

2. Residents Parking Schemes

- 2.1. Residents Parking Schemes are intended to deal with the problems caused by commuter or shopper parking in residential streets adjacent to town centres and other locations, such as railway stations.
- 2.2. Proposals for new residents parking schemes should be considered against the following policy guidelines:-
- (i) The streets should be located in or adjacent to a town centre or other major commuter/shopper attraction.
 - (ii) The streets included shall be predominantly residential in nature.
 - (iii) The streets shall form a group in an identifiable area rather than individual streets in isolation.
 - (iv) It should generally be demonstrated that the majority of the available kerbside parking space is regularly occupied by non-residential parkers and also that a significant number of the properties do not have parking space within the curtilage.
 - (v) The schemes shall be a “shared scheme” with the streets controlled by an on-street parking order with limited waiting for the general public (the duration of which will be determined by the particular site circumstances relating to the street or area concerned) and unrestricted waiting for vehicles displaying a permit.
 - (vi) The hours of operation of the Residents Parking Scheme will be determined by considering the hours of operation of other limited waiting in the area, if any.
- 2.3. The issue of residents permits will be subject to the following principles:-
- (i) Permits shall be restricted to the keepers of vehicles categorised as cars, light vans or motor cycles.
 - (ii) Permits will be available to domestic residents of the street or area.
 - (iii) In the case of properties which are established as “Bedsits” or are registered as Houses of Multiple Occupation the general rule will be that permits will be limited to one per letting room. Otherwise the number of permits issued per household shall be determined separately for each scheme by considering the conditions applying in the streets concerned and subject to any particular planning conditions relating to parking permit eligibility which may in place.
 - (iv) A “Visitors Permit” may be issued to each household and to the owner of any holiday home registered with the Heart of England Tourist Board.
 - (v) The issue of permits will be restricted to residents of the streets in which the parking places are located unless it can be shown that the scheme would not be overloaded by the issue of permits in adjacent streets, when justified.
 - (vi) A charge will be levied for each permit. The amount will be based on the costs or anticipated costs of administering the scheme and may be varied as required.
- 2.4. Permits will also be available as follows:-
- (i) Registered Guest Houses
 - (ii) Carers
 - (iii) For the customers of established garage businesses
- 2.5. Other “Exemption” permits will be allowed subject to it being demonstrated that this would not compromise the main objectives of the scheme.

3. Parking Bays for Disabled People

- 3.1. Formal parking bays for disabled people, with time limited waiting if required, will be provided where there is a demand for reserved parking for blue badge holders in general such as post offices, libraries and other public buildings and in town centres.
- 3.2. Formal parking bays for blue badge holders in residential areas will be provided, at no cost to the applicant, subject to a demonstrated need and the normal process for a Traffic Regulation Order (TRO).
- 3.3. Informal parking bays will be provided, at no cost to the applicant, for the use of a disabled person outside his/her residence where there is no TRO in force.

4. Footway Parking

- 4.1 The County Council will, whenever possible and within existing budgets, take action to prevent or discourage the parking of motor vehicles on footways.
- 4.2. No requests to formalise parking either wholly or partly on a footway will be considered:-
 - (i) On roads in shopping and other busy pedestrian areas
 - (ii) Outside schools, play areas, libraries, hospitals, health centres and residential homes for the elderly or other places of public assembly.
 - (iii) Any road where vehicles would have to park on a grass verge
 - (iv) On any footway which is paved or where the height of kerbs is greater than 75-80mm.
 - (v) Where there is sufficient carriageway parking in a residential area to meet the normal demand or where residents can provide off-street parking but have chosen not to do so, or do not use existing off-street parking places for a variety of reasons not considered acceptable on highway, traffic or amenity grounds.
- 4.3. Requests to formalise parking either partly or wholly on a footway in a residential area will only be considered against the following policy guidelines:-
 - (i) The footway parking is necessary to provide sufficient parking spaces to make a residents parking scheme viable and footway parking is already taking place.
 - (ii) The parking of vehicles wholly within the carriageway would compromise the carriageway width available for emergency services or refuse vehicles or other regular users of the road.
 - (iii) A minimum footway width of 1.5 metres must generally be available for pedestrians. However, this could be reduced to 1.2 metres at some pinch points.

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