

# Portfolio Holder Decision

## Warwick District CPE Variation No. 12

<b>Portfolio Holder</b>	<b>Portfolio Holder for Transport and Planning</b>
<b>Date of decision</b>	<b>28 April 2023</b>
	<b>Signed</b>

### 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
<b>A</b>	Will reduce the parking capacity on Clapham Terrace and Rushmore Street	1
<b>B</b>	Cars parking at the junction are not an issue	1
<b>C</b>	The restrictions will reduce the capacity of the road available for the residents to park	2

<b>D</b>	Will only push the problem somewhere else	1
<b>E</b>	Support the Proposals	1

<b>Ref</b>	<b>Officer Comments</b>
<b>A/C</b>	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. <i>[Laws CSDPA sect 21 &amp; RTRA sects 5 &amp; 8]</i> "
<b>B</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.
<b>D</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.
<b>E</b>	No comment necessary

<b>Recommendations</b>
It is recommended to implement these proposals as advertised.

<b>Members Comments</b>
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.

<b>Emails/letters</b>	
Total objections	3
Total comments	3

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

<b>Ref</b>	<b>Officer Comments</b>
<b>A</b>	We received multiple requests to assist with obstructive parking at the junction of Glebe Crescent and Clarendon Road
<b>B</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.

<b>C</b>	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
<b>D</b>	<p>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;</p> <p><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></p>

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

Ref	Officer Comments
<b>A</b>	No comment necessary
<b>B</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.
<b>C</b>	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.
<b>D</b>	The proposals will leave sufficient room for vehicles from the funeral directors to park their vehicles along Chapel Street outside their property.
<b>E</b>	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.
<b>F</b>	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.
<b>G</b>	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.

<b>Emails/letters</b>	
Total objections	3
Total comments	3

<b>Ref</b>	<b>Objections and comments received</b>	<b>Total number of responses containing the comment</b>
<b>A</b>	This will restrict residents parking.	1
<b>B</b>	Recommend that a residents parking scheme is included with the proposals	2
<b>C</b>	Request that the area in front of No. 6 is unrestricted	1
<b>D</b>	Parking has never been an issue in the locations where the yellow lines are proposed	2
<b>E</b>	Does not address potential for accidents at the bends	1
<b>F</b>	Does not provide any mitigation of parking along the footpath	1
<b>G</b>	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>B</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>
<b>C</b>	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
<b>D</b>	We received multiple requests to assist with obstructive parking along Elmbank Road
<b>E</b>	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
<b>F</b>	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
<b>G</b>	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
<b>A</b>	Will not help the parking situation	1
<b>B</b>	Request a residents parking scheme	2
<b>C</b>	Does not help with the parking from nearby businesses	2

<b>D</b>	Object to the proposals	1
<b>E</b>	Will have a detrimental impact on the residents	1

<b>Ref</b>	<b>Officer Comments</b>
<b>A/C</b>	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>B</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>
<b>D</b>	No comment necessary
<b>E</b>	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

<b>Recommendations</b>
It is recommended to implement these proposals as advertised.

<b>Members Comments</b>
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.

<b>Emails/letters</b>	
Total objections	0
Total comments	1

<b>Ref</b>	<b>Objections and comments received</b>	<b>Total number of responses containing the comment</b>
<b>A</b>	The double yellow lines should be extended round the corner (between Smythe Grove and Kilsney Grove)	1

<b>Ref</b>	<b>Officer Comments</b>
<b>A</b>	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**

Ben Davenport  
bendavenport@warwickshire.gov.uk,

**Assistant Director**

Scott Tompkins  
scotttompkins@warwickshire.gov.uk

**Strategic Director**

Strategic Director for Communities

**Portfolio Holder**

Portfolio Holder for Transport and Planning

**Urgent matter?**

No

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

<b>List of background papers</b>
None

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