

Warwickshire County Council

Road Traffic Regulation Act 1984

The Warwickshire County Council (Borough of Nuneaton and Bedworth) (Permitted Parking Area and Special Parking Area) (Waiting Restrictions, On-Street Parking Places and Residents' Parking) (Consolidation) (Variation C) Order 2020

1. Background

Warwickshire County Council has previously consulted on a major project to re-open the bridge across the A444, Nuneaton to connect Griff Island to the south of Nuneaton with Heath End Road to the west. Original proposals, as designed and opened to initial consultation, showed double yellow lines along the entire route connecting Griff Island with Heath End Road.

Taking into account feedback received, a full investigation into parking provision along the route has been carried out which has resulted in the proposals as detailed below.

Consultation Plan	Location	TRO Map Tile Ref.	Revision No.	
TR/10935-P01 TR/10935-P02 TR/10935-P03	Heath End Road Tenlons Road Bermuda Road The Bridleway St Georges Road & adjoining streets	CC66	1	
		CC67	1	
		CD67	1	
		CE67	0	
		CE68	0	
		CF68	1	
		CG68	1	
		CH68	0	
		CI68	1	
		TR/10935-WR01		
		TR/10935-WR02		
		TR/10935-WR03		
		TR/10935-WR04		
TR/10935-WR05				
TR/10935-WR06				
TR/10935-WR07				
TR/10935-WR08				
TR/10935-WR09				
TR/10935-WR10				

2. Statement of Reasons

2.1 Heath End Road / Tenlons Road Junction

Double yellow lines (No Waiting At Any Time) are proposed on each approach to the signal controlled junction in order to keep the traffic detector loops clear, maintaining the efficient operation of the signals and therefore the free-flow of traffic.

2.2 Tenlons Road / Bermuda Road / The Bridleway / Bermuda Bridge / St Georges Way

Double yellow lines (No Waiting At Any Time) are proposed along the length of the route connecting the roundabout junction at Griff Island with Heath End Road, except where otherwise stated in **sections 2.3 to 2.7**. These restrictions are proposed to extend a short distance into each adjacent side road along the route for reasons of road safety, ensuring sufficient space at the junctions to allow turning vehicles to pass stationary vehicles waiting to exit. The double yellow lines along the main route are intended to maintain the free-flow of traffic.

2.3 Bermuda Road (Tenlons Road to Radley Drive)

In the mainly residential section of Bermuda Road where demand for parking by residents and visitors is at its highest, sections of single yellow lines (No Waiting Monday to Friday, 8am – 6pm) are proposed. This is intended to maintain the free-flow of traffic during the hours of higher traffic volumes, while retaining some parking facilities on-street at all other times in locations where parking can safely be accommodated without causing an obstruction to persons or traffic.

2.4 Bermuda Road (Opposite Radley Drive)

In a section of carriageway where width is sufficient to support parking at any time without restricting the free-flow of two-way traffic, unrestricted parking is proposed to be retained.

2.5 Bermuda Road (Opposite Bermuda Village)

To provide a dedicated facility for use of buses, as part of the scheme a layby is to be provided to allow buses to stop off the main carriageway. A Bus Stop Clearway (7am – 7pm) is proposed to be imposed by virtue of the national Traffic Regulation Order (Schedule 7, Part 6 of the Traffic Signs Regulations and General Directions 2016), preserving or improving the amenities of the area through which the road runs.

Outside the hours of operation of buses (between 7pm – 7am), parking in the layby can safely be accommodated without affecting the free-flow of traffic along the route, therefore unrestricted parking is proposed to be retained.

2.6 St Georges Way (Opposite Railway Station)

To accommodate additional pedestrian and cycle traffic, the existing unrestricted parking on the east side of St Georges Way is to be removed. Parking in dedicated laybys opposite Bermuda Railway Station (west side of St Georges Way) can safely be accommodated without affecting the free-flow of traffic along the route, therefore unrestricted parking is proposed to be included within the scheme.

2.7 St Georges Way (Opposite Railway Station)

To accommodate additional pedestrian and cycle traffic, the existing advisory bays for disabled badge holders only on the east side of St Georges Way are to be removed. It is therefore proposed to formalise two parking places for use of Disabled Badge holders only on the west side of St Georges Way, preserving or improving the amenities of the area through which the road runs.

3. Schedule

No Waiting At Any Time

Heath End Road

- (i) South side, from its junction with Tenlons Road westwards for 80 metres
- (ii) South side, from its junction with Tenlons Road eastwards for 57 metres
- (iii) North side, from a point 5 metres east of its junction with Ashdown Drive eastwards for 121 metres

Tenlons Road

- (i) Both sides, for its entire length

Shillingstone Drive

- (i) Both sides, from its junction with Tenlons Road southwards for 10 metres
- (ii) Both sides, from its junction with Bermuda Road westwards for 10 metres

Bermuda Road

- (i) East side, from its junction with Heath End Road southwards for 76 metres (existing lines extended by 45 metres)
- (ii) East side, from its junction with Radley Drive northwards for 10 metres
- (iii) East side, from its junction with Radley Drive to its junction with Sargasso Lane
- (iv) East side then North side, from its junction with Sargasso Lane southwards then eastwards for 359 metres
- (v) West side, from its junction with Heath End Road to its junction with Tenlons Road
- (vi) West side, from its junction with Tenlons Road southwards for 17.5 metres
- (vii) West side, from its junction with Shillingstone Drive northwards for 20 metres
- (viii) West side, from its junction with Shillingstone Drive to its northern junction with Hazell Way
- (ix) West side, from its northern junction with Hazell Way to its southern junction with Hazell Way
- (x) South-west side, from its southern junction with Hazell Way to its junction with Rider Close
- (xi) South side, from its junction with Rider Close to its junction with Bermuda Village

Radley Drive

- (i) Both sides, from its junction with Bermuda Road eastwards for 10 metres

Sargasso Lane

- (i) Both sides, from its junction with Bermuda Road eastwards for 10 metres

The Bridleway

- (i) North side, from a point 10 metres east of the projected centre line of the junction with Bermuda Road, eastwards to Bermuda Bridge
- (ii) South side, from its junction with Bermuda Village to its junction with Templar Drive
- (iii) South side, from its junction with Templar Drive to its junction with the cul-de-sac section of The Bridleway
- (iv) South side, from its junction with the cul-de-sac section of The Bridleway to Bermuda Bridge

The Bridleway (cul-de-sac)

- (i) Both sides, from its junction with The Bridleway southwards for 15 metres

Bermuda Bridge

- (i) Both sides, for its entire length

St Georges Way

- (i) North side, from Bermuda Bridge to its junction with Buckingham Close
- (ii) East side, from its junction with Buckingham Close, southwards to the roundabout junction with the A444 (Griff Island)
- (iii) South side then West side, from Bermuda Bridge to its junction with Gresham Road
- (iv) West Side, from its junction with Gresham Road southwards for 66 metres
- (v) West side, from a point 100 metres north of its junction with Burlington Road, northwards for 57 metres
- (vi) West side, from its junction with Burlington Road northwards for 83 metres
- (vii) West side, from its junction with Burlington Road to the roundabout junction with the A444 (Griff Island)

Buckingham Close

- (i) Both sides, from its junction with St Georges Way northwards for 7 metres

Hazell Way

- (i) Both sides, from its northern junction with Bermuda Road westwards for 10 metres
- (ii) Both sides, from its southern junction with Bermuda Road westwards for 40 metres

Rider Close

- (i) Both sides, from its junction with Bermuda Road southwards for 10 metres

Bermuda Village

- (i) Both sides, from its junction with Bermuda Road southwards for 24 metres

Templar Drive

- (i) Both sides, from its junction with The Bridleway southwards for 10 metres

Gresham Road

- (i) Both sides, from its junction with St Georges Way westwards for 10 metres

Burlington Road

- (i) Both sides, from its junction with St Georges Way westwards for 18 metres

No Waiting, Monday – Friday 8am – 6pm

Bermuda Road

- (i) East side, from a point 76 metres south of its junction with Heath End Road, southwards for 188 metres
- (ii) West side, from a point 17.5 metres south of its junction with Tenlons Road, southwards for 162 metres

Disabled Badge Holders Only

St Georges Way

- (i) West side, from a point 83 metres north of its junction with Burlington Road, northwards for 17 metres

Bus Stop Clearway 7am – 7pm

Bermuda Road

- (i) North side, from a point 359 metres southwards then eastwards of its junction with Sargasso Lane eastwards for 34 metres

4. Existing orders to be varied

The Warwickshire County Council (Borough of Nuneaton and Bedworth) (Permitted Parking Area and Special Parking Area) (Waiting Restrictions, On-Street Parking Places and Residents' Parking) (Consolidation) Order 2017

5. Priority

High