

Proposed Decision to be made by the Portfolio Holder for Transport and Planning on or after 12 June 2020

Rugby Borough CPE Variation 4

Portfolio Holder	Portfolio Holder for Transport and Planning
Date of decision	June 2020
	Signed

Decision

That the Portfolio Holder for Transport and Planning approves that the below named proposed Traffic Regulation Order be made as advertised (or with such other title as amended to reflect the Order title change from a Permitted Parking Area and Special Parking Area to the correct term of Civil Enforcement Area).

Warwickshire County Council (Borough of Rugby) (Permitted Parking Area and Special Parking Area) (Waiting Restrictions, On-Street Parking Places and Residents' Parking) (Consolidation) Variation 4 Order 2020

With the exception of the following proposals;

- Cambridge Street – Limited Waiting 2 hours no return within 4 hours & Disabled Badge Holders Only
- Worcester Street – Limited Waiting Restrictions with resident permit exemptions
- Cromwell Road – No waiting at any time
- Dunchurch Road – Limited Waiting with residents permit exemptions

Reasons for decisions

- Throughout the year requests were received for changes to the parking restrictions across Rugby Borough, the requests that conformed to Warwickshire County Council parking policies were advertised in the Rugby Observer on 13th February 2020 in accordance with statutory procedure.
- The statutory criteria for decisions on making Traffic Regulation Orders are included as Appendix A.
- Drawings showing published proposals for waiting restrictions are found in Appendix B.
- Warwickshire County Councils parking policies can be found in full in Appendix C

Background Information

1. Cambridge Street – Limited Waiting and Disabled Badge Holders Only

1.1. A request was received to introduce limited waiting restrictions and a section of disabled badge holders only restrictions outside of the church on Cambridge Street.

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

Emails/letters	
Total objections	2
Total comments	3

Ref	Objections and comments received	Total number of responses containing the comment
A	Request that parking permits are introduced	3
B	The 2-hour waiting seems to be for the benefit of the church offices whilst the rest of the residents struggle to park near their homes	1
C	Parking is already made difficult because of the church	1
D	Welcome the proposed introduction of the disabled bays	1
E	Object to the 2-hour waiting, its purpose is unclear and in practise will not be helpful	1
F	Request for a loading bay to allow for the dropping off and collecting of mainly people but sometimes goods.	1
G	Object to the installation of Disabled Badge Holder Only space, there is already difficulty in parking along Cambridge Street	1
H	Request marked bays along Cambridge Street	1

Ref	Officer Comments
A/C	It is acknowledged that Cambridge Street is a residential street that suffers from issues with long-term parking, exacerbated by the fact that surrounding streets are included in the R2 residential parking zone. A residential parking scheme was consulted on in the past and was rejected by the residents of Cambridge Street.
B/E	The 2-hour waiting restrictions and disabled bays were proposed to prevent long term parking outside of the church and the church offices. This has the benefit of providing a turnover of parking which will aid in providing a passing place for vehicles travelling along Cambridge Street.
D	No comment necessary.
F	A loading bay is for the loading and unloading of goods which can also be done in a limited wait bay. The picking up and setting down of passengers can also occur within a disabled bay. Therefore, these proposals are more suitable as they provide a section that allows for picking up and setting down passengers, disabled parking spaces and regular parking spaces without prohibiting the loading and unloading of occasional goods.
H	It is against the policy of Warwickshire County Council to mark out individual parking bays parallel to the kerbside. This is because one of the offences for which a vehicle can be issued a PCN is parking outside of a marked bay. Therefore, in the interest of fairness, the bays would have to be long enough to accommodate the largest possible

vehicle that would be expected to park which would reduce the capacity of the parking bays as a whole.

Recommendations

Due to the level of objections that mention concerns with the amount of parking available for the residents of Cambridge Street, it is recommended to withdraw these proposals.

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. Lammas Court & Dyers Lane, Wolston – No Waiting at any Time

2.1. Lammas Court is a residential cul-de-sac off of Dyers Lane, Wolston. A request was received to extend the double yellow lines on Dyers Lane at the junction of Lammas Court.

2.2. 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	Concerned cars will park further into Lammas Court	1

Ref	Officer Comments
A	It is acknowledged that these proposals may push the existing parking further into Lammas Court, however, the purpose of these proposals is to only prevent parking where it would be considered dangerous.

Recommendations

It is recommended to implement the 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. High Street Service Road, Hillmorton – No Waiting at any Time

3.1. The service road along High Street Hillmorton is mainly fronted by residential properties with a school and a swimming pool. A request was received to extend the double yellow lines along the service road and these restrictions were designed with input from the local County Councillor.

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

Emails/letters	
Total objections	1
Total comments	13

Ref	Objections and comments received	Total number of responses containing the comment
A	Support the proposals	8
B	Concerned that the proposals will push cars further into Duffy Place	2
C	Request that the existing 'Keep Clear' markings are refreshed	1
D	Request that the restrictions are enforced if they are implemented	1
E	Concerned that cars would be displaced further up the service road	2
F	Request that the lines are extended further along the service road	1

Ref	Officer Comments
A	No comment necessary
B/E/F	These proposals were designed with input from the local county councillor with the intention to reduce the levels of obstructive parking along the service road. It is acknowledged that these proposals could potentially move the existing parking further along the service road however, the purpose of these proposals is to only prevent parking where it would be considered dangerous.
C	If the proposals are implemented the 'keep clear' markings can be refreshed as part of that work else this request will be forwarded onto the locality officer.
D	These restrictions will be enforced in accordance with the current practice that Warwickshire County Council applies to all other parking restrictions across the county

Recommendations
It is recommended to implement the proposals as advertised

Members Comments
I just want to reiterate my support for the proposals within my division of Hillmorton, and am pleased to see the recommendation being for them to proceed as planned.

4. Southam Road Dunchurch – Limited Waiting & No Waiting at any Time

4.1. Southam Road, Dunchurch has a section of Limited Waiting restrictions for the purpose of promoting the turnover of parking near to the village centre. The limited waiting restrictions are fronted by residential properties with no off-street parking and it is proposed to introduce a new zone for the properties.

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

Emails/letters	
Total objections	0

Total comments	3
Total Support	2

Ref	Objections and comments received	Total number of responses containing the comment
A	Support the proposals	2
B	Request that the double yellow lines are extended	1
C	Request that the timings for the limited wait are extended or part of the restrictions are changed to residents parking only	1

Ref	Officer Comments
A	No comment necessary
B	These restrictions were proposed to better accommodate residents of Southam Road that have the limited waiting restrictions outside their property. The extension of double yellow lines would need to be considered in a subsequent variation.
C	Residents only parking is against Warwickshire County Council policy, these proposals were designed to better accommodate residents living within the extents of the existing limited waiting bays by providing a residents permit zone to allow them to park for longer than the times indicated by the restrictions.

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. Worcester Street – Limited Waiting with residents permit exemptions

5.1. Worcester Street is a residential street fronted by terraced houses with no off-street parking available. The surrounding streets that are similar in character are controlled by a residents parking scheme therefore it was proposed to extend the R1 zone to cover Worcester Street.

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

Emails/letters

Total objections	4
Total comments	7

Ref	Objections and comments received	Total number of responses containing the comment
A	By putting the yellow lines back, spaces will be lost	3
B	Newbold Road should not be allowed permits to park on Worcester Street	2
C	Any parking restrictions would exacerbate the existing issues in Worcester Street	1

D	The parking problems are not during the day but overnight	1
E	Introducing permits along Worcester Street would potentially move parking to Lancaster Road	1
F	Support the proposals	2

Ref	Officer Comments
A	The yellow lines at the end of the road are existing no waiting at any time restrictions that are required to maintain an adequate turning space for vehicles thereby making the road safer.
B/C	The reasons behind these proposals were to prevent all day parking along Worcester Street and reduce the competition for spaces that often occurs along streets similar to Worcester Street. The Newbold Road properties were included within these proposals as it is likely that they already park in Worcester Street and Newbold Road (A426) is not suitable for cars to be parked for long periods of time.
D	The timings for the proposals were chosen because they are similar to the restrictions in the surrounding streets. Whilst this will help to ease competition for spaces during the daytime, it is unlikely to ease competition for spaces during the evenings
E	It is acknowledged that introducing parking restrictions along Worcester Street has the potential to move parking into other streets, however, it is anticipated that the volume of traffic that would be displaced would be relatively low.
F	No comment necessary

Recommendations

Due to the low levels of support compared to the level of support against introducing parking permits along Worcester Street, it is recommended that the proposals for the limited waiting are withdrawn but for safety reasons it is recommended that the double yellow lines at the junction remain.

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. Alwyn Road & Lime Tree Avenue, Rugby – No Waiting at any Time

6.1. Alwyn Road and Lime Tree Avenue are residential streets located just outside of the centre of Bilton. A request was received to prevent parking close to the junction in an obstructive manner.

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

Emails/letters	
Total objections	0
Total comments	4

Ref	Objections and comments received	Total number of responses containing the comment
A	Support the proposals	3
B	Without enforcement the restrictions would be ignored	1
C	These proposals will move the parking issues further down the road	2

D	Request that the restrictions are extended further down Alwyn Road	2
E	Request limited waiting restrictions	1
F	Request double yellow lines along Main Street, Bilton	1

Ref	Officer Comments
A	No comment necessary
B	These restrictions will be enforced in accordance with the current practice that Warwickshire County Council applies to all other parking restrictions across the county
C/D/E/F	It is acknowledged that these proposals could potentially move the existing parking further along the service road however, the purpose of these proposals is to only prevent parking where it would be considered dangerous. For the proposals to be extended further along any of the roads or if limited waiting restrictions were introduced, this would require further consultation with the likely outcome that residents will object on the grounds that it is over restrictive or unnecessary

Recommendations
It is recommended that these proposals are implemented 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.

7. Cromwell Road & Benn Street, Rugby – No Waiting at any Time

7.1.A request was received to implement double yellow lines at the crossroad junction of Cromwell Road and Benn Street to prevent parking in an obstructive manner near to the junction.

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

Emails/letters	
Total objections	1
Total comments	0

Ref	Objections and comments received	Total number of responses containing the comment
A	These proposals will increase the pressure on the parking	1
B	Request a permit system to better allocate spaces	1

Ref	Officer Comments
A	It is acknowledged that these proposals will reduce the overall capacity of the road however, the purpose of these proposals is to only prevent parking where it would be considered dangerous and not to prevent parking where it could be considered safe.
B	Residents parking permits are only considered if they conform to Warwickshire County Councils policies on parking restrictions (contained in part below and in full in Appendix C). <i>(i) The streets should be located in or adjacent to a town centre or other major</i>

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.*

Permits at this location would not conform to points (i) and (iii) and as such would not be suitable for this location and could be considered unfair to similar streets in the county that have been denied parking permits on similar grounds

Recommendations

Due to the lack of engagement during the consultation period this implies that there is a perception amongst the residents that this is not a dangerous junction. However, these restrictions will aid in preventing dangerous parking from becoming an issue in the future, should the number of cars needing to park increase. Therefore it is recommend to introduce the restrictions as advertised.

Members Comments

This matter is an ongoing concern the highway code is clear about parking at junctions and drivers cannot see effectively when turning out. I would ask that this junction is provided with the double yellow lines as requested.

8. Hopps Lodge Drive, Rugby – No Waiting at any Time

8.1. A request was received to introduce double yellow lines at the junction of Hopps Lodge Drive and St Peters Road to prevent cars from parking in an obstructive manner close to the junction.

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

Emails/letters	
Total objections	1
Total comments	2

Ref	Objections and comments received	Total number of responses containing the comment
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A	Support the proposals	1
B	The proposals will limit the amount of parking in the area	1
C	Request that resident parking permits are introduced	1
D	Request that the lines are extended to 15 metres	1

Ref	Officer Comments
A	No comment necessary
B/D	It is acknowledged that these proposals will reduce the overall capacity of the road however, the purpose of these proposals is to only prevent parking where it would be considered dangerous and not to prevent parking where it could be considered safe such as further into Hopps Lodge Drive or along St Peters Road
C	<p>Residents parking permits are only considered if they conform to Warwickshire County Councils policies on parking restrictions (contained in part below and in full in Appendix D).</p> <p><i>(vii) The streets should be located in or adjacent to a town centre or other major commuter/shopper attraction.</i></p> <p><i>(viii) The streets included shall be predominantly residential in nature.</i></p> <p><i>(ix) The streets shall form a group in an identifiable area rather than individual streets in isolation.</i></p> <p><i>(x) 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> <p><i>(xi) 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.</i></p> <p><i>(xii) 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.</i></p> <p>Permits at this location would not conform to points (i), (iii) and (iv) and as such would not be suitable for this location and could be considered unfair to similar streets in the county that have been denied parking permits on similar grounds</p>

Recommendations

It is recommended that these proposals are implemented 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.

9. Dunchurch Road, Rugby – Limited Waiting with Residents exemptions

9.1. Dunchurch Road has a section of limited waiting with residential properties fronting it that have no off street parking available. It was proposed to include the properties into the R4 residents parking zone and allow permit exemptions.

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

Emails/letters	
Total objections	1
Total comments	2

Ref	Objections and comments received	Total number of responses containing the comment
A	The proposals will not alleviate the current parking issues	1
B	Support the proposals	1

Ref	Officer Comments
A	These proposals will aid in reducing the competition for spaces during the day however they will not be able to assist with parking issues that may arise during the evening or overnight.
B	No comment necessary

Recommendations
It is recommended to withdraw these proposals as there was a lack of interest and support from the residents of the properties affected.

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.

Financial implications

All work will be carried out with the existing 2020/21 CPE budget.

Environmental implications

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 scheme.

Report Author	Ben Davenport bendavenport@warwickshire.gov.uk,
Assistant Director	Dave Ayton-Hill
Lead Director	Strategic Director for Communities
Lead Member	Portfolio Holder for Transport and Planning

Urgent matter?	No
Confidential or exempt?	No
Is the decision contrary to the budget and policy framework?	No

List of background papers

Letters and email objections along with large scale plans that can be produced if required.

Members and officers consulted and informed

Portfolio Holder – Councillor Jeff Clarke

Corporate Board – Mark Ryder

Legal – Ian Marriott

Finance – Virginia Rennie

Equality – N/A

Democratic Services – Paul Williams

Councillors – Jeff Clarke

Local Member(s):

Yousef Dahmash

Jerry Roodhouse

Peter Butlin

Kam Kaur

Howard Roberts

Maggie O'Rourke

Heather Timms

Alan Webb

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

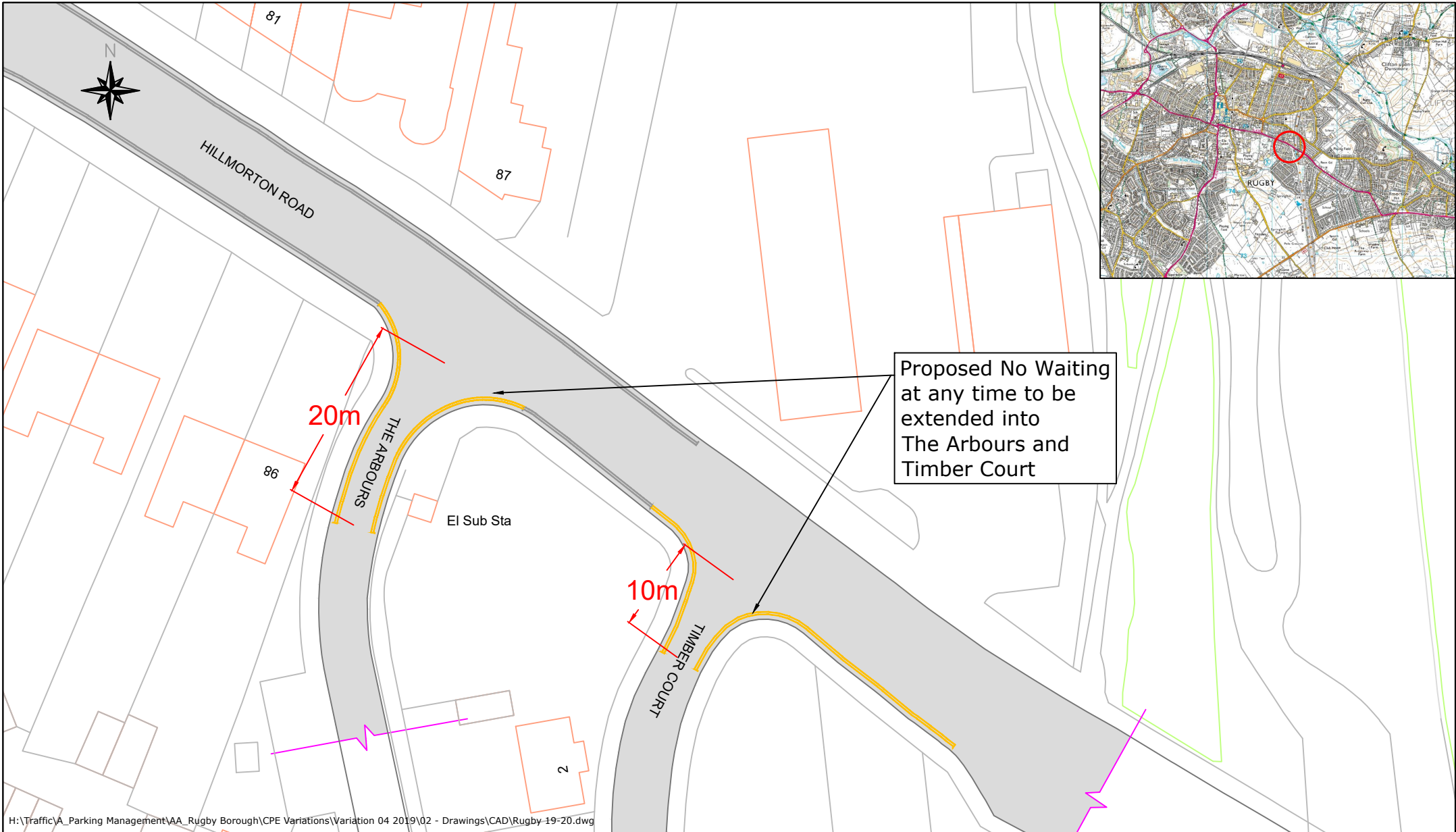
Various Roads, Borough of Rugby - Proposed Waiting Restrictions, On-Street Parking Places and Residents' Parking Permits – Variation 04

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).



Traffic & Road Safety
 Communities, Shire Hall Post Room
 Warwick, CV34 4SP
 Tel : 01926 410410

www.warwickshire.gov.uk
<mailto:communities@warwickshire.gov.uk>

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Drawing title

**No Waiting at any Time
 Proposed Restrictions
 The Arbours
 Rugby**

Project title

Rugby CPE Variation 4

Drawn by
BD

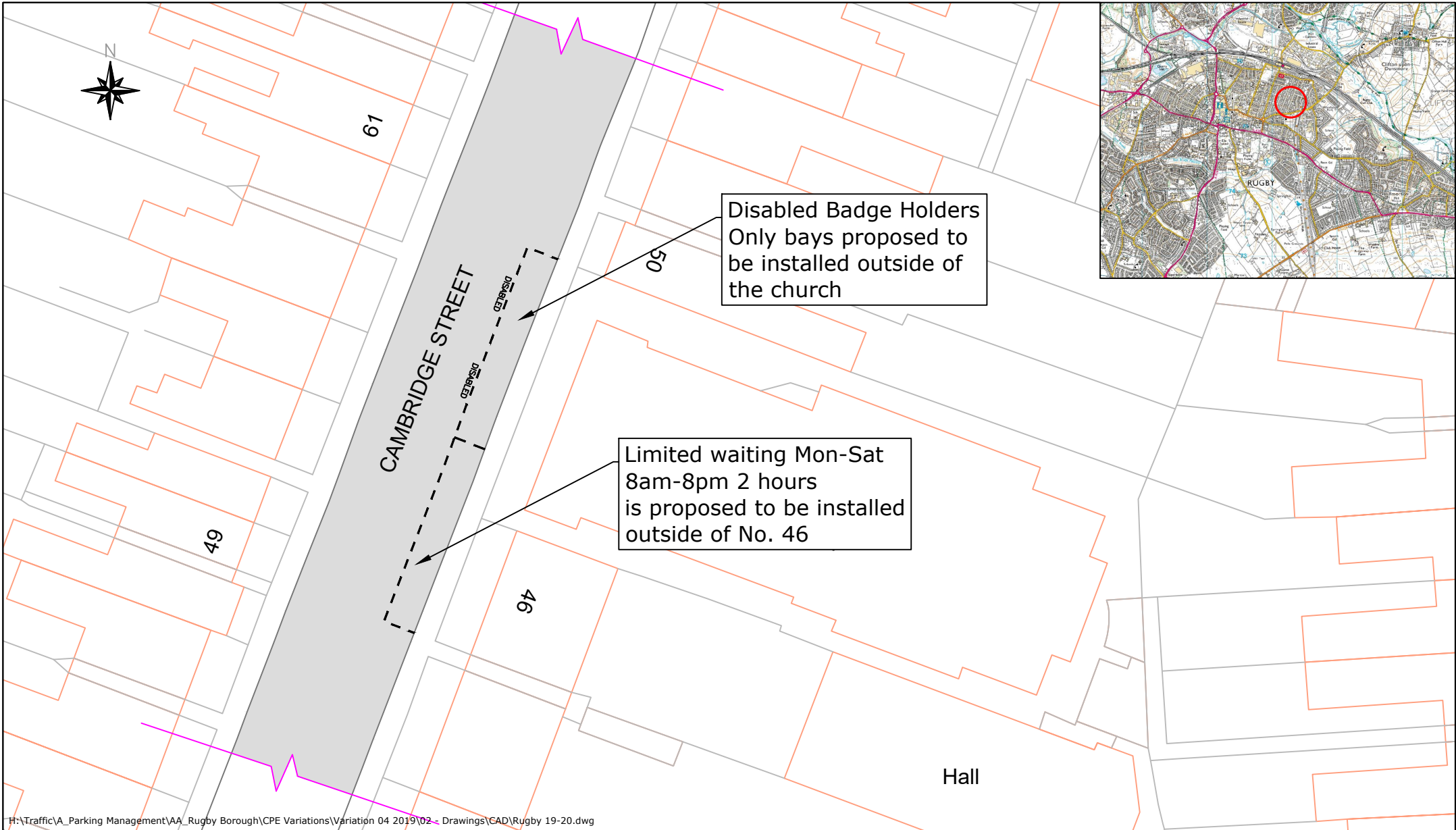
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Date
11 November 2019

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TR/11098-01



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 Warwick, CV34 4SP
 Tel : 01926 410410

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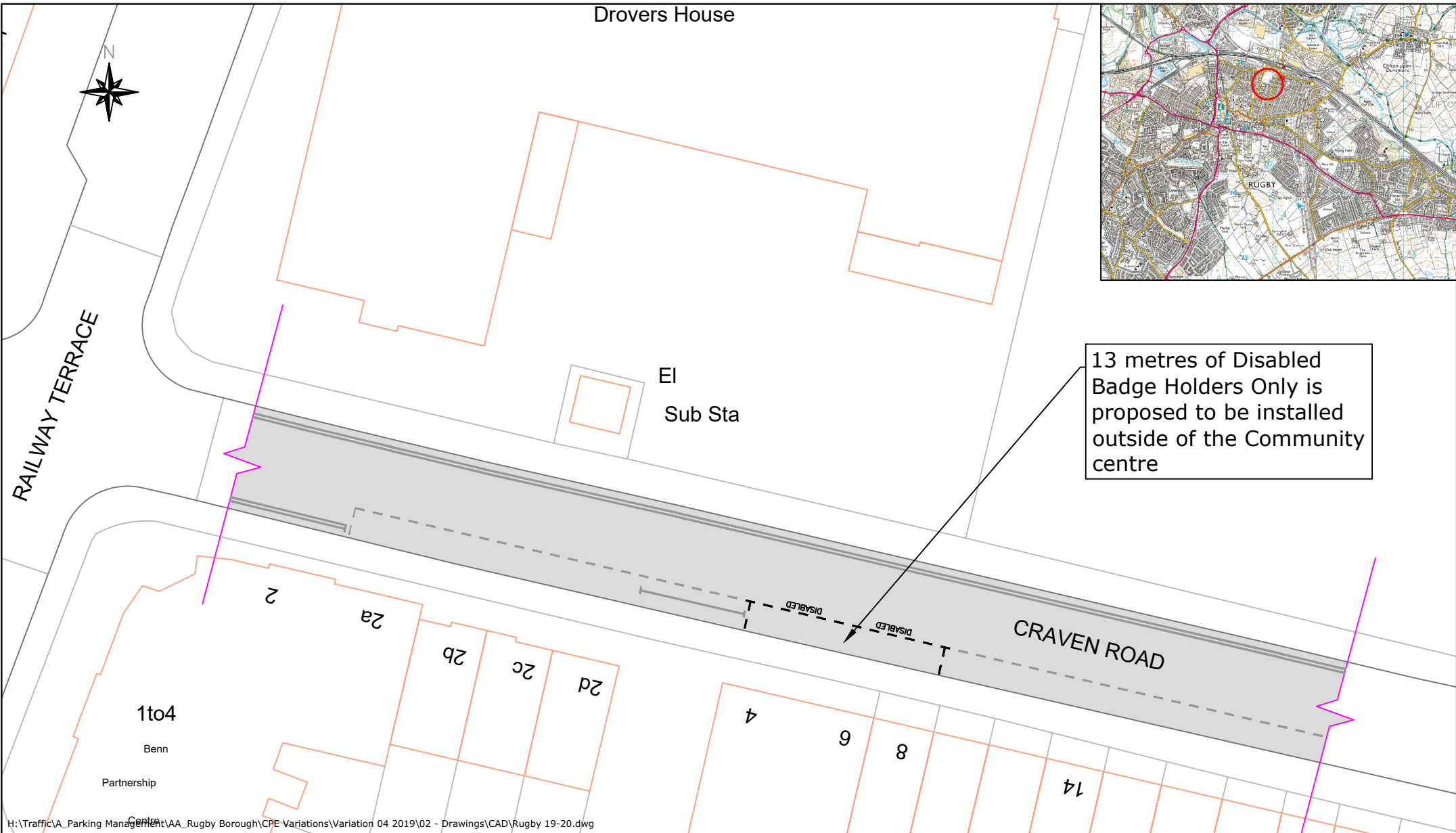
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Drawing title	No Waiting at any Time Proposed Restrictions Cambridge Street Rugby
Project title	
Rugby CPE Variation 4	

Drawn by	BD	Checked by	JR
Date	11 November 2019		
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 Warwick, CV34 4SP
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Drawing title
**Disabled Badge Holders Only
 Proposed Restrictions
 Craven Road
 Rugby**

Project title
Rugby CPE Variation 4

Drawn by BD	Checked by JR
Date 11 November 2019	
Scale NTS @ A4_L	
Drawing number TR/11098-03	

Gas
Gov

DYER'S LANE

LAMMAS COURT

15 metres

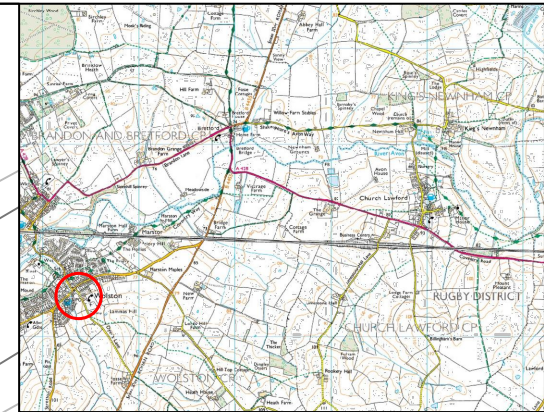
15 metres

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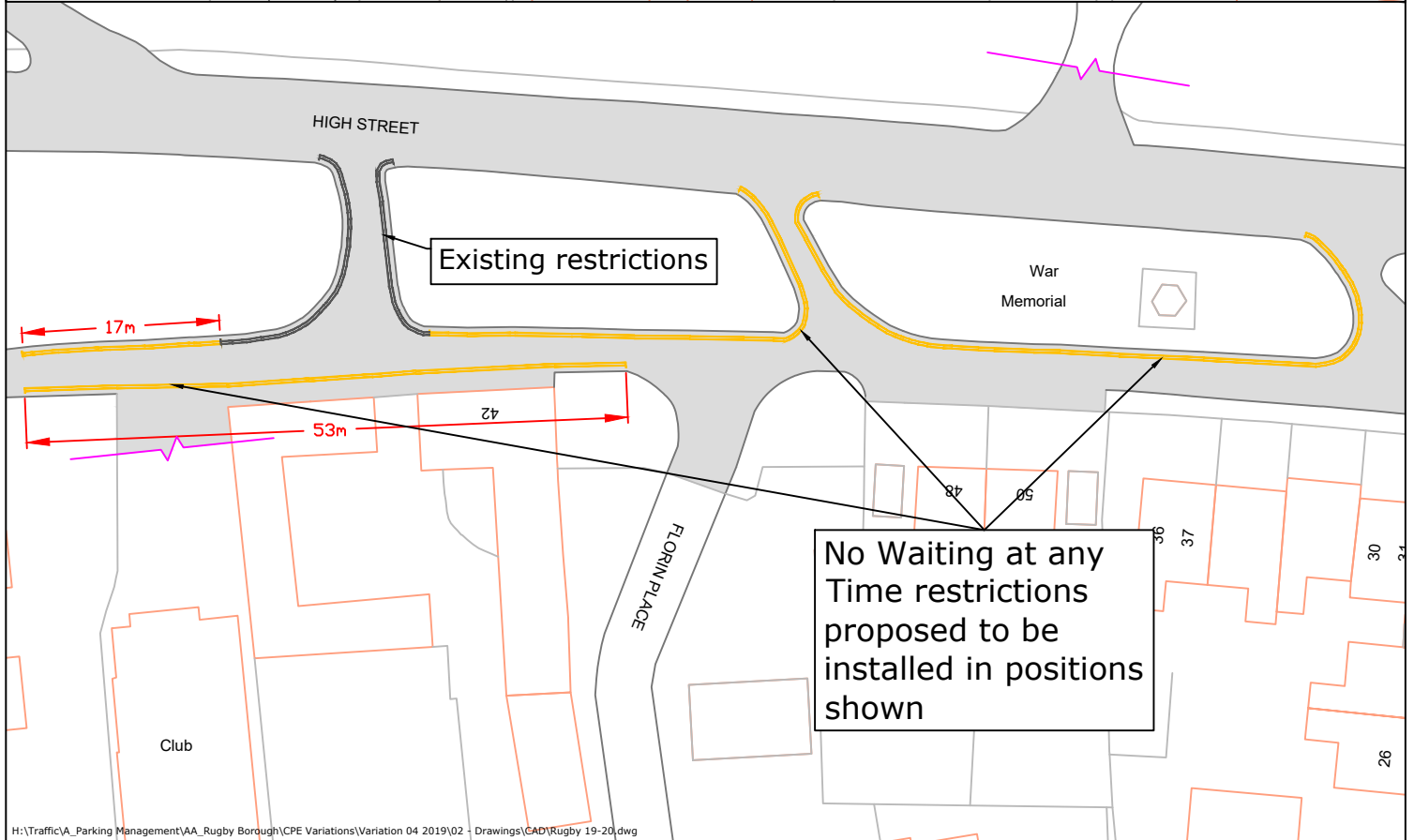
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Drawing title	No Waiting at any Time Proposed Restrictions Lammas Court Wolston
Project title	
	Rugby CPE Variation 4

Drawn by	BD	Checked by	JR
Date	11 November 2019		
Scale	NTS @ A4_L		
Drawing number	TR/11098-04		



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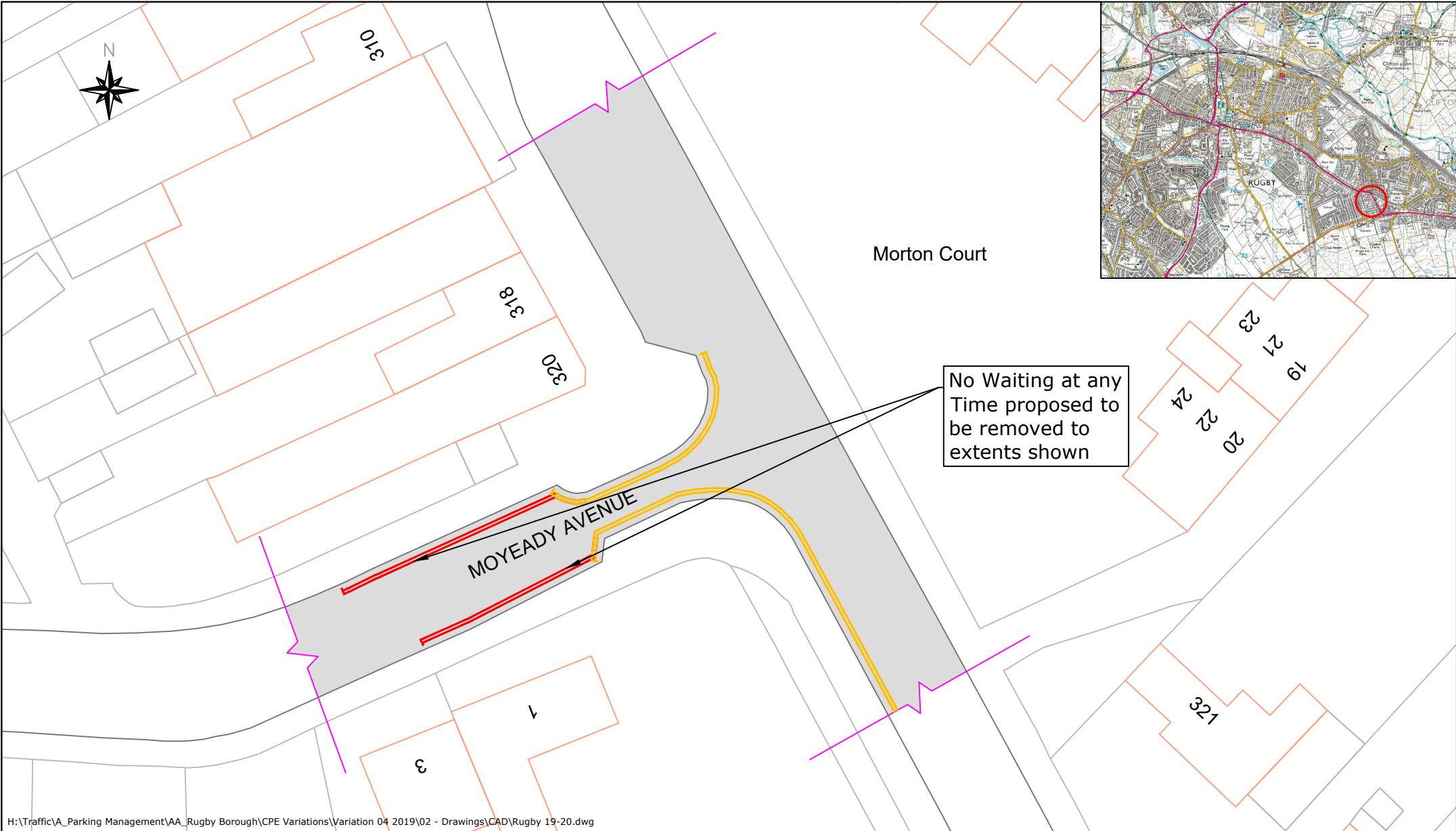
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Drawing title
No Waiting at any Time Proposed Restrictions High Street Hillmorton

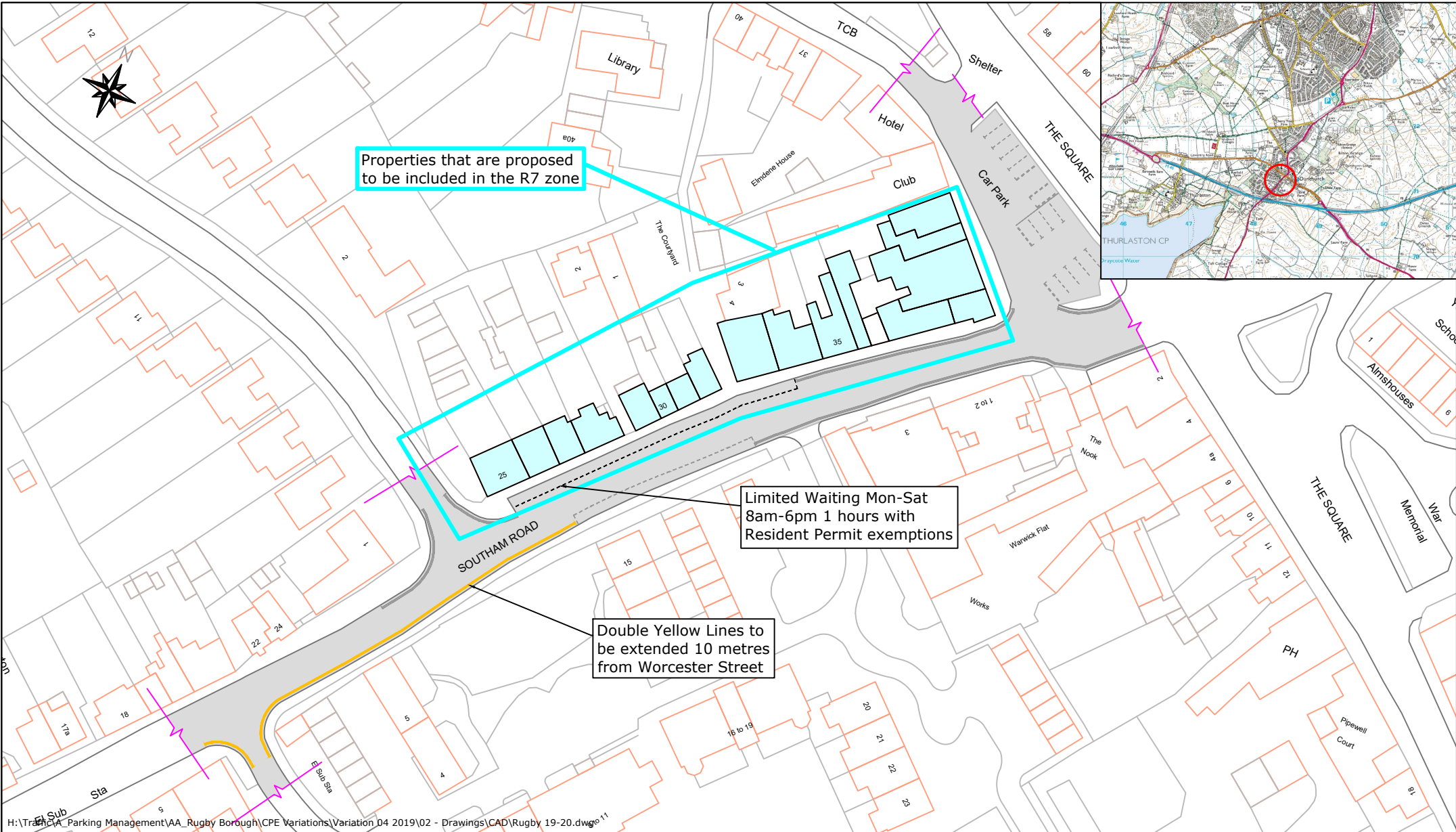
Project title
Rugby CPE Variation 4

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Drawing number TR/11098-05	



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		-	--/--	-	-	-		-	BD	JR
		-	--/--	-	-	-		-	Date	11 November 2019
		-	--/--	-	-	-		-	Scale	NTS @ A4_L
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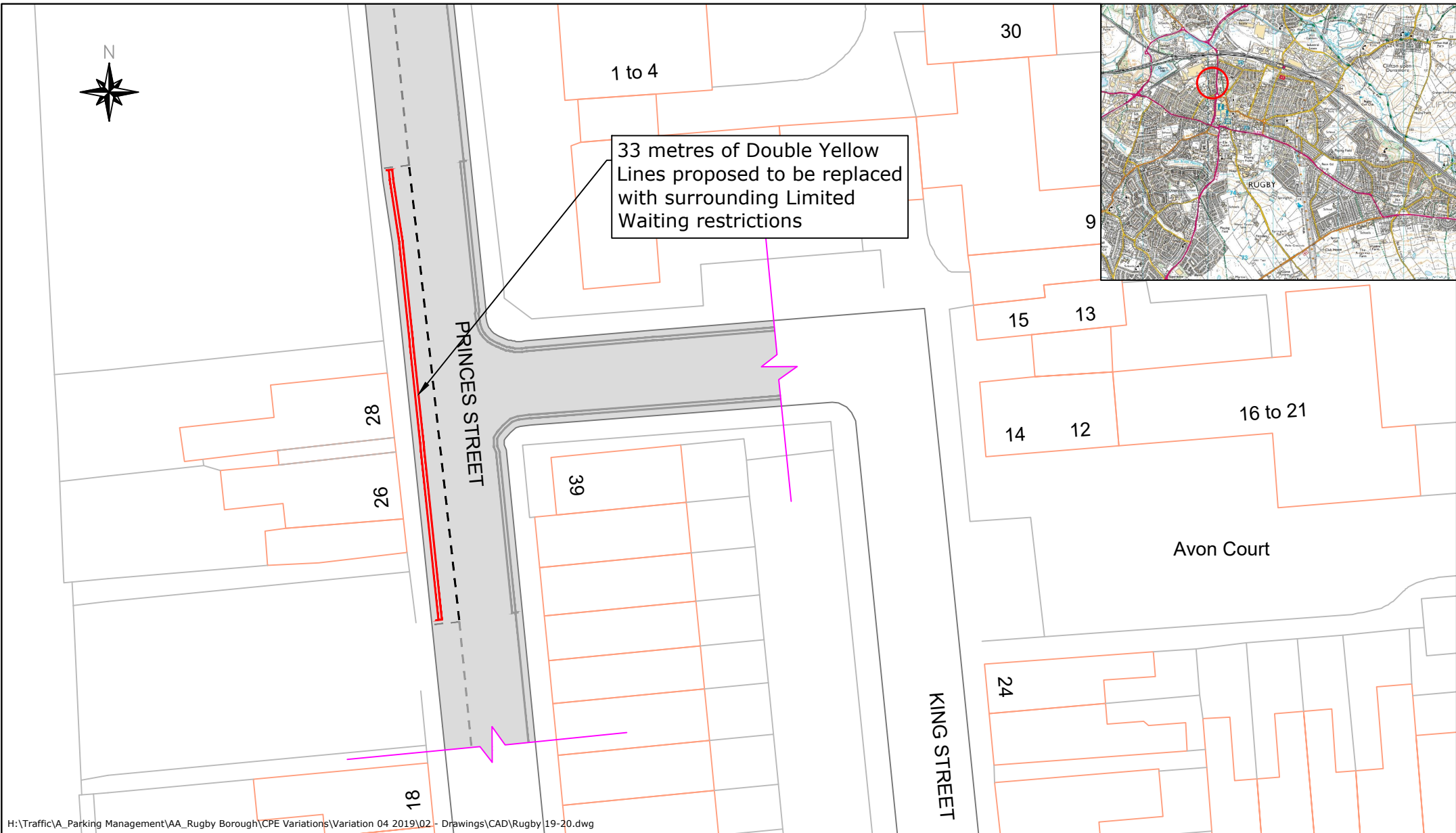
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Drawing title
Residents Parking Proposed Restrictions Southam Road Dunchurch

Project title
Rugby CPE Variation 4

Drawn by BD	Checked by JR
Date 11 November 2019	
Scale NTS @ A4_L	
Drawing number TR/11098-07	



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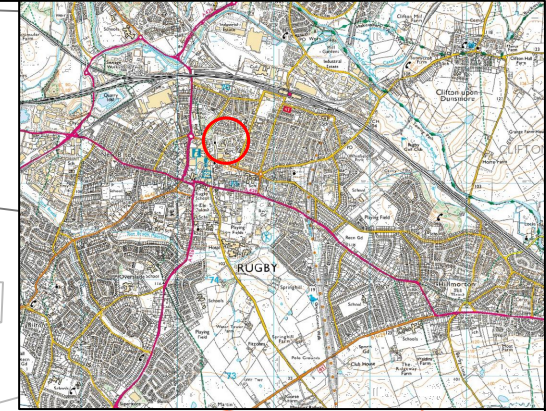
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Drawing title
**No Waiting at any Time
 Proposed Restrictions Removal
 Princes Street
 Rugby**

Project title
Rugby CPE Variation 4

Drawn by BD	Checked by JR
Date 11 November 2019	
Scale NTS @ A4_L	
Drawing number TR/11098-08	



REGENT STREET

Double Yellow Lines to be extended 5 metres further into Regent Street

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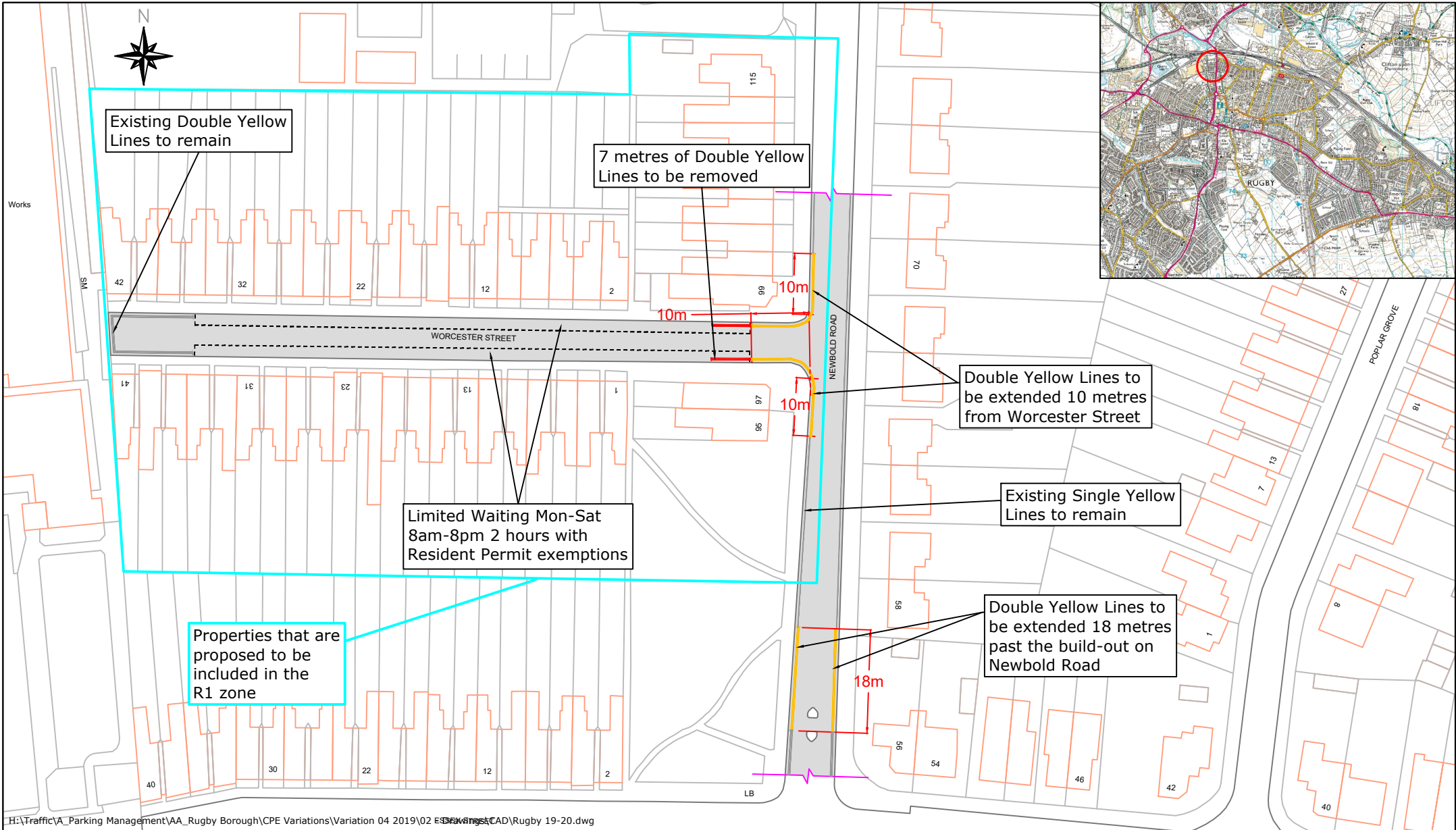
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Drawing title	<p>No Waiting at any Time Proposed Restrictions Regent Street Rugby</p>
Project title	

Drawn by	Checked by
BD	JR
Date	11 November 2019
Scale	NTS @ A4_L
Drawing number	TR/11098-09

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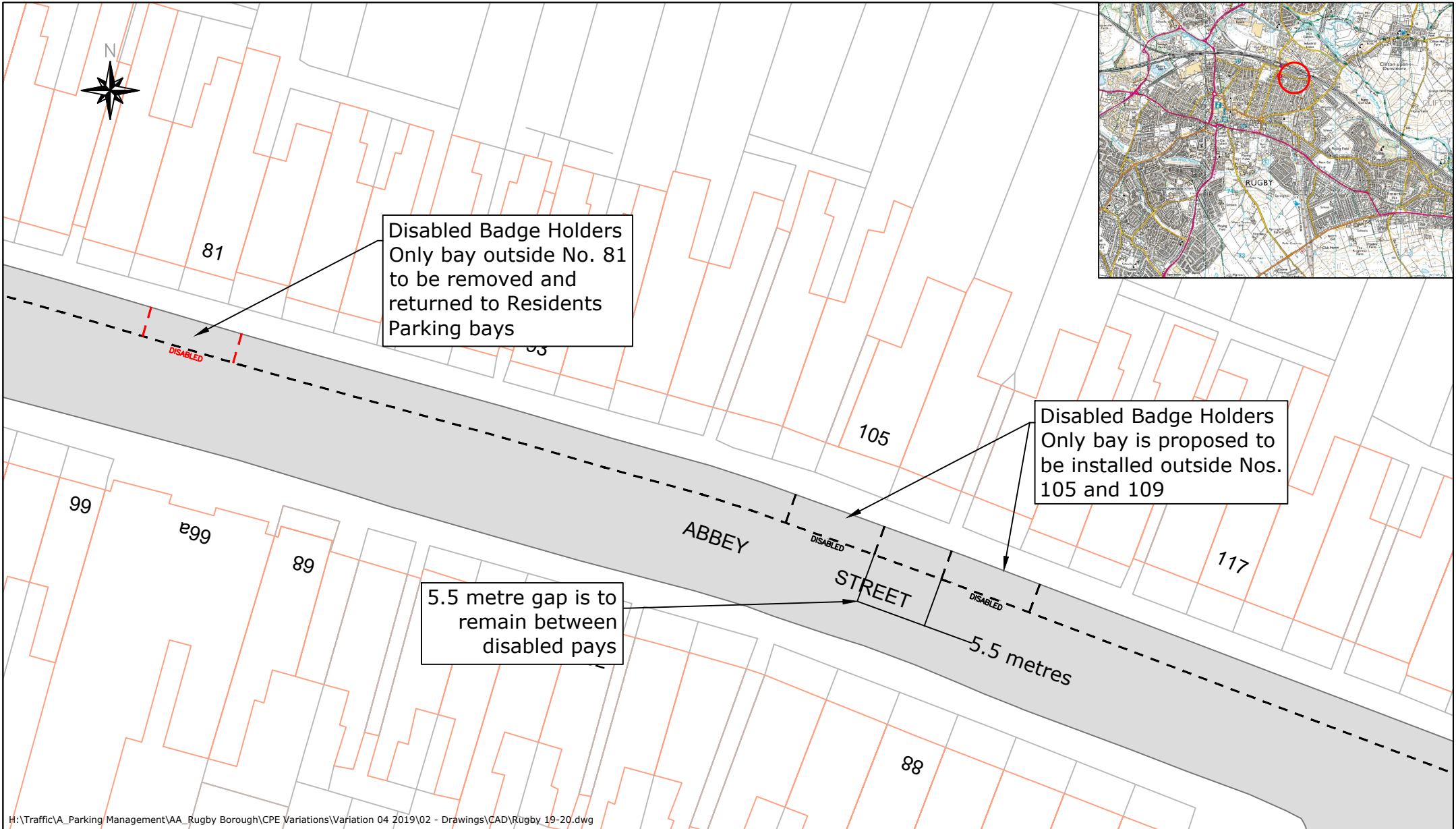
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Drawing title	Residents Parking Scheme Proposed Restrictions Worcester Street Rugby
Project title	
Rugby CPE Variation 4	

Drawn by	BD	Checked by	JR
Date	11 November 2019		
Scale	NTS @ A4_L		
Drawing number	TR/11098-10		



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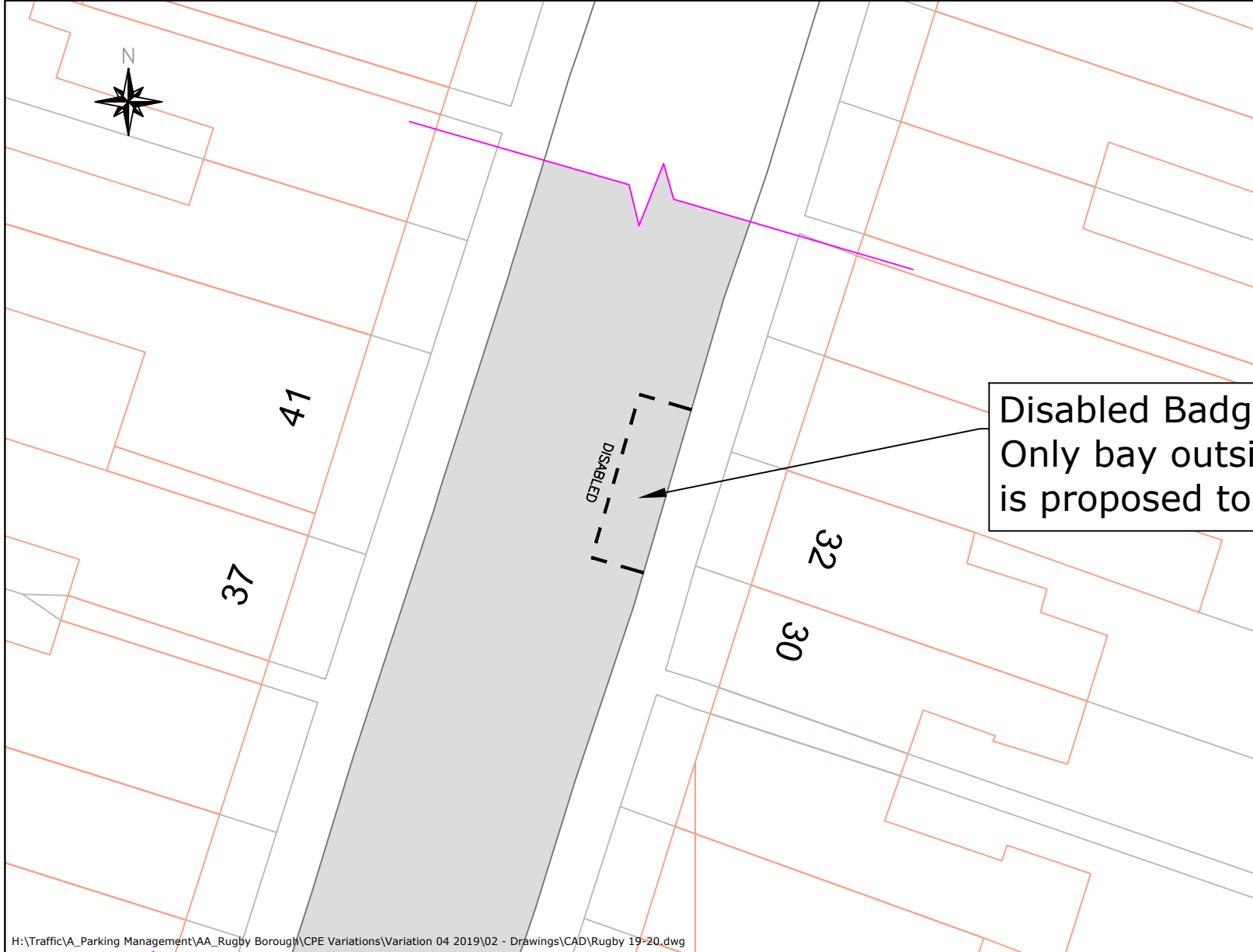
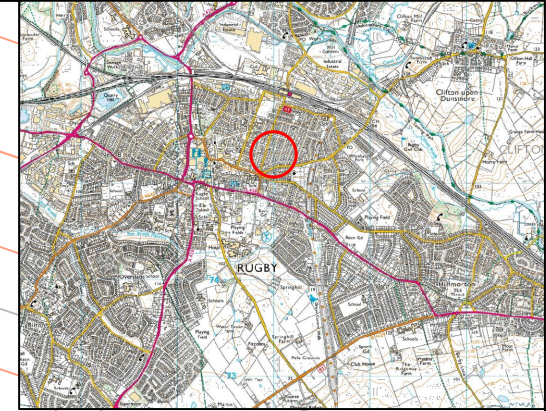
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Drawing title
Disabled Badge Holders Only Proposed Restrictions Abbey Street Rugby

Project title
Rugby CPE Variation 4

Drawn by BD	Checked by JR
Date 11 November 2019	
Scale NTS @ A4_L	
Drawing number TR/11098-11	



Disabled Badge Holders
Only bay outside No. 32
is proposed to be installed

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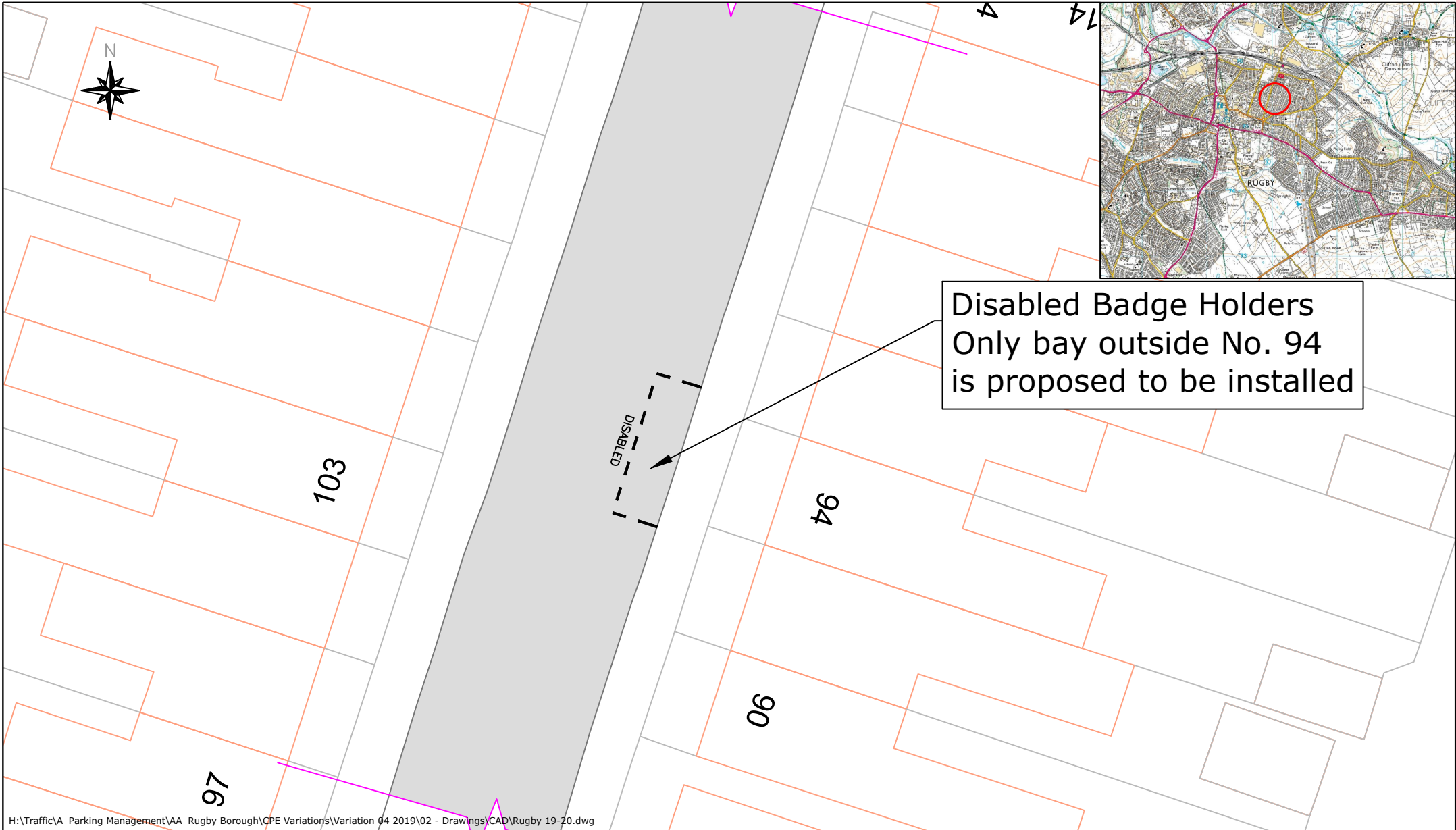
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Drawing title	Disabled Badge Holders Only Proposed Restrictions 32 Grosvenor Road Rugby
Project title	
Rugby CPE Variation 4	

Drawn by	BD	Checked by	JR
Date	11 November 2019		
Scale	NTS @ A4_L		
Drawing number	TR/11098-12		



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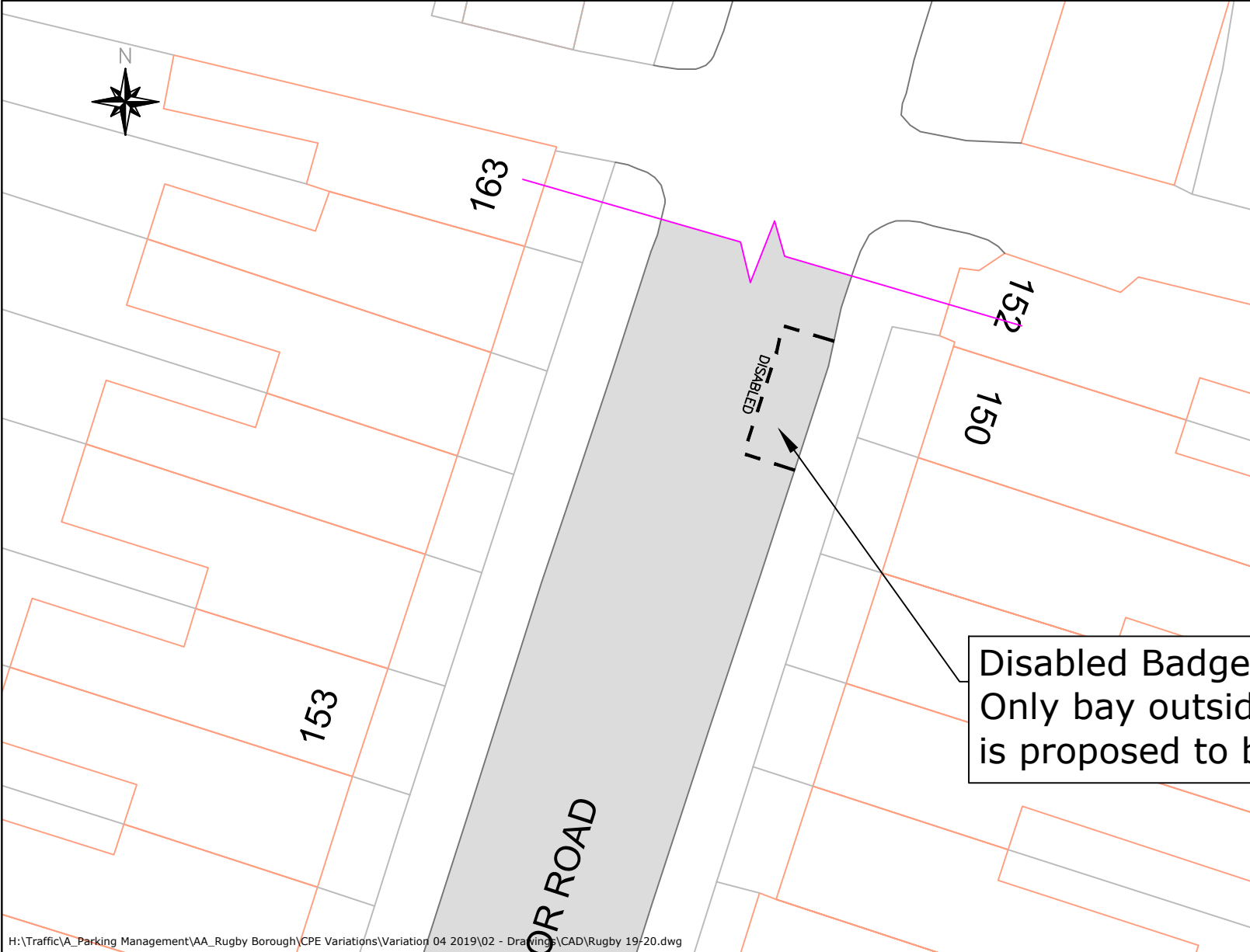
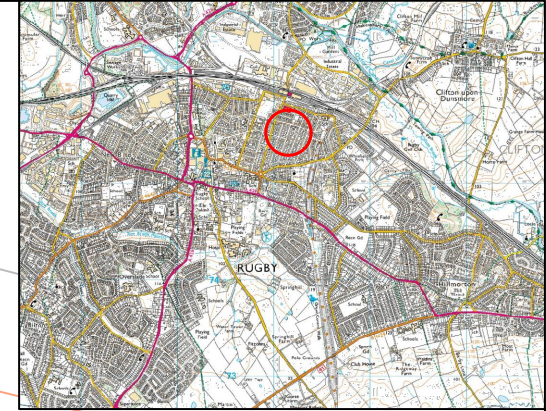
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Drawing title
**Disabled Badge Holders Only
 Proposed Restrictions
 94 Grosvenor Road
 Rugby**


Project title
Rugby CPE Variation 4

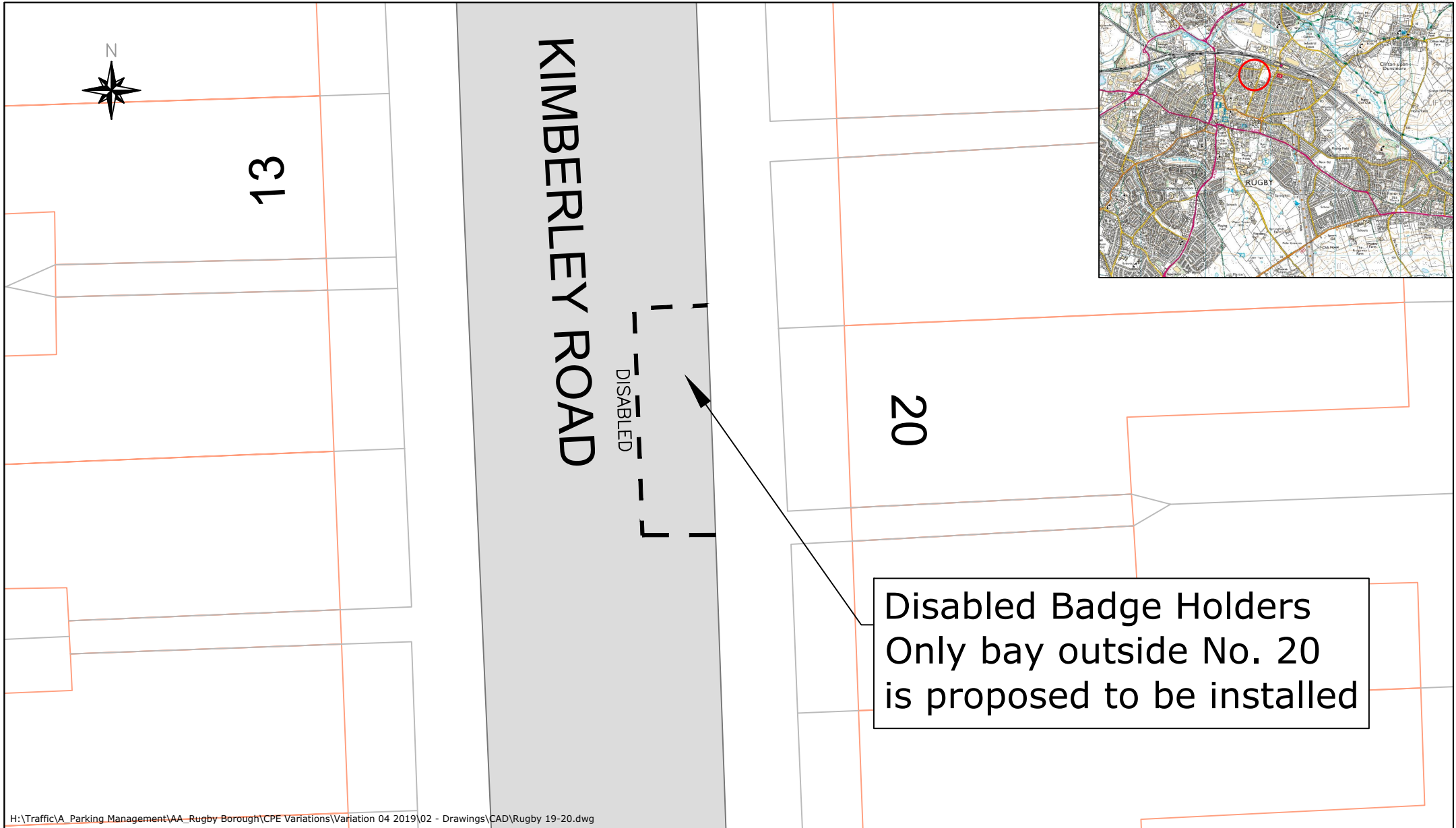
Drawn by BD	Checked by JR
Date 11 November 2019	
Scale NTS @ A4_L	
Drawing number TR/11098-13	



Disabled Badge Holders
Only bay outside No. 154
is proposed to be installed

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		-	--/--	-	-	-		-	BD	JR
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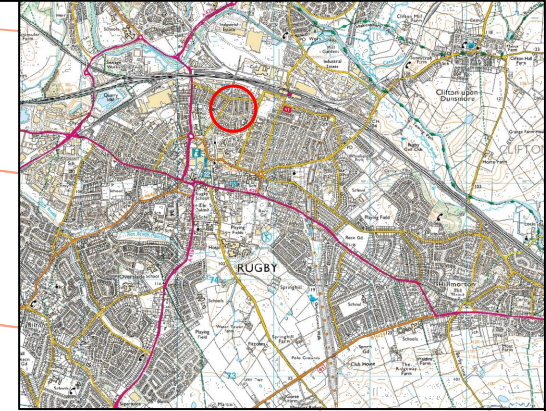
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Drawing title
**Disabled Badge Holders Only
 Proposed Restrictions
 20 Kimberley Road
 Rugby**

Project title
Rugby CPE Variation 4

Drawn by BD	Checked by JR
Date 11 November 2019	
Scale NTS @ A4_L	
Drawing number TR/11098-15	



Disabled Badge Holders
Only bay outside No. 33
is proposed to be installed

LOGGE ROAD

DISABLED

33

46

36

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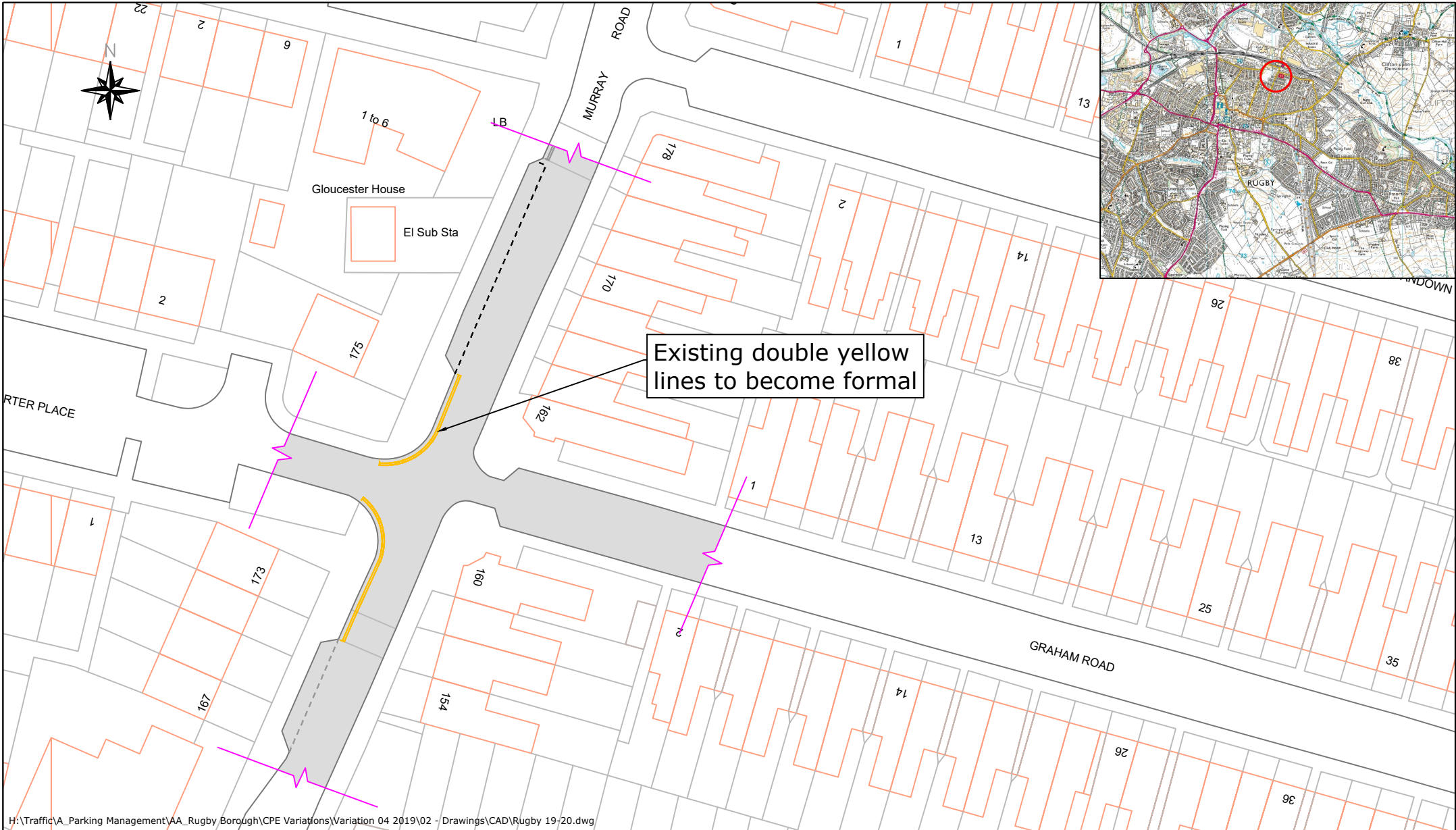
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Drawing title
**Disabled Badge Holders Only
Proposed Restrictions
33 Lodge Road
Rugby**

Project title
Rugby CPE Variation 4

Drawn by BD	Checked by JR
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Scale NTS @ A4_L	
Drawing number TR/11098-16	

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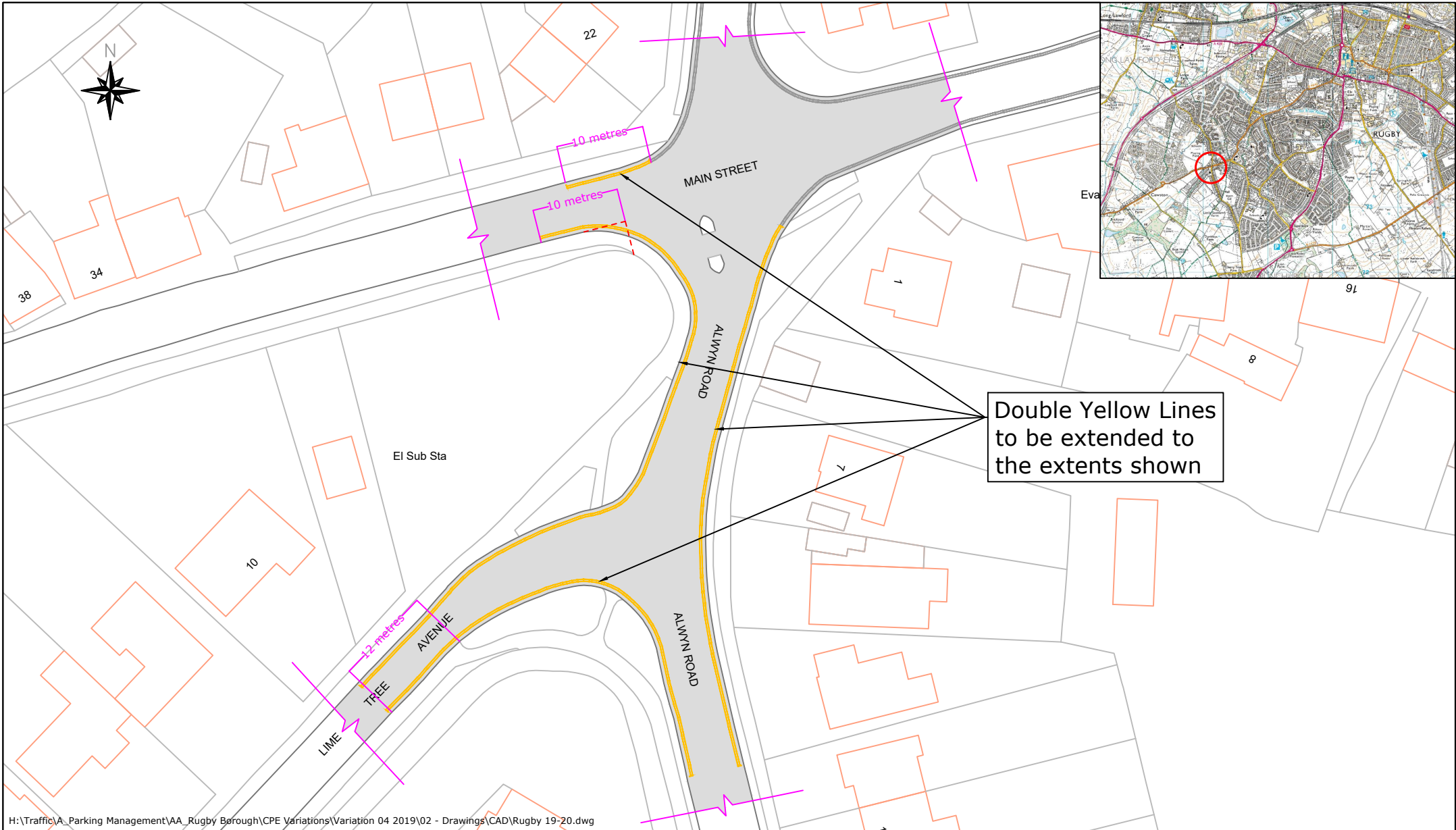
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Drawing title
**No Waiting at any Time
 Proposed Restrictions
 Murray Road
 Rugby**

Project title
Rugby CPE Variation 4

Drawn by BD	Checked by JR
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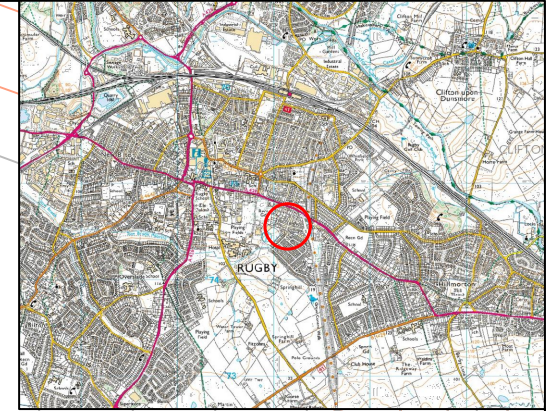
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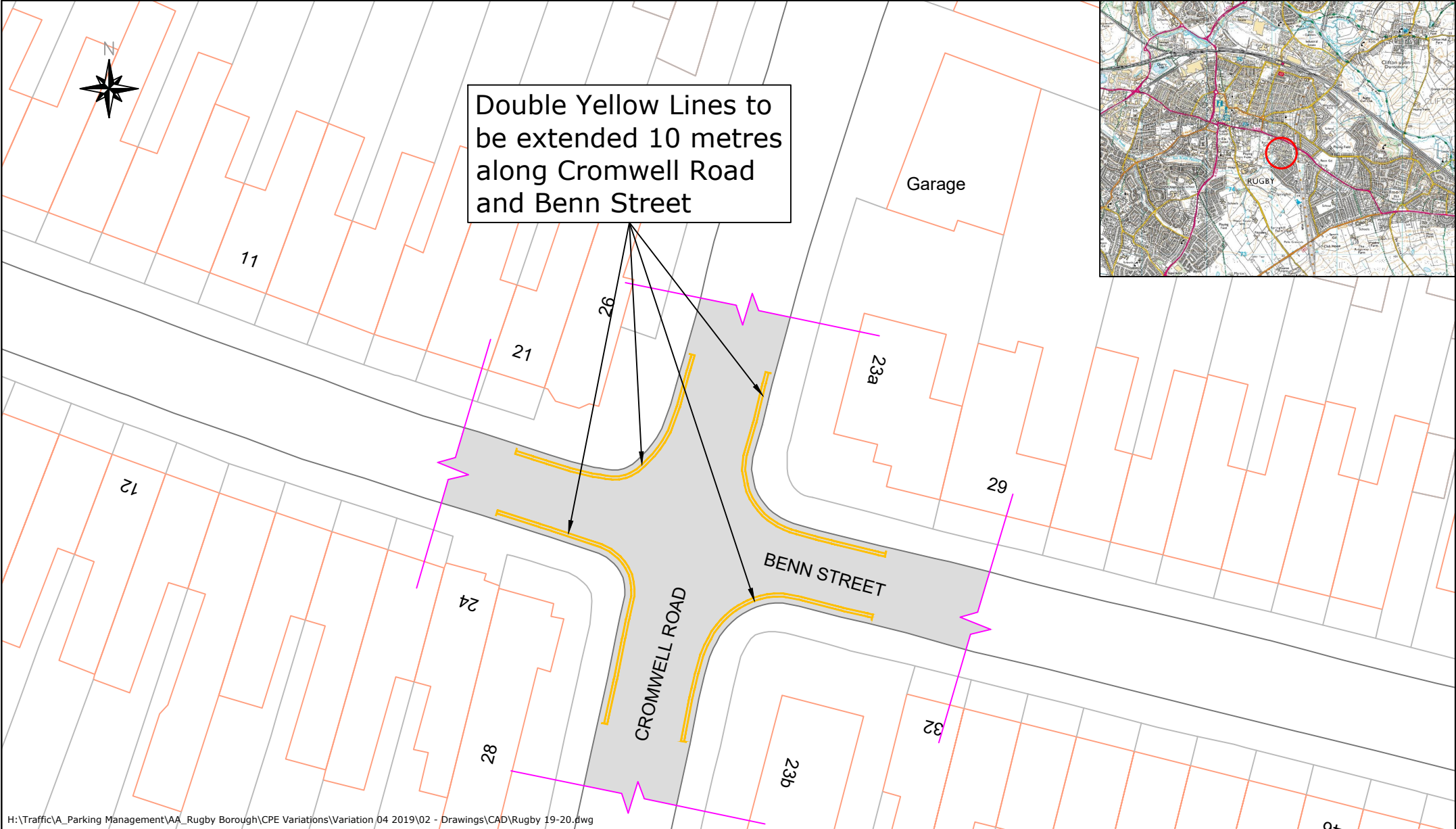
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Drawing title	No Waiting at any Time Proposed Restrictions Lime Tree Avenue and Alwyn Road Rugby
Project title	
Rugby CPE Variation 4	

Drawn by	BD	Checked by	JR
Date	11 November 2019		
Scale	NTS @ A4_L		
Drawing number	TR/11098-18		



Double Yellow Lines to be extended 10 metres along Cromwell Road and Benn Street



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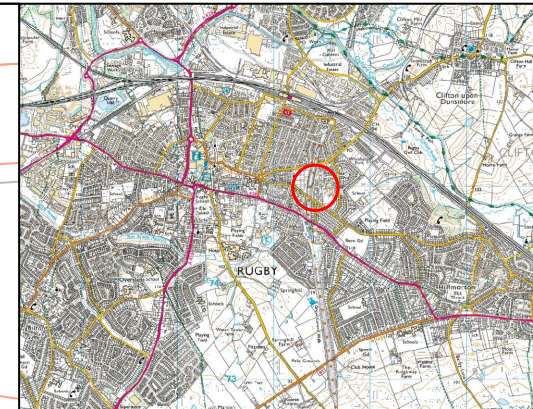
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Drawing title
No Waiting at any Time Proposed Restrictions Cromwell Road and Benn Street Rugby

Project title
Rugby CPE Variation 4

Drawn by BD	Checked by JR
Date 11 November 2019	
Scale NTS @ A4_L	
Drawing number TR/11098-19	



Double Yellow Lines to be extended 10 metres along St Peters Road and Hopps Lodge Drive

ST PETERS ROAD

HOPPS LODGE DRIVE

1

11

15

20

2

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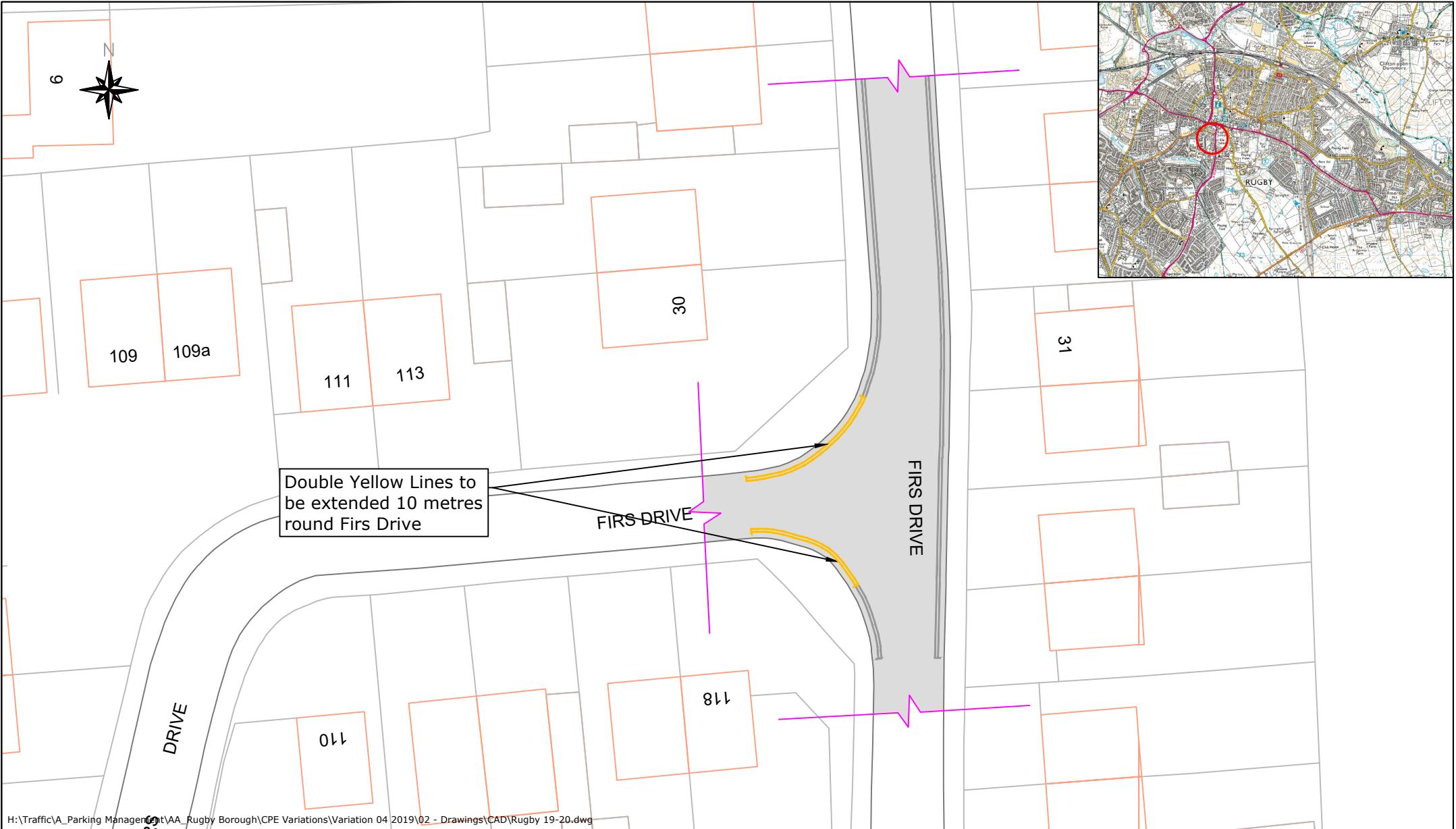
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Drawing title
No Waiting at any Time Proposed Restrictions Hopps Lodge Drive Rugby

Project title
Rugby CPE Variation 4

Drawn by BD	Checked by JR
Date 11 November 2019	
Scale NTS @ A4_L	
Drawing number TR/11098-20	



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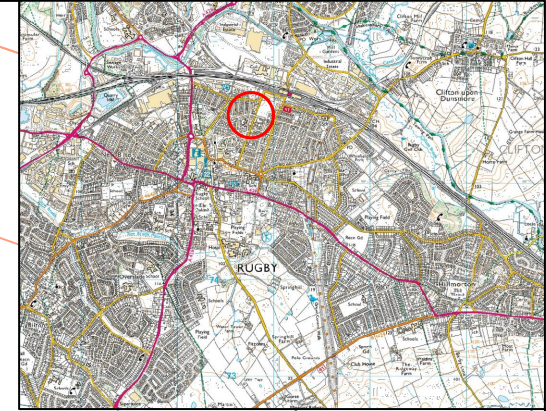
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Drawing title
**No Waiting at any Time
Proposed Restrictions
Firs Drive
Rugby**

Project title
Rugby CPE Variation 4

Drawn by BD	Checked by JR
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Scale NTS @ A4_L	
Drawing number TR/11098-21	



Existing double yellow lines to be extended by 5 metres

MANOR ROAD

RAILWAY TERRACE

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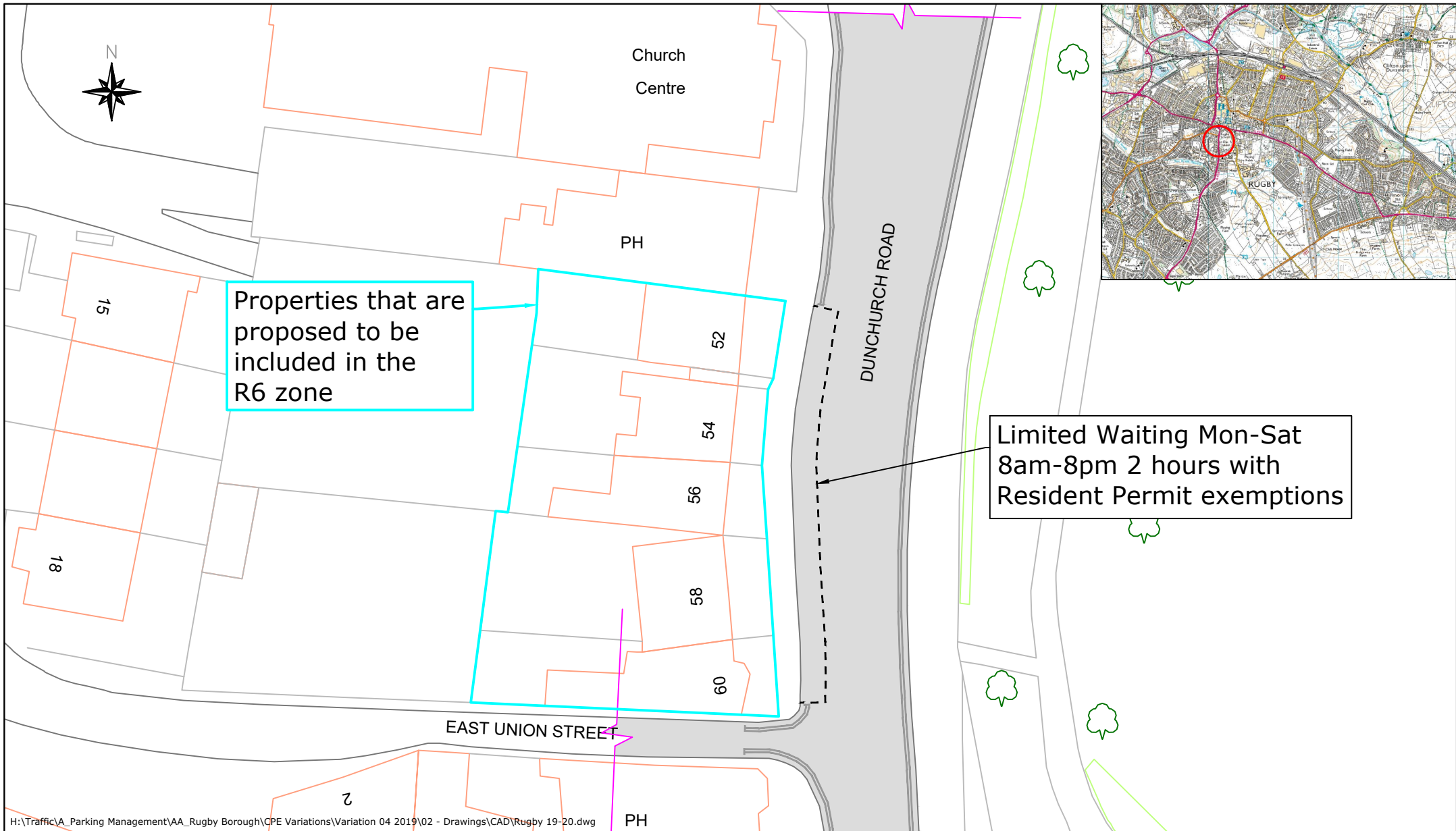
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Drawing title
**No Waiting at any Time
 Proposed Restrictions
 Manor Road
 Rugby**

Project title
Rugby CPE Variation 4

Drawn by BD	Checked by JR
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Drawing number TR/11098-22	



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 Tel : 01926 410410

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<mailto:communities@warwickshire.gov.uk>

NOTES

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REV	DATE	BY	CHK	AMENDMENT
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Drawing title
**Residents Parking Scheme
 Proposed Restrictions
 Dunchurch Road
 Rugby**

Project title
Rugby CPE Variation 4

Drawn by BD	Checked by JR
Date 11 November 2019	
Scale NTS @ A4_L	
Drawing number TR/11098-23	

**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:-

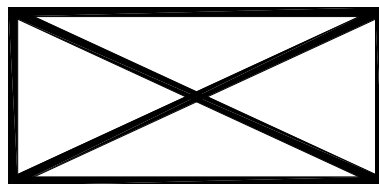
- (i) Registered Guest Houses
- (ii) Carers
- (iii) For the customers of established garage businesses

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 (as illustrated below) 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.

Informal Disabled Persons Parking Bay



D I S A B L E D

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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