

WARWICKSHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE WARWICKSHIRE COUNTY COUNCIL (BOROUGH OF RUGBY)
(CIVIL ENFORCEMENT AREA) (WAITING RESTRICTIONS, ON STREET PARKING
PLACES AND RESIDENTS' PARKING) (CONSOLIDATION) (VARIATION NO. 16)
ORDER 2026**

STATEMENT OF REASONS

1. BACKGROUND

Warwickshire County Council is proposing to vary the existing Warwickshire County Council (Borough Of Rugby) (Civil Enforcement Area) (Waiting Restrictions, On-Street Parking Places And Residents' Parking) (Consolidation) Order 2017 (as varied), the effect of which will be to introduce waiting restrictions on the lengths of Aqua Place, Edison Drive, Bell Road & Adjacent Streets, Rugby, as described in the Schedule below.

These are two adjacent estates – Aqua Place accessed from Mill Road, and Edison Drive, Bell Road and adjacent streets from Technology Drive. Both estates are primarily residential, near to Rugby railway station and Warwickshire College.

The majority of properties have access to off-street parking. However, high demand for parking from commuters and visitors to the college leads to obstructed driveways and pavements, and restricted traffic flow within the estates. Proposals are to introduce a no waiting restriction (Monday to Saturday, 10am to 11am) to prevent all-day parking, thereby improving free flow of traffic, reducing obstructive parking, and improving visibility in an area with high levels of pedestrian and cycle travel.

2. LEGAL FRAMEWORK

In deciding whether to make a Traffic Regulation 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.

The matters to which the Council must have regard are: -

- the desirability of securing and maintaining reasonable access to premises
- the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles to preserve or improve the amenities of the areas through which the roads run
- the national air quality strategy prepared under section 80 of the Environmental Protection Act 1995
- the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of people using or desiring to use such vehicles

- and any other matters appearing to the Council to be relevant

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).

Warwickshire County Council is proposing to make this Traffic Regulation Order based on the following legal grounds under the 1984 Act:-

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising;*
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians); and*
- (f) for preserving or improving the amenities of the area through which the road runs*

Removing all-day parking reduces demand for spaces, improving traffic flow and resulting in fewer instances of parking in an obstructive manner with regard to driveways and footways. This reduces conflict points between motorists and pedestrians and improves amenities for residents and their visitors.

The Council, as the Traffic Authority, is required to have regard to its duty under section 16 of the Traffic Management Act 2004, to manage the local road network to achieve as far as possible:

- securing the expeditious movement of traffic on the local road network; and
- facilitating the expeditious movement of traffic on road networks for which another authority is the Traffic Authority,
- having had regard to its other obligations, objectives and policies as far as possible.

The Council is required to have regard to its duty under section 149 of the Equality Act 2010 in the making of these proposals, and give regard to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it, and the need to:

- remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
- take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
- encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

Thorough consideration was given to the factors set out in Section 122 of the Road Traffic Regulation Act 1984 and Section 16 of the Traffic Management Act 2004 in proposing this Traffic Regulation Order.

Thorough consideration was given to the equality's duty of the Council under Section 149 of the Equality Act 2010.

3. SCHEDULE

Proposed No Waiting At Any Time

Bell Road, Rugby

- (i) Both sides, from its junction with Technology Drive, northwards for a distance of 5 metres

Proposed No Waiting Monday – Saturday 10am - 11am

Aqua Place, Rugby

- (i) West side, from a point 70 metres north-west of its junction with Mill Lane, northwards for the remainder of its length
- (ii) East side, from a point 75 metres north-west of its junction with Mill Road, northwards for the remainder of its length
- (iii) Cul-de-sac section fronting numbers 31-37 - both sides, for its entire length
- (iv) Cul-de-sac section fronting numbers 8-23 – both sides, from a point 10 metres south-west of its junction with Aqua Place, southwards then westwards for the remainder of its length
- (v) Cul-de-sac section fronting numbers 25-35 – both sides, for its entire length
- (vi) Cul-de-sac section fronting numbers 37-53 – both sides, for its entire length
- (vii) Cul-de-sac section fronting numbers 54-66 – both sides, for its entire length

Thomas Road, Rugby

- (i) Both sides, for its entire length

Lyttelton Close, Rugby

- (i) Both sides, for its entire length

Laing Close, Rugby

- (i) Both sides, for its entire length

Levis Close, Rugby

- (i) Both sides, for its entire length

Edison Drive, Rugby

- (i) Both sides, from a point 5 metres north of its junction with Technology Drive, initially northwards (then westwards, southwards and eastwards) for the remainder of its length

Bell Road, Rugby

- (i) Both sides, from a point 5 metres north of its junction with Technology Drive, northwards for the remainder of its length

Tainter Close, Rugby

- (i) South-west side, from its junction with Bell Road north-westwards for a distance of 14 metres

- (ii) North-east side, from its junction with Bell Road north-westwards for a distance of 9 metres

Parsons Close, Rugby

- (i) North then east side, from its junction with Edison Drive, westwards then northwards for a distance of 64 metres
- (ii) South then west side, from its junction with Edison Drive, westwards then northwards for a distance of 87 metres

4. Existing Order to be varied

The Warwickshire County Council (Borough of Rugby) (Civil Enforcement Area) (Waiting Restrictions, On Street Parking Places and Residents' Parking) (Consolidation) Order 2017 (As Varied)

5. Plans

Scheme Location	Consultation Plan Ref.	Map Tile Ref.	Revision No
Aqua Place, Rugby	PTRO26-019-01	EH99	1
		EI99	2
Edison Drive, Bell Road, Thomas Road, Tainter Close, Laing Close, Lyttelton Close, Levis Close, Parsons Close	PTRO26-019-01	EH98	1
		EH99	1
		EI98	1
		EI99	2

Ends.