

City of Stoke-on-Trent (Traffic Regulation) (University Quarter – Boughey Road Restricted Zone Permit Parking) (No.10) Order, 2020

NOTICE IS HEREBY GIVEN that the Council of the City of Stoke-on-Trent on 26 March 2021 made an Order under Sections 1, 2, 4, 23, 32, 35, 45, 46 and 51 of the Road Traffic Regulation Act, 1984. The Order shall come into operation on 17 May 2021. The effect of this Order is as follows: -

1. To establish dual use parking bays for Permit Parking Permits S5 at all times and limited waiting for non-permit holders for 1 hour no return within one hour in the following lengths of road on the west side of Boughey Road :-
 - (i) from a point 6m south of Carlton Road to a point 6m north of Spencer Road.
 - (ii) from a point 13m south of Thornton Road to a point 33m south of Thornton Road.

2. To establish a Restricted Zone to prohibit waiting at any time and allow parking only in signed bays in the following lengths of road
 - (i) Boughey Road from its junction with Spencer Road to its junction with Leek Road (by No.144 Boughey Road).
 - (ii) The whole of Spencer Road and Thornton Road

3. To establish a limited waiting bay for parking for 1 hour, no return within 1 hour on the east side of Boughey Road between points 160m and 178m south of Conway Street.

4. To prohibit all motor vehicular movement at the following junctions :-
 - (i) Boughey Road for a distance of 3 metres NW of Leek Road
 - (ii) Boughey Road (by No.144) for a distance of 3 metres NW of Leek Road

5. To remove property No's 106-144 Boughey Road from the Zone S1 Permit Scheme and relocate them within the Permit Parking Zone S5.

6. To provide a Puffin crossing place on Leek Road approximately 59 metres south west of the south western boundary of No.107 Leek Road.

A copy of this Order (with plans) may be examined on the City Council's Website or can be emailed upon request. Any request for this information should be submitted to traffic.orders@stoke.gov.uk . If you wish to question the validity of this Order or any provision in it on the grounds that it is not within the powers conferred by the above Act or on the grounds that the requirements of that Act or any instrument made under it has not been complied with in relation to the Order you may within six weeks of the date hereof apply to the High Court for this purpose.

DATED this 2nd day of April 2021.

Contact Officer: Dave Follows, Housing Development and Growth

Open Report



Operational Business Meeting (OBM) 03 February 2021

Permission to make City of Stoke-on-Trent (Traffic Regulation) (University Quarter – Boughey Road Restricted Zone Permit Parking) (No.10) Order, 2020

Report of Director of Housing, Development and Growth

Cabinet Member for Regeneration, Infrastructure and Heritage and Growth

Report Author: Richard Chadwick – Strategic Manager – Property, Regeneration and Growth

David Follows – Traffic Management Officer

Type of Decision: Chief Officer Delegated Decision

Cabinet Member: Cabinet Member for Regeneration, Infrastructure and Heritage

Wards Affected: Hanley Park and Shelton

Stronger Together Priorities and how they are applicable:

- Work with our communities to make them healthier, safer and more sustainable
- The scheme proposes beneficial improvements to the environment of Boughey Road increasing safety of pedestrians and wheeled users and improving pedestrian routes. It is one of a number of linked schemes in a package aimed at improving air quality and promoting active travel in 'a legible city'
- Help businesses to thrive and make our city more prosperous
- The scheme promotes the development of the University, a large employer with a significant contribution to offer the wider economic development of the City

1.0 Reason and Purpose of Report:

1.1 The purpose of this report is to advise the outcome from advertising the provisions contained within draft City of Stoke-on-Trent (Traffic Regulation) (University Quarter – Boughey Road Restricted Zone Permit Parking) (No.10) Order, 2020 (hereto referred to as 'the new proposals') and to seek approval to make this order having considered the herein detailed objections submitted during the statutory consultation and advertisement process.

1.2 By way of background, this report describes an earlier proposal City of Stoke-on-Trent (Traffic Regulation) No.07 Order, 2020 (hereto referred to as the 'previous proposals') in respect of the same sections of road, which drew a number of objections following

advertisement and which was reviewed and not progressed. CO Delegated Decision Report: Revision of Boughey Road Junction- etc. dated October 2020 set out the mitigations now incorporated into the new proposals here recommended for approval in response to those objections.

2.0 Recommendation(s):

2.1 That the Director of Housing, Development and Growth in consultation with the Cabinet Member for Regeneration, Infrastructure and Heritage acting under their delegated authority (ref. 3.2) approves the making of City of Stoke-on-Trent (Traffic Regulation) (University Quarter – Boughey Road Restricted Zone Permit Parking) (No.10) Order, 2020 as set out in Appendix 4.

3.0 Summary of Main Points:

3.1 Stoke-on-Trent City Council recognises the vital role that targeted sustainable transport improvements will contribute towards elevating Stoke-on-Trent's status and to deliver the necessary socio-economic, health and wellbeing benefits to make Stoke-on-Trent a great working city. The city's mainline railway station, with more than 3.1 million passengers passing through per year, is at the heart of the Council's Transforming Cities Funded proposals. For a modern station to operate, particularly as a mobility hub, it must have suitable access across a range of complimentary first mile/last mile options comprising both traditional, new and shared modes, such as walking, cycling, public and multi-occupancy transport, taxis and car (park-and ride, drop-off/ pick-up).

- Critical to accessing the station, improving air quality and reducing congestion is to create a 'Legible City' which promotes short trips (typically between 2-5km) by walking and cycling, rather than the use of private and/or polluting vehicles. The Station is within walking distance of the City Centre and three higher education providers which include Staffordshire University, Stoke-on-Trent College and the City of Stoke-on-Trent Sixth Form College.
- An improved pedestrian environment in the University Quarter generally, as well as for key routes between the City Centre and railway station, is essential to encourage rail and educational users to walk to/from the station and between higher education facilities. At present there are severance issues at a number of places including the Boughey Road location. The proposed Boughey Road scheme aims to contribute to mitigating this issue, improving the linkages between the two Staffordshire University campuses which are home to 15,000 students. The University is keen to see the Boughey Road scheme go ahead as it believes it will encourage more cross campus movement, and ultimately it will enhance the campus feel of the University and encourage greater student numbers. As movement increases across the campus, and student numbers increase, this in turn will help local businesses.

The Transforming Cities Funded proposals recommended by this report form part of a wider package of measures that collectively aim to deliver significant improvements to traffic flow, air quality, pedestrian flow and safety around the city's railway station and the University Quarter as described in Appendix 2 (attached to this report).

3.2 On 25th June 2019 Cabinet (Report on Transforming Cities Fund – Tranche 1) delegated authority to the Director of Place, Growth and Prosperity (since titled the Director

of Housing, Development and Growth), acting in consultation with the relevant portfolio holder, wide ranging powers to take decisions in relation to the wider Transforming Cities Fund – Tranche 1 project and wider project (of which the Boughey Road scheme described in this report forms part). This delegated authority includes powers in respect of TROs required for the implementation of the Transforming Cities Fund project.

3.3 Previous Proposals

As noted above, this report follows earlier proposals for a TRO in respect of the same sections of road. These previous proposals contained in proposed City of Stoke-on-Trent (Traffic Regulation) No.07 Order, 2020 are summarised in section B of Appendix 3.

3.4 Further to the advertisement of the earlier City of Stoke-on-Trent (Traffic Regulation) No.07 Order 2020 the previous proposals have been reviewed because local businesses made representations that their businesses would benefit from more parking capacity for customers. To allow for this, the previous scheme has now been amended to limit the reduction in parking**, as described in Plans 2 and Plan 3 attached to this report. As a further mitigation all of the parking bays within the scheme have now made into dual use. Also, the operational restrictions over the duration of the shared use facility provided for in the previous proposals have now been removed, and the limited waiting facility for non-permit holders made to be operational at all times.

In detail, the new proposals described in paragraph 3.5 below onwards are making the following changes to the previous proposals:-

1. The dual use parking bay that incorporates limited waiting for non-permit holders for a one-hour period, no return within one hour at 106-128 Boughey Road will be extended by 8 metres to accommodate additional limited waiting parking within the area. The restriction has been changed to operate at all times instead of the previous 10 hours per day to accommodate customers for local businesses.
2. A further dual use lay-by parking bay of 18m length has been added opposite to the entrance to Spencer Road between the properties of 106 and 104 Boughey Road, that would incorporate limited waiting for non-permit holders for a one-hour period, no return within one hour. The restriction is to operate at all times to accommodate customers for local businesses.
3. Plan 3 (attached to this report) the scheme also shows a modification that adds a defined turning area at the new terminus area of Boughey Road. This is to comply with recommendations from a commissioned Stage 1 and 2 Road Safety Audit.

** The existing parking capacity is 96m (16 no.) parking bays. Under TRO 07 2020 parking would have been reduced to 54m (9 no.) parking bays. Under the new proposals there will be a net loss of 18m (3 no.) parking bays.

3.5 New Proposals

The new proposals are to make the traffic regulation order set out in Appendix 4, called the City of Stoke-on-Trent (Traffic Regulation) (University Quarter – Boughey Road Restricted Zone Permit Parking) (No.10) Order, 2020. This will make the following changes as illustrated on Plan 2 attached to this report:

To existing waiting restrictions:

1. To establish dual use parking bays for Permit Parking Zone S5 at all times and limited waiting for non-permit holders for 1 hour no return within one hour in the following lengths of road on the west side of Boughey Road :-

(i) from a point 6m south of Spencer Road to a point 6m north of Thornton Road.

(ii) from a point 13m south of Thornton Road to a point 33m south of Thornton Road.

2. To establish a Restricted Zone to prohibit waiting at any time and allow parking only in signed bays in the following lengths of road

(i) Boughey Road from its junction with Spencer Road to its junction with Leek Road (by No.144 Boughey Road).

(ii) The whole of Spencer Road and Thornton Road

3. To establish a limited waiting bay for parking for 1 hour, no return within 1 hour on the east side of Boughey Road between points 160m and 178m south of Conway Street.

To existing highway arrangements:

4 To prohibit all motor vehicular movement at the following junctions :-

a) Boughey Road for a distance of 3 metres NW of Leek Road

b) Boughey Road (by No.144) for a distance of 3 metres NW of Leek Road

To existing permit zone arrangements

5 To remove property No's 106-144 Boughey Road from the Zone S1 Permit Scheme and relocate them within the Permit Parking Zone S5.

To existing controlled crossing position:

6 To provide a Puffin crossing place on Leek Road approximately 59 metres

south west of the south western boundary of No.107 Leek Road.

3.6

21 individuals/businesses representations to the new proposals were received by email within the statutory objection period.

12 no. individually written emails were received detailing objections and 9 no. representations were submitted as identical texts listing identical objections.

12 no. individually written emails

2 no. representations were received from individuals identifying themselves as a local resident (of those identifying as a local resident 1 no. indicated where they lived and the location, whilst in the locality, was an address outside the area of the new proposals. The second did not state an address for verification).

2 no. businesses within the scheme area made representations from an attributable email account. (1 no. email received from 1 no. of these businesses described the business as jointly owned and the mail was authored from both owners, as such this was counted as from 2 no. objectors in the totals figure, registered and included into the analysis as such).

1 no. individually written set of objections was sent by an individual using a taxi company name below their signature, which records indicate was dissolved in October 2020.

9 no. identical texts listing identical objections.

4 of the 9 no. featured the same/virtually identical name submitting the identical texts in emails from differing personal and business email addresses (businesses not understood as located or registered within the scheme area). These have been counted as from 4 no. objectors in the totals figure, registered and included into the analysis as such.

2 further no. of these identical texts were sent anonymously from unidentifiable email accounts and are counted as from 2 no. objectors in the totals figure, registered and included into the analysis as such.

No representations were made by any of the statutory consultees.

Full accounts of the representations have been provided to the decision makers and are summarised in Appendix 1 attached to this report, giving the nature and detail of the representation, and in Appendix 2 the appropriate officer comments and recommendations are given.

3.7 Residents of No's 106-144 Boughey Road addresses will be eligible to apply for a vehicle specific resident parking permit for the zone of S5 (currently only covering Thornton

Road or Spencer Road) up to a maximum of two permits per household. S5 permits also allow parking in zone S1. Full details are given in Appendix 3, Section A.

3.8 It is recognised that the public, including occupiers of and visitors to properties and business on Boughey Road and Leek Road, need to have access to their properties and the restrictions would inhibit access into Boughey Road directly from Leek Road insofar as vehicular traffic is concerned. A prohibition on vehicle traffic from the Leek Road junction will have an impact, as illustrated in the comments received by the Council from those objecting to the new proposals, full accounts of which have been provided to the decision maker and are summarised in Appendix 1.

Although vehicle access to Boughey Road from this junction will not be available, local businesses will still be visible as before from Leek Road. Access to and from Leek Road for potential business customers will remain, with vehicles able to use adjacent streets including Conway Street, Darnley Street and Cauldon Road.

Whilst there is a small reduction in parking capacity from existing (as described in section 3.4) , all of the permit holder bays retained in the new proposals are to be made dual use on a 24/7 basis and allow for 1 hour of parking without a permit, and in this way will benefit potential customers to local businesses.

However, there are increasing numbers of University students and others on this heavily used pedestrian route, and there are very important traffic reasons for introducing these restrictions, including

1. the need to facilitate safe passage for pedestrians
2. the importance of encouraging pedestrian traffic as an alternative to vehicular traffic in order to deliver clean air objectives and with increasing pedestrian numbers generally
3. the need to prevent and reduce dangers to pedestrians, including the danger posed by vehicles to pedestrians
4. the need to preserve and improve the amenities of the area through which the pedestrian route runs

and as further detailed in Appendix 2 to this report.

The Council, as traffic authority, having considered the factors which favour the making of the TRO and those that do not, has reached the conclusion that the balance weighs in favour of the making of the order, taking into account the mitigations discussed in paragraphs 3.5 and 3.7 above and the legal duties to which it is subject.

3.9 The option of holding a public inquiry has been considered by officers. The mandatory grounds for a public enquiry as set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 do not apply. In any event, given that the new proposals already incorporate mitigations introduced in response to objections previously received, and that the new proposals have themselves been consulted upon and the objections considered and dealt with as part of developing this report, it is not considered proportionate to hold a public inquiry in the circumstances.

List of Background papers (information not already published):

University and Station Quarter Improvement Programme – Cabinet Report- 31st May 2016

Transforming Cities Fund – Tranche 1 - Cabinet Report – 25th June 2019

Objections received to the TRO proposed by this report

Equality Impact Assessment dated 07 03 2021

List the appendices included as part of this report:

Appendix 1 – Details representations made to the TRO proposed by this report

Appendix 2 – Details comments to the above

Appendix 3 – Details for New Parking Permit Arrangements and Previous Orders

Appendix 4 – Detail of City of Stoke-on-Trent (Traffic Regulation) (University Quarter – Boughey Road Restricted Zone Permit Parking) (No.10) Order, 2020

Plan 1 - Location Plan & Previous Proposals

Plan 2 - Location Plan & The New Proposals

Plan 3 -The Scheme Boughey Road Junction General Arrangement Plan Rev B

Implications taken into consideration in this report *(Please list as separate appendix if required):*

Financial and Commercial:

Funding to advertise and introduce these measures will be met from monies secured from DfT Tranche 1 Transforming Cities Fund. The Boughey Road Junction and Public Realm improvement works were originally funded by the LEP, Growth Deal 2.

Following a successful bid to the DfT the scheme is now to be funded from the Transforming Cities Fund (TCF) grant award of which £1,552,000 was allocated to this scheme as outlined in the approved Cabinet Report dated 25th June 2019. The total approved TCF bid for the Boughey Road scheme was originally £1.940million which included a £100k contribution from Staffordshire University, and £288k of City Council match funding.

Legal:

The legal basis for TROs is set out in the Road Traffic Regulation Act 1984. Under sections 1(1)(a), 1(1)(c), 1(1)(f) and 1(1)(g) of the Road Traffic Regulation Act 1984 (the RTRA) the City Council, as Traffic Authority, is empowered to make Traffic Regulation Orders (TROs) where it considers this expedient for avoiding danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising; for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), for preserving or improving the amenities of the area through which the roads run and for the air quality purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995.

The powers which the Council has under the RTRA include the power to prohibit, restrict or regulate the use of a road, or of any part of the width of a road, by vehicular traffic, or by vehicular traffic (s2(1) of the RTRA), to prohibit or restrict the waiting of vehicles or the loading and unloading of vehicles (s2(2)(c) of the RTRA), to install new crossings and alter existing crossings (s23 of the RTRA), to provide parking places and lay down provisions in respect of their use (ss32 & 35 of the RTRA, subject to the s36(1)) and to designate paying parking places (s45 of the RTRA).

Under section 122(1) of the Road Traffic Regulation Act the City Council is required to exercise its functions under the Act so as 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 for residents and businesses within the area. When complying with this duty the Council is required to take into account the following factors: -

- (a) the desirability of securing and maintaining reasonable access to premises;
- (b) the effect on amenities of an area;
- (c) the national air quality strategy prepared under section 80 of the Environment Act 1995;
- (d) 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;
- (e) any other matters appearing to the authority to be relevant. This includes, without limitation, considering the effect (if any) of traffic movement on the amenities of the locality and the factors listed in section 1(1) of the 1984 Act, as listed above.

Some of these considerations may point in favour of imposing a restriction and some of them may not. It is important to balance these considerations against each other when coming to an appropriate decision.

The process for making TROs is set out in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The Regulations provide that where the effect of a proposed TRO is to prohibit the loading or unloading of vehicles or vehicles of any class in a road on any day of the week (i) at all times; (ii) before 07.00 hours; (iii) between 10.00 and 16.00 hours; or (iv) after 19.00 hours, or its effect is to prohibit or restrict the passage of public service vehicles along a road and an objection has been made to the order in accordance with regulation 8 in the case of a road outside Greater London, by the operator of a local service the route of which includes that road and where objections are made to the TRO and not withdrawn then a public inquiry must be held. The TRO in this case does not have any of the effects set out above and therefore, although the objections and representations to the TRO have not been withdrawn, there is no need to hold a public inquiry. The objections and representations have been properly considered and are dealt with elsewhere in this report.

Human Resources:

There are no Human Resources implications as part of this report

Public Health and Public Services (Social Value) Act 2012:

Road safety will be improved as a result of introducing the TRO's as outlined in this report

Equality Impact or Environmental Impact Assessments:

The Council is subject the Equality Act 2010, which includes a duty to make reasonable adjustments to facilitate access in relation to the exercise of functions, and the Public Sector Equality Duty under s149 of the Act which requires (amongst other things) the Council to have regard to the need to advance equality of opportunity between people who share a protected characteristic and people who do not share it. Protected characteristics include age, disability, gender reassignment, pregnancy/maternity, race, religion/belief, sex and sexual orientation.

An Equality Impact Assessment has been undertaken in relation to the new proposals and has been provided to the decision maker. The scheme will develop the location partly into a shared space. In the shared space, the location will not have a full height road kerb to define the edge between the footway and carriageway. However, a high degree of visual contrast is provided in the paving materials, between areas for pedestrians and areas for vehicles, including a high visual contrast to define the kerb line. This and other design features will assist visually impaired users to navigate in this location. It is anticipated that the removal/ repositioning/ re-alignment of existing sign posts, lamp posts, trees and other obstacles from the main desire routes will make moving through the area easier and safer to navigate. The location will have significantly reduced vehicle movements with the outcome that it will be a much safer pedestrian environment for users with a disability, whether wheeled users, visually impaired users or people with other disabilities. The absence of level changes within the shared space will make this location easier to navigate.

Key Risks:

Delivery of the Boughey Road Junction Improvements (and timely defrayal of the TCF Tranche 1 funding) is dependent upon the prompt commencement of a contractor to deliver the works.

Options Considered:

1. To authorise the making of City of Stoke-on-Trent (Traffic Regulation) (University Quarter – Boughey Road Restricted Zone Permit Parking) (No.10) Order, 2020 in order to effect the closure of vehicle access onto Boughey Road from Leek Road and make changes to the highway and parking arrangements on Boughey Road between Spencer Road and Leek Road. These measures together with a proposed new position for a controlled crossing are necessary to implement the Boughey Road Junction Improvement scheme and will facilitate the outcomes described in this report including in paragraph 3.1 and Appendix 2. **This is the preferred option.**
2. To not progress with the recommendations outlined within this report and abandon the City of Stoke-on-Trent (Traffic Regulation) (University Quarter – Boughey Road Restricted Zone Permit Parking) (No.10) Order, 2020. This would not achieve the preferred outcomes described in this report including those in paragraph 3.1 and Appendix 2.

APPENDIX 1 Representations made to proposed City of Stoke-on-Trent (Traffic Regulation) (University Quarter – Boughey Road Restricted Zone Permit Parking) (No.10) Order, 2020

Boughey Road area close to junction with Leek Road, Shelton

21 no. objecting respondents submitted representations during the statutory objection period:

- 12 no. individually written emails were received detailing objections.
- 1 no. of these was from a small retailer within the scheme area and stated joint ownership (two owners). The single email submitted was attributed to both persons, so has been counted as from two separate objectors.
- 1 no. objector identified themselves as a local resident from Cauldon Road, in the local vicinity, but outside the immediate scheme area.
- 1 no. objector identified themselves as a local resident without stating a verifiable location.
- 1 no. objector identified themselves as a taxi company that records indicate was dissolved in October 2020.
- 9 no. identical texts listing identical objections were also submitted in emails.
- 1 no. of these was anonymously submitted from an email account identifiable as a takeaway/short stay food outlet

within the scheme area. (2 no. emails containing identical texts listing identical objections were submitted from this email account one minute apart so were assumed a duplication and counted as one objector only).

-2 no. of the persons who submitted the remaining 8 no. identical emails did not provide a full name corresponding to the abbreviated email address used or did not provide a name with an otherwise un-identifiable business style (info @) email address

- 4 no. featured the same/virtually identical name and submitted identical texts in emails from differing personal and business (not within the scheme area) email addresses.

The reasons given for objecting to the TRO proposals have been summarised and grouped into themes. To indicate the number of objections received per 'similar/same reason' from the 21 no. objecting respondents, these are weighted below as a percentage- (Percentage is derived from a ratio of the 95 no. points of objection made by the 21 no. objecting respondents received during the statutory objection period.

1. (86%) 18 no. Businesses will be adversely affected by road closure (loss of passing trade)/ by insufficient parking/ an unethical approach (see Appendix 2, point 2 and point 8 for Council comments)

2. (67%) 14 no. Adversely affecting a commuter route/this junction is used as an alternative route to divert traffic from Leek Road during busy periods/is the main route out of inner roads (see Appendix 2, points 21, particularly point 21.6, for Council comments)

3. (62%) 13 no. Closing the junction will cause widespread traffic disruption

(see Appendix 2, points 21.1 to 21.6 for Council comments)

4. (57%) 12 no. Emergency vehicles response time adversely affected

(see Appendix 2, points 15, 16 and 17 for Council comments)

5. (57%) 12 no. Low number of incidents

(see Appendix 2, point 1, 2 and 3 for Council comments)

6. (29%) 6 no. Lack of consultation/request a community meeting

(see Appendix 2, point 14 and 20 for Council comments)

7. (24%) 5 no. Businesses are already affected by Covid-19/previous schemes

(see Appendix 2, point 13 for Council comments)

8. (14%) 3 no. Will take legal action

9. (14%) 3 no. New arrangement will cause loss of business during University holiday periods (see Appendix 2, point 8 for Council comments)

10. (14%) 3 no. The idea to block the junction of Boughey Road and Leek Road is ludicrous/not sane/not understood

(see Appendix 2 points 1, 2 and 3 for Council comments)

11. (10%) 2 no. Request a Road Safety Audit to check passage of fire engines down narrower streets (see Appendix 2, points 11 for Council comments)

12. (10%) 2 no. Will seek press involvement if scheme goes ahead

13. (5%) 1 no. Loss of amenity (see Appendix 2 point 21.5 for Council comments)

14. (5%) 1 no. Previous explanation (given by letter responding objectors to TRO 07) not able to be understood and should be simplified (see Appendix 2 point 14 for Council comments)

15. (5%) 1 no. Junction has been working fine for 30 years (see Appendix 2 point 3 for Council comments)

APPENDIX 2 Comments and Recommendations

- 1 There is a high volume of pedestrian traffic across Boughey Road/A52 Leek road junction area as students move between the two University campuses (circa 500 people per hour using the Leek Road pelican crossing at peak time, and circa 3,600 in a 12-hr period, February 2016 data).
- 2 Any negative impacts on business have been mitigated as far as possible. It is anticipated for student numbers to increase and consequently that the number of movements will increase across this route (Staffordshire University will continue to expand and develop under the £40m investment programme announced in 2015). It is reasonable to expect this will help local businesses. 1 (N.B. reference to relevant studies can be reviewed at the end of Appendix 2)
- 3 The closure of Boughey Road at the junction with A52 Leek Road to through-vehicle traffic is intended to rationalise the road layout of Boughey Road and reduce vehicle movements, therefore vehicle/pedestrian conflict specifically, within this high pedestrian use area. It is anticipated this will increase the safety of pedestrians and wheeled users, effectively changing the priority here from vehicular dominance in favour of pedestrian and wheeled users. 'The scheme' will thereby complete a legible and safe route between the two University campuses which are home to 15,000 students. This builds upon earlier development works to Thornton Road and Spencer Road.
- 4 The new proposals will negate the queuing of traffic at the end of Boughey Road, waiting to turn onto A52 Leek Road, limiting associated adverse effects on air quality.
- 5 The relocated puffin crossing position, and increased size of the crossing will form an integral part of delivering a better-defined route between the University's two campuses and also allow for an increase in capacity requirement going forward. This new position also responds to the amended layout of the entrance to Leek Road Campus required to accommodate the new Catalyst Building (currently under construction).
- 6 The scheme will provide an upgraded quality of paving materials, and complement the paving materials used within the earlier Spencer Road and Thornton Road improvements that lead in to this Boughey Road junction area from Staffordshire University Shelton Road Campus. Together with improving the public realm in this location it will provide a gateway space into the University Quarter.
- 7 The addition of new street trees will improve the appearance, air quality and the environment for local residents.
- 8 Although access to Boughey Road from this junction will not be permitted, local businesses will still be as visible as before from A52 Leek Road. Vehicular access to/from A52 Leek Road for potential customers to these businesses will remain via adjacent streets including Conway Street, Darnley Street and Cauldon Road.
- 9 The new terminus of Boughey Road has been designed to allow a compliant turning area for vehicles to exit and return back along Boughey Road without accessing directly onto A52 Leek Road.
- 10 City of Stoke-on-Trent (Traffic Regulation) (University Quarter – Boughey Road Restricted Zone Permit Parking) (No.10) Order, 2020 developed the scheme to mitigate for larger reductions in parking put forward in the preceding City of Stoke-on-Trent (Traffic Regulation) (Various Provisions) (No.07) Order, 2020 (ref. Plans 1, 2 and 3). Traffic Regulation (No.10) Order, 2020 makes more parking available particularly for visitor and business customers, by increasing capacity of shared use 1-hour, no return within 1-hour parking bays. Under these new proposals visitors/customers will have parking available at all times within the shared use of S5 permit holder bays. Mitigations are inclusive of a further dual use lay-by parking bay of 18m length added opposite to the entrance to Spencer Road between the properties of

106 and 104 Boughey Road, specifically incorporating limited waiting for non-permit holders for a one-hour period, no return within one hour at all times.

11 Vehicle swept path analysis has determined the proposed layouts will provide feasible accessibility for all vehicle types likely to require access into this location. Swept path analysis was carried out for refuse vehicles, fire appliances, ambulances and up to 18 tonne fixed axel trucks. Swept path analysis has also confirmed that access for fire appliances is feasible into Boughey Road via Conway Street, Darnley Street and Cauldon Road.

12 A Stage 1 and Stage 2 Road Safety Audit has been commissioned and all recommendations arising from that are now implemented in the scheme (Plan 3) attached to this report.

13 It is acknowledged that there may be particular difficulties for local businesses associated with the COVID 19 pandemic, and the Council offers assistance to local businesses at this time, however the Council is restricted in the timing of project implementation, as government funding locks the Council into strict timeframes.

14 The letter was issued to those objecting to the new proposals and although the issues were simplified as far as possible, the letter did contain technical information. This was inevitable in light of the subject matter and in the interests of accuracy. Against this backdrop, however, it is believed by the Authority that the key information was communicated in a sufficiently straightforward manner using easily understood language. The letter referred consultees to the website where full details were available.

15 Staffordshire Ambulance Service were statutory consultees to TRO 10 2020 and raised no objections.

16 Staffordshire Fire Service were statutory consultees to TRO 10 2020 and raised no objections.

17 Staffordshire Police Service were statutory consultees to TRO 10 2020 and raised no objections.

18 The Road Haulage Association was a statutory consultee to TRO 10 2020 and raised no objections.

19 The British Freight Association was a statutory consultee to TRO 10 2020 and raised no objections.

20 In line with the provisions of the 'The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996' the following steps were taken to publicise and consult upon the new proposals;

a) The TRO proposals were advertised in a local newspaper.

b) Documentation deposited for viewing at the City Council's main reception.

c) Individual letters along with Plan 2 (as attached to this report) illustrating the new proposals were sent to those parties which appeared to the local authority to be likely to be affected by any provision in the order. This comprised No's 106-144 (even) Boughey Road, including to individual flats at those addresses, where listed as such. The consultation was not deemed to directly affect other residents of the area as can be demonstrated by the analysis described in Appendix 2 Points 21.1 through to 21.6.

d) Documentation and Proposals illustrated on the Stoke on Trent's Traffweb Traffic Orders Web Site.

e) Official consultation notices were sent to statutory consultees via email (i.e., Police, Ambulance, Fire Services, British Freight Transport Association and the Road Haulage Association).

f) In line with amendments effect to the 1996 Regulations by the Traffic Orders Procedure (Coronavirus) (Amendment) (England) Regulations 2020, site notices were not erected on street furniture in the roads and streets contained in this TRO for this notice. Alternative publication and inspection requirements were implemented in accordance with the 2020 regulation. Documentation and Proposals were

published as set out above and in addition have been published and remain available in the City of Stoke On Trent Council Online directories Data directory Traffic Regulation Order - University Quarter - Boughey Road (Restricted Zone Permit Parking).

21.1 Analysis of Closing Vehicle Access/Egress at Boughey Road/ A52 Leek Road Junction:

From traffic surveys undertaken in February 2016, the total traffic using Boughey Road in the vicinity of its junction with A52 Leek Road is of the order of 1,300 vehicles over the course of a 12-hour day. For the morning and evening peak-periods, the magnitude of this traffic is less than 150 vehicles per hour. However, as evidenced by the results of the traffic surveys and on-site observations it should be noted that a significant proportion of this traffic, in particular in the direction from Leek Road to Boughey Road, is rat-running traffic to avoid congestion problems on Leek Road. Therefore, the magnitude of traffic legitimately accessing the residential areas adjacent to Boughey Road is likely to be less than a 100 vehicles per hour in the peak-periods. Furthermore, bearing in mind that with the proposed closure of Boughey Road, that subject to where this residential traffic is actually travelling to or from, then not all of this traffic will necessarily re-route via Cauldon Road, Darnley Street or Conway Street to access Leek Road but may instead re-route via other side streets (e.g. Ashford Street, Seaford Street, Beresford Street, Cauldon Road or Avenue Road) to access College Road or A5006 Stoke Road.

21.2 Rerouting traffic: the re-routing of the remaining residential traffic wishing to access A52 Leek Road upon closure of the Boughey Road/A52 Leek Road junction has the opportunity to distribute across the roads of Cauldon Road, Darnley Street and Conway Street depending on where this traffic is travelling to or from. Thus, the impact on these roads is likely to be an increase in traffic of less than 30 two-way trips (or one vehicle every two minutes) in the peak-hours. This is considered to be a negligible increase in traffic which will not have an adverse impact on the operation of these roads.

21.3 Impact on the A52 Leek Road/Cauldon Road junction: from traffic surveys undertaken in February 2016, it was observed that the total traffic using Cauldon Road in the vicinity of its junction with A52 Leek Road was approximately 1,900 vehicles over the course of a 12-hour day. For the morning and evening peak-periods, the magnitude of this traffic is of the order of 230-260 vehicles per hour which is considered to be low. Furthermore, it was observed that average daily queues on the Cauldon Road approach to this junction were approximately 1 vehicle long. The corresponding average queue lengths during the morning and evening peak-periods were observed to be approximately 2 vehicles long. Based on the predicted magnitude of traffic likely to re-route via the Leek Road/Cauldon Road junction and the negligible queues currently experienced at this junction then the closure of Boughey Road is not expected to have an adverse impact on the adjacent highway network and, in particular, Cauldon Road.

21.4 Post implementation monitoring: it should be noted that the impact of the closure of Boughey Road on the adjacent residential streets will be monitored following its implementation. Should the impact of the closure of the road have an adverse impact on the operation of the junctions of the above roads with the A52 Leek Road, including Cauldon Road, then appropriate mitigation measures will be investigated and delivered to address these problems. These measures could include the adjustment of the signal timings at the A52 Leek Road/Cauldon Road junction to reduce any queues on the Cauldon Road approach and/or the extension of the double yellow lines on the Cauldon Road approach to the junction to accommodate any additional queuing of traffic and therefore ensure that vehicles approaching in the opposite direction can pass. With regards to the traffic impact of the proposed closure of College Road on the adjacent residential streets, including Cauldon Road, it should be noted that this scheme is still subject to detailed design and appraisal. If the appraisal identifies potential adverse impacts on the adjacent residential areas then appropriate traffic management measures will be identified and delivered to mitigate the impacts of this scheme.

21.5 Loss of Amenity: As discussed above, the closure of Boughey Road is not expected to result in a loss of amenity for the residents of the adjacent side roads. As demonstrated, the predicted re-routeing in traffic due to the closure is expected to be very low and potentially spread across a number of routes. Furthermore, the closure will also benefit local residents by the removal of rat-running traffic which currently uses Boughey Road and the adjacent side streets to avoid congestion problems on A52 Leek Road.

21.6 Adversely Affecting Commuter Route/Used as an Alternative Route to Divert Traffic from Leek Road during Busy Periods: It should be noted that Boughey Road and the adjacent side roads are traffic calmed residential roads with significant on-street parking and are therefore not intended to be used as a main commuter route or as an alternative route to divert traffic from A52 Leek Road during busy periods. The roads should only serve to provide access to the adjacent residential areas. The closure of Boughey Road will therefore reinforce the purpose of these roads and prevent rat-running traffic from using these unsuitable routes.

References

1. A full report called 'Pedestrian Pound' can be found at livingstreets but two excerpts are given below. References have been retained, but for the sources of these, please see the original report: There is strong evidence that pedestrians and cyclists spend more than people arriving by motorised transport. Several international studies have compared the differences in a 2009 study of the Bloor Street area in Toronto, people who biked and walked there reported they spent more money there per month than those who arrived by car (Tolley, 2011). In 2011, a report on shopper travel behaviour in Dublin city centre concluded that traders on Dublin's two main shopping streets considerably over-estimated spending by shoppers travelling by car while significantly undervaluing the spend of bus passengers and pedestrians (O'Connor et. al. 2011). Small-scale improvements to the pedestrian environment also offer evidence of increased spending. In June 2017, a temporary 'parklet' in Shoreditch, East London – which turned a space normally occupied by two cars into seating for 14 people and 8 cycle parking spaces – increased the adjacent shops takings by 20% (Hackney Council, 2017)

APPENDIX 3

A New Parking Permit Arrangements proposed in City of Stoke-on-Trent (Traffic Regulation) (University Quarter – Boughey Road Restricted Zone Permit Parking) (No.10) Order, 2020

B City of Stoke-on-Trent (Traffic Regulation) No.07 Order, 2020

- 1 There is a high volume of pedestrian traffic across Boughey Road/A52 Leek road junction area as students move between the two University campuses (circa 500 people per hour using the Leek Road pelican crossing at peak time, and circa 3,600 in a 12-hr period, February 2016 data).
- 2 Any negative impacts on business have been mitigated as far as possible. It is anticipated for student numbers to increase and consequently that the number of movements will increase across this route (Staffordshire University will continue to expand and develop under the £40m investment programme announced in 2015). It is reasonable to expect this will help local businesses. 1 (N.B. reference to relevant studies can be reviewed at the end of Appendix 2)
- 3 The closure of Boughey Road at the junction with A52 Leek Road to through-vehicle traffic is intended to rationalise the road layout of Boughey Road and reduce vehicle movements, therefore vehicle/pedestrian conflict specifically, within this high pedestrian use area. It is anticipated this will increase the safety of pedestrians and wheeled users, effectively changing the priority here from vehicular dominance in favour of pedestrian and wheeled users. 'The scheme' will thereby complete a legible and safe route between the two University campuses which are home to 15,000 students. This builds upon earlier development works to Thornton Road and Spencer Road.
- 4 The new proposals will negate the queuing of traffic at the end of Boughey Road, waiting to turn onto A52 Leek Road, limiting associated adverse effects on air quality.
- 5 The relocated puffin crossing position, and increased size of the crossing will form an integral part of delivering a better-defined route between the University's two campuses and also allow for an increase in capacity requirement going forward. This new position also responds to the amended layout of the entrance to Leek Road Campus required to accommodate the new Catalyst Building (currently under construction).
- 6 The scheme will provide an upgraded quality of paving materials, and complement the paving materials used within the earlier Spencer Road and Thornton Road improvements that lead in to this Boughey Road junction area from Staffordshire University Shelton Road Campus. Together with improving the public realm in this location it will provide a gateway space into the University Quarter.
- 7 The addition of new street trees will improve the appearance, air quality and the environment for local residents.
- 8 Although access to Boughey Road from this junction will not be permitted, local businesses will still be as visible as before from A52 Leek Road. Vehicular access to/from A52 Leek Road for potential customers to these businesses will remain via adjacent streets including Conway Street, Darnley Street and Cauldon Road.

9 The new terminus of Boughey Road has been designed to allow a compliant turning area for vehicles to exit and return back along Boughey Road without accessing directly onto A52 Leek Road.

10 City of Stoke-on-Trent (Traffic Regulation) (University Quarter – Boughey Road Restricted Zone Permit Parking) (No.10) Order, 2020 developed the scheme to mitigate for larger reductions in parking put forward in the preceding City of Stoke-on-Trent (Traffic Regulation) (Various Provisions) (No.07) Order, 2020 (ref. Plans 1, 2 and 3). Traffic Regulation (No.10) Order, 2020 makes more parking available particularly for visitor and business customers, by increasing capacity of shared use 1-hour, no return within 1-hour parking bays. Under these new proposals visitors/customers will have parking available at all times within the shared use of S5 permit holder bays. Mitigations are inclusive of a further dual use lay-by parking bay of 18m length added opposite to the entrance to Spencer Road between the properties of 106 and 104 Boughey Road, specifically incorporating limited waiting for non-permit holders for a one-hour period, no return within one hour at all times.

11 Vehicle swept path analysis has determined the proposed layouts will provide feasible accessibility for all vehicle types likely to require access into this location. Swept path analysis was carried out for refuse vehicles, fire appliances, ambulances and up to 18 tonne fixed axel trucks. Swept path analysis has also confirmed that access for fire appliances is feasible into Boughey Road via Conway Street, Darnley Street and Cauldon Road.

12 A Stage 1 and Stage 2 Road Safety Audit has been commissioned and all recommendations arising from that are now implemented in the scheme (Plan 3) attached to this report.

13 It is acknowledged that there may be particular difficulties for local businesses associated with the COVID 19 pandemic, and the Council offers assistance to local businesses at this time, however the Council is restricted in the timing of project implementation, as government funding locks the Council into strict timeframes.

14 The letter was issued to those objecting to the new proposals and although the issues were simplified as far as possible, the letter did contain technical information. This was inevitable in light of the subject matter and in the interests of accuracy. Against this backdrop, however, it is believed by the Authority that the key information was communicated in a sufficiently straightforward manner using easily understood language. The letter referred consultees to the website where full details were available.

15 Staffordshire Ambulance Service were statutory consultees to TRO 10 2020 and raised no objections.

16 Staffordshire Fire Service were statutory consultees to TRO 10 2020 and raised no objections.

17 Staffordshire Police Service were statutory consultees to TRO 10 2020 and raised no objections.

18 The Road Haulage Association was a statutory consultee to TRO 10 2020 and raised no objections.

19 The British Freight Association was a statutory consultee to TRO 10 2020 and raised no objections.

20 In line with the provisions of the 'The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996' the following steps were taken to publicise and consult upon the new proposals;

- a) The TRO proposals were advertised in a local newspaper.
- b) Documentation deposited for viewing at the City Council's main reception.
- c) Individual letters along with Plan 2 (as attached to this report) illustrating the new proposals were sent to those parties which appeared to the local authority to be likely to be affected by any provision in the order. This comprised No's 106-144 (even) Boughey Road, including to individual flats at those addresses, where listed as such. The consultation was not deemed to directly affect other residents of the area as can be demonstrated by the analysis described in Appendix 2 Points 21.1 through to 21.6.
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APPENDIX 3

A New Parking Permit Arrangements proposed in City of Stoke-on-Trent (Traffic Regulation) (University Quarter – Boughey Road Restricted Zone Permit Parking) (No.10) Order, 2020

B City of Stoke-on-Trent (Traffic Regulation) No.07 Order, 2020

A Residents of No's 106-144 Boughey Road addresses will be eligible to apply for a vehicle specific resident parking permit for the zone of S5 (currently only covering

Thornton Road or Spencer Road) up to a maximum of two permits per household. S5 permits also allow parking in zone S1.

Each household in S5 is also eligible for one visitor permit which will allow parking in the S5 zone and which will also allow parking in S1.

A second visitor permit can be issued for each household but this will be eligible for zone S1 only.

S5 parking zone

Thornton Road – ALL;

Spencer Road – ALL;

Boughey Road No's 106-144 even

Current permit holders for new additional operational area for S5: Property No's 106-144 Boughey Road (inclusive)

Resident Permits – 10, Visitors permits – 6, Business permits – 4, Landlord (property) – 3

Although the current number of operating permits to change to S5 zone (23 no.) outnumber the potential number of parking bays in revised S5 zone

(capacity increases to min. 15 no. in Plan 2 'The New Proposals') within this section of Boughey Road, there are other bays which could be utilised by the

all S5 permit holders: the S1 permit area, within which permit holder only parking is located in Boughey Road south of 106 Boughey Road, Carlton Road,

Cauldon Road, Conway Street, Darnley Street, Leek Road and Ridgeway Road

S1 parking zone:

Boughey Road – ALL (except S5 106-144 Boughey Road),

Carlton Road – ALL,

Cauldon Road - 198 to 240 even, 183 to 203 odd & Evangelical Church,

Conway Street ALL,

Darnley Street ALL,

Leek Road - 107 to 349 odd & GARAGE,

Ridgway Road - 87 to 177 odd

B City of Stoke-on-Trent (Traffic Regulation) No.07 Order, 2020 had envisaged the following changes as illustrated on Plan 1 attached to this report:

1. To existing waiting restrictions:

To establish dual use parking bays for Residential Permit Parking Zone S5 at all times and limited waiting for 1 hour no return within one hour, Mon-Fri

8am- 6pm in the following lengths of road on the north west side of Boughey Road :-

- a) from a point 10m north-east of Thornton Road to a point 10m south-west of Spencer Road.
- b) From a point 8m south west of Thornton Road for 23m in a SW direction.

2. To establish a Restricted Zone to prohibit waiting at any time and allow parking only in signed bays along Boughey Road from its junction with Spencer Road to its

junction with Leek Road (by No.144 Boughey Road).

To existing highway arrangements:

3. To prohibit all motor vehicular movement at the following junctions :-

- a) Boughey Road for a distance of 3 metres NW of Leek Road
- b) Boughey Road (by No.144) for a distance of 3 metres NW of Leek Road

To existing permit zone arrangements

4. To remove property No's 106-144 Boughey Road from the Zone S1 Permit Scheme and relocate them within the Permit Parking Zone S5.

To existing controlled crossing position:

5. To provide a Puffin crossing place on Leek Road approximately 59 metres

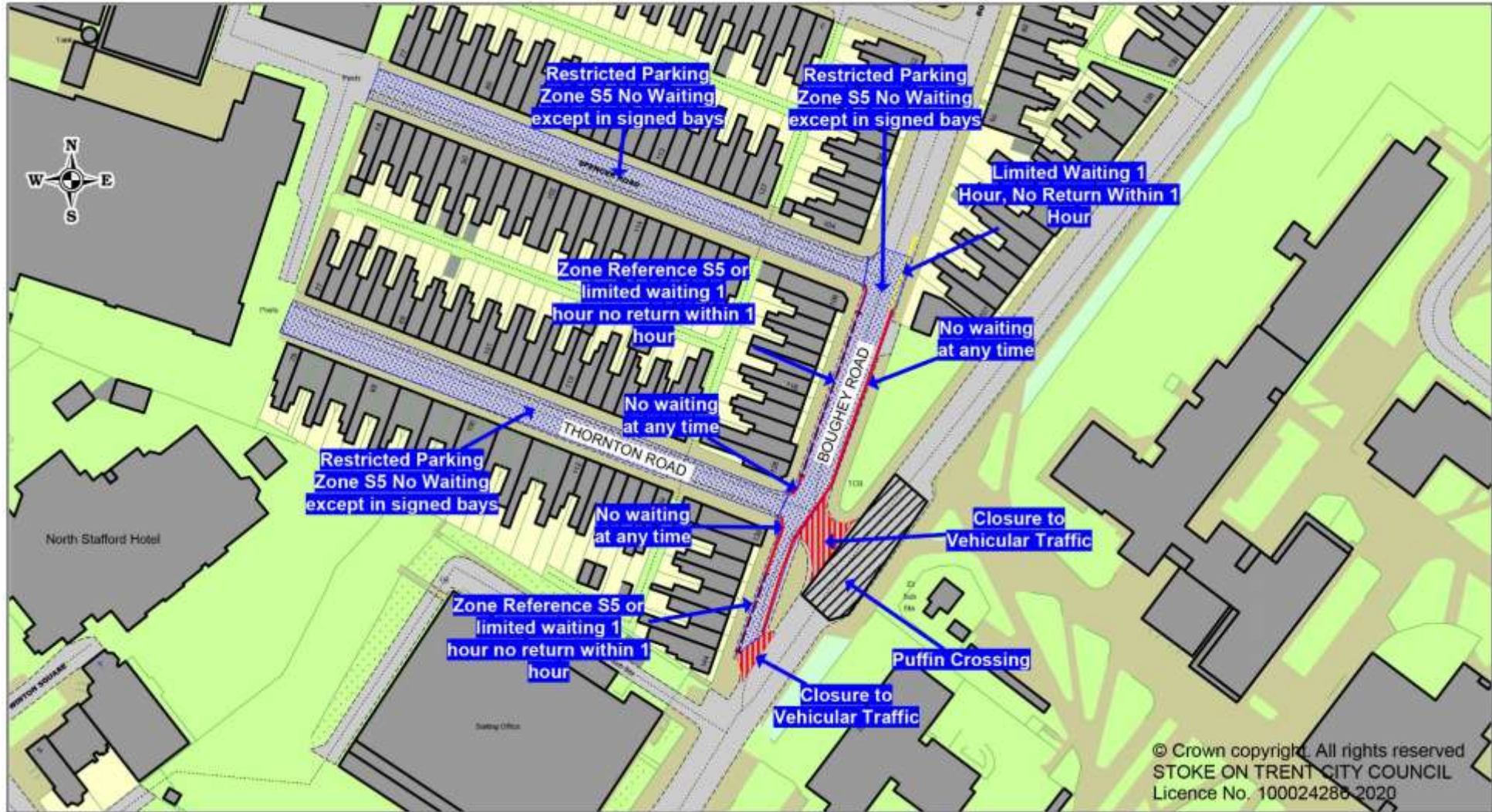
south west of the south western boundary of No.107 Leek Road.


PLAN 1 (the previous proposals)



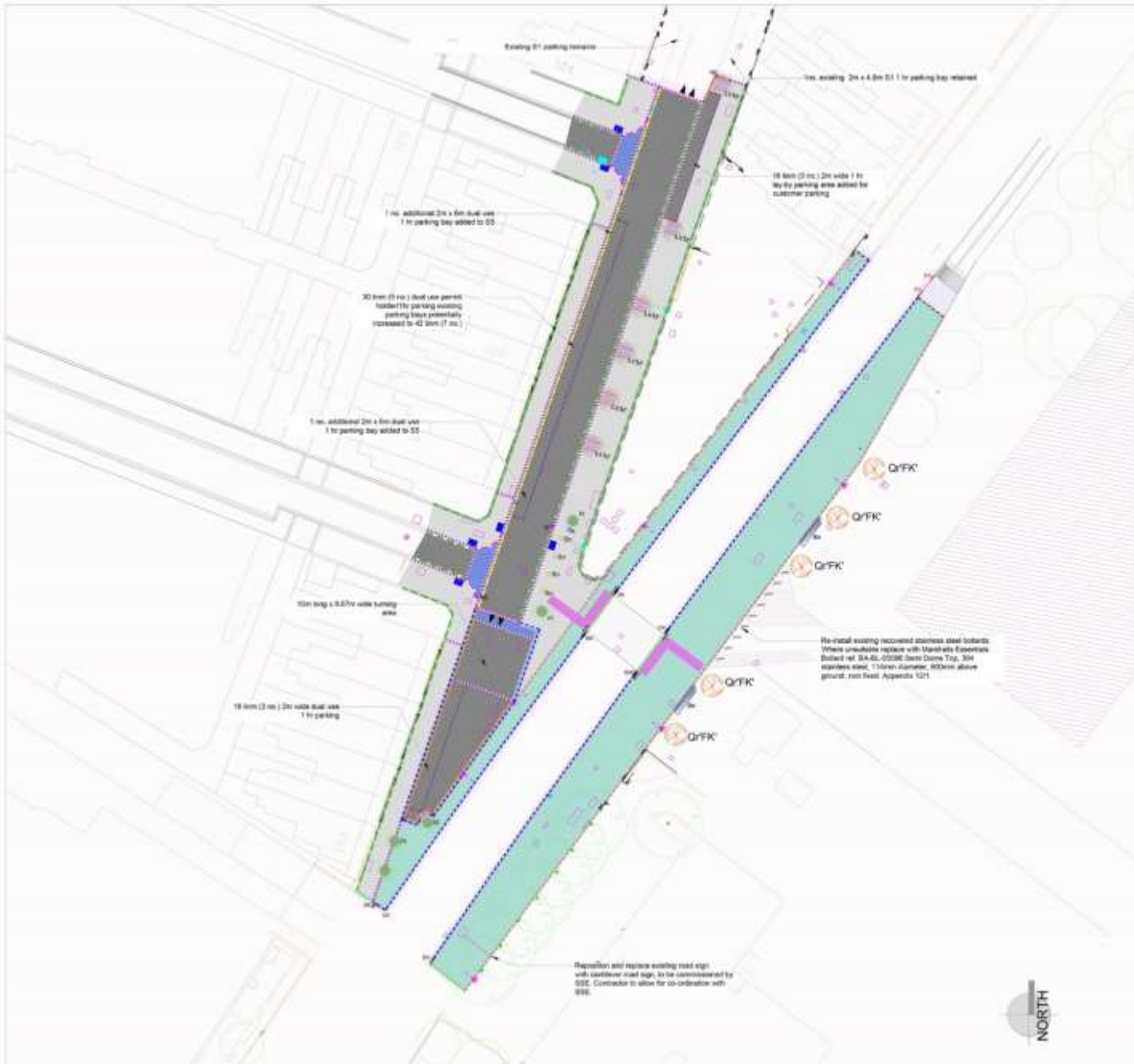
 <p>City of Stoke-on-Trent</p>	<p>Boughley Road TRO Proposals</p>	SCALE:	1 : 1000
		DATE:	03/07/2020
		DRAWING NO.:	PLAN 1
		DRAWN BY:	DF

PLAN 2 (the new proposals)



 City of Stoke-on-Trent	Boughey Road Area	SCALE	1 : 1250
		DATE	03/11/2020
		DRAWING No.	
		DRAWN BY	

PLAN 3 ('The Scheme' Boughey Road Junction improvements)



Revision	Check	Date	
1	DR	17/03/2020	As per additional parking
2	DR	27/03/2020	As per approved turning area improvement

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The contractor is responsible for checking all dimensions and any discrepancy is to be notified with the Landscape Architect before proceeding. If ground dimensions only to be related to - do not scale. If no 'COURT' dimensions apply.

City of Stoke-on-Trent
Telephone: 01928 256627
Fax: 01928 252171

PLANNING DIRECTORATE
LANDSCAPE DEVELOPMENT

Project: University Quarter

Scheme: Boughey Road Junction General Arrangement Plan

Date: Feb 2020

Drawn by: DS

Scale: 1:250 @ A1

Checked by: CR

Job Number: LCT-144C-BR-01 Rev 6

APPENDIX 4

City of Stoke-on-Trent (Traffic Regulation) (University Quarter – Boughey Road Restricted Zone Permit Parking) (No.10) Order, 2020

THE COUNCIL OF THE CITY OF STOKE-ON-TRENT in exercise of its powers under Sections 1, 2, 3, 4, 23, 32, 35, 45, 46 and 122 of the Road Traffic Regulation Act 1984 (“the Act”) and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act **HEREBY MAKE THE FOLLOWING ORDER :-**

Interpretation

1. In this Order, except where the context otherwise requires, the following expressions have the meaning hereby respectively assigned to them:

“**Council**” means The Council of the City of Stoke on Trent

“**Civil Enforcement officer**” means a person employed in accordance with the Traffic Management Act 2004, to supervise and enforce the road traffic contraventions.

“**Controlled Area**” means a Pelican controlled area, a Puffin controlled area or a Zebra controlled area

“**disabled persons badge**” shall have the same meaning as in the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000, as amended by the Disabled Persons (Badges for Motor Vehicles) (England) (Amendment) Regulations 2000.

“**disabled persons vehicle**” means a vehicle displaying a valid disabled persons badge in accordance with the circumstances prescribed in the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000;

“**driver**” in relation to a vehicle waiting or parked in a restricted area or parking place respectively, means the person driving the vehicle at the time it was left or parked in the restricted area or parking place;

“**motor vehicle**” means a mechanically propelled vehicle intended or adapted for use on roads

“**one-way street**” means a highway in which the driving of vehicles otherwise than in one direction is prohibited;

“**parking place**” means an area of the highway authorised by this Order for the parking of vehicles or vehicles of specific classes;

“**resident**” means a person whose usual place of residence or business is at premises the postal address of which is in any street or part of a street in a zone described in the Seventh Schedule of this Order thereby making that person eligible to apply for a parking permit in that respective zone only;

“relevant position” means on the dashboard or fascia of the vehicle or where the vehicle is not fitted with a dashboard or fascia in a conspicuous position on the nearside of the vehicle, or if the vehicle is one being used by a disabled person has the same meaning as given in Regulation 4 of The Local Authorities’ Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000;

“Permit Holder” means a person to whom a permit has been issued under the provisions of Article 5 of this Order;

“visitors permit holder” means a person to whom a permit has been issued under the provisions of Article 9 of this Order.

“visitors parking permit” means a permit issued under the provisions of Article 9 of this Order;

“restricted zone”, means the lengths of road specified in the Fourth Schedule of this Order, and they form part of a Zone within which, yellow lines, white bay markings are not required.

“street” and “road” have similar meanings for the purpose of this order;

SECTION 2 – PROHIBITION AND RESTRICTION OF WAITING WITHIN A RESTRICTED PARKING ZONE

Prohibition and restriction on waiting.

2. Save as provided for in Articles 24 and 25(a), (b), (c), (d) and (e) no person shall cause or permit any vehicle to wait at any time in the lengths of road specified in the Second Schedule hereto.

SECTION 3 – DESIGNATED PARKING PLACES PROVISIONS

Permit Parking Bays.

3. No person shall cause or permit any vehicle to wait during the Regulated Hours in any lengths of road regulated by the Sixth Schedules of this Order other than in accordance with Articles 4, 20(1), 20(2) and 21 of this Order.
4. Each parking place may be used, subject to the provisions of this Order, for the leaving during the Regulated Hours of the following vehicles:
 - (i) Those which display in the manner specified in Article 11 of this Order a valid parking permit issued by the Council in respect of that vehicle or a valid visitors parking permit
 - (ii) Those in respect of which the permit charge set out in the Eighth Schedule of this Order is subsequently paid in the prescribed manner.

Application For and Issue of Parking Permits

5. (1) Any resident from a property whose address is within the properties specified in the Seventh Schedule and can confirm that a vehicle of the following class that is to say a passenger vehicle, a dual purpose vehicle, a goods vehicle not exceeding 3.5 tonnes gross laden weight or a motor cycle is registered at that address, may apply to the Council for the issue of a parking permit for the leaving of that vehicle in a parking place. Any such application shall be made on a form issued and obtainable from the Council and shall include the information required by that form and shall be accompanied by a remittance of such permit charge as specified in the Eighth Schedule of this Order as is appropriate in respect of the parking permit for which application is being made. Up to two parking Permits can be issued per property. One will permit will be a residential permit which will allow dual use parking within the lengths of road specified in the Fourth and Ninth Schedules. A second permit can be issued as a visitors permit for the parking of a vehicle in the lengths of road specified in the Ninth Schedule hereto.
 - (2) The Council may at any time require an applicant for a parking permit to produce to an Officer of the Council such evidence in respect of any application made to them as they may reasonably require to verify any particulars or information given to them or in respect of any parking permit issued by them as they may reasonably require to verify that the parking permit is valid.
 - (3) On receipt of the application made under paragraph (1) of this Article and of the appropriate fee specified in the Eighth Schedule of this Order the Council, upon being satisfied that the applicant is a resident and is the owner of a vehicle of the class specified in paragraph (1), shall issue to the applicant a residential parking permit for the leaving of a vehicle during the Regulated Hours in any parking place to which such a parking permit relates by the owner or by any person using such vehicle with the consent of the owner other than a person to whom such vehicle has been let for hire or reward and any such parking permit so issued shall remain the property of the Council at all times.
6. (1) A residential parking permit holder may surrender a parking permit to the Council at any time and shall surrender a parking permit to the Council on the occurrence of any of the events set out in paragraph (3) of this Article and upon such surrender the Council shall not be obliged to make any refund in respect thereof.
 - (2) The Council may, by notice in writing sent by the recorded delivery service served on the parking permit holder at the address shown by that person on the application for the parking permit or affixed to the vehicle to which the parking permit relates, withdraw a parking permit if it appears to the Council that any of the events set out in paragraph 3(a), (b) or (c) of this Article has occurred and the permit holder shall surrender the parking permit within 48 hours of the receipt of such notice.
 - (3) The events referred to in the foregoing provisions of this Article are:
 - (a) the parking permit holder ceasing to be a resident or a proprietor of a business within the zone;

- (b) the parking permit holder ceasing to be the owner of the vehicle in respect of which the parking permit is issued;
 - (c) the vehicle in respect of which such parking permit was issued being adapted or used in such a manner that it is not a vehicle of the class specified in Article 5(l) of this Order;
 - (d) the issue of a duplicate parking permit by the Council under the provisions of Article 7 of this Order;
 - (e) the parking permit ceasing to be valid pursuant to the provisions of paragraph (4) of this Article.
- (4) Without prejudice to the foregoing provisions of this Article a parking permit shall cease to be valid at midnight on the expiry date specified thereon or on the occurrence of any one of the events set out in paragraph (3) of this Article whichever is the earlier.
7. (1) If a parking permit is mutilated or accidentally defaced or the figures or particulars on it have become illegible or the colour of the parking permit has become altered by fading or otherwise the residents parking permit holder shall surrender it to the Council and may apply to the Council for the issue to him of a duplicate parking permit if such surrender is accompanied by an application for a duplicate parking permit and the Council on the receipt of the above shall issue a duplicate parking permit so marked and upon such issue the original parking permit shall become invalid.
- (2) If a parking permit is lost or destroyed the parking permit holder may apply to the Council for the issue to him of a duplicate residential parking permit and the Council, upon being satisfied as to such loss or destruction, shall issue a duplicate residential parking permit so marked and, on such issue, the original parking permit shall become invalid.
- (3) The provisions of this Order shall apply to a duplicate parking permit and an application for a duplicate parking permit as if it were a parking permit or, as the case may be, an application thereafter.
8. A parking permit issued under Article 5(3) of this Order shall be in a form prescribed by the Council and shall include the following particulars
- (a) the registration mark of the vehicle in respect of which the parking permit has been issued;
 - (b) the expiry date;
 - (c) an authentication that the parking permit has been issued by the Council and that it relates to the length of road and zone reference and set out in the Sixth Schedule of this Order.
9. (1) Any resident of a property may apply to the Council for the issue of a maximum of two visitors parking permits per property and any such application shall be made on a form, issued and obtainable from the Council and shall include the information required by

that form and shall be accompanied by a remittance for such permit charge as specified in Eighth Schedule of this Order.

- (2) Any resident of a property as specified in paragraph (1) of this Article who is a Senior Citizen may apply for one visitors parking permit free of any charge;
- (3) Parking permits issued free under paragraph (2) of this Article will be limited to one per household. A second visitors permit will be issued for the appropriate charge as specified in the Eighth Schedule of this Order.
- (4) The Council may at any time require an applicant for a visitors parking permit to produce to an Officer of the Council such evidence in respect of an application for a visitors parking permit made to them as they may reasonably require to verify any particulars or information given to them or in respect of any visitors parking permit issued by them as they may reasonably require to verify the validity of the visitors parking permit.
- (5) On receipt of an application made under the foregoing provisions of this Article and of the appropriate fee specified in the Eighth Schedule of this Order. The Council upon being satisfied that the applicant is a resident shall issue to that applicant a visitors parking permit of the description contained in paragraph (7) of this Article and any such visitors parking permit so issued shall remain the property of the Council at all times.
- (6) Where a visitors parking permit is issued to any person upon the receipt of a payment and the payment is subsequently dishonoured the visitors parking permit shall cease to be of any effect or cease to be capable of any effect as the case may be and the Council shall by notice in writing sent by the recorded delivery service served on the person to whom such visitors parking permit was issued or affixed any vehicle displaying the visitors parking permit requiring the surrender of the visitors parking permit to the Council within 48 hours of a aforementioned notice.
- (7) Each visitors parking permit issued in accordance with paragraph (1) of this Article shall be for the leaving during the Regulated Hours in any parking place of a vehicle which:
 - (a) is within the following class that is to say a passenger vehicle, a dual purpose vehicle, a goods vehicle not exceeding 3.5 tonnes gross laden weight or a motor cycle.
 - (b) immediately prior to being left in the parking place was used for conveying a bona fide visitor to the usual residence of the resident to whom the visitors parking permit was issued.
- (8) A visitors parking permit shall be in a form prescribed by the Council and shall make provision for:
 - (a) a serial number to be shown thereon by which the resident to whom that visitors parking permit was issued may be identified;
 - (b) the expiry date;

- (c) an authentication that the visitors parking permit has been issued by the Council and that it relates to the areas of highway described in a zone and set out in the Sixth Schedule of this Order.
- (9) A visitors parking permit displayed on a vehicle in a parking place shall, subject to Article 11 of this Order, be valid only if the conditions specified in paragraph (7) of this Article are met and the visitors parking permit is displayed in accordance with the provisions of Article 11 of this Order.
- (10) A visitors permit holder may surrender a visitors parking permit to the Council at any time and shall surrender a visitors parking permit to the Council on the occurrence of any of the events set out in paragraph (12) of this Article and upon such surrender the Council shall not be obliged to make any refund in respect thereof.
- (11) The Council may by notice in writing sent by the recorded delivery service served on the visitors permit holder or affixed to any vehicle displaying a visitors parking permit withdraw a visitors parking permit if it appears to the Council that an event such as set out in paragraph (12) of this Article has occurred and the visitors parking permit holder shall surrender the visitors permit to the Council within 48 hours of the receipt of such notice.
- (12) The events referred to in paragraph (10) and (11) of this Article are:
- (a) the visitors permit holder ceasing to be a resident;
 - (b) the withdrawal of the visitors parking permit by the Council under the provisions of paragraph (11) of this Article;
 - (c) the issue of a duplicate visitors parking permit by the Council under the provisions of paragraph (14) of this Article;
 - (d) the visitors parking permit ceasing to be valid pursuant to the provisions of paragraph (13) of this Article;
 - (e) the visitors permit holder giving the visitors parking permit to a nonbona fide visitor or allowing it to be used by a non-bona fide visitor.
- (13) Without prejudice to the foregoing provisions of this Article a visitors parking permit shall cease to be valid at midnight on the expiry date specified thereon or on the occurrence of any one of the events specified in paragraph (12) of this Article, whichever is the earlier.
- (14) If a visitors parking permit is mutilated or accidentally defaced or the figures or particulars on it have become illegible or the colour of the visitors parking permit has become altered by fading or otherwise the visitors parking permit holder shall surrender it to the Council and may apply to the Council for the issue to him of a duplicate visitors parking permit if such surrender is accompanied by an application for a duplicate visitors parking permit the Council shall issue a duplicate visitors parking permit somarked and upon such issue the original visitors parking permit shall cease to be valid.

- (15) If a visitors parking permit is lost or destroyed the visitors parking permit holder may apply to the Council for the issue to him of a duplicate visitors parking permit and the Council upon being satisfied of such loss or destruction may at its discretion issue a duplicate visitors parking permit so marked and upon such issue the original visitors parking permit shall cease to be valid.
- (16) The provisions of this Order shall apply to a duplicate visitors parking permit and an application for a duplicate visitors parking permit as if it were a visitors parking permit or, as the case may be, an application therefor.
10. A parking permit or visitors parking permit issued under the provisions of this Order shall not be valid in any parking place other than a parking place within the zone regulated by the Sixth Schedule of this Order.
11. At all times during which a vehicle is left in a parking place during the Regulated Hours making use of a parking permit or a visitors parking permit there shall be displayed in the relevant position on the front or near side of the vehicle a valid residential parking permit or visitors parking permit issued in respect of that vehicle so that all particulars referred to in Articles 8 or 9(8) of this Order are readily visible from the front or near side of the vehicle.
12. Where a residential parking permit, visitors parking permit or a Penalty Charge Notice has been displayed on or affixed to the vehicle in accordance with the provisions of Articles 11 and 14(1) or any other provision of this Order no person, not being the driver, owner or keeper of the vehicle or a Civil Enforcement Officer, shall remove the permit, or Notice from the vehicle unless authorisation is obtained to do so by the driver, owner or keeper.
13. (1) A person who contravenes any provision of this order, or who uses a vehicle, or permits a vehicle to be used in contravention of this order, shall be guilty of an offence and a penalty charge may be payable as a result of any contravention.
- (2) Any Penalty Charge due to the Council under paragraph (1) of this Article shall be paid to the Council as directed on the Penalty Charge Notice.
14. (1) Where a Penalty Charge has been incurred in respect of a vehicle under Article 13 this Order, a Civil Enforcement Officer shall complete a Notice and attach it in a conspicuous place to that vehicle or hand or attempt to hand it to the driver of the vehicle.
- (2) Any Penalty Charge Notice issued under paragraph (1) of this Article shall include the following particulars: -
- (a) the registration mark of the vehicle or where the vehicle is being used under a trade licence the number of the trade plate carried by the vehicle;
- (b) the date and time at which the Civil Enforcement Officer first noticed that a Penalty Charge had been incurred under this Order;
- (c) the reason for the Penalty Charge being incurred;

(d) a statement that a Penalty Charge of the amount specified on the notice is required to be paid;

(e) the manner in which and the time within which the Penalty Charge should be paid.

15. The Council shall;

(a) cause the limits of each parking place to be indicated on the carriageway by placing and maintaining thereon the appropriate traffic signs/markings;

(b) place and maintain on or in the vicinity of each parking place appropriate traffic signs/markings for indicating that such parking place may be used during the Regulated Hours for the leaving only of vehicles specified in Articles 5(1) and 9(7)(a) of this Order, and any charge payable in relation thereto;

(c) carry out such other work as is reasonably required for the satisfactory operation of a parking place.

16. Every vehicle parked in a parking place in accordance with the provisions of this Order shall be so parked so that every part of the vehicle is within the limits of the parking place.

17. A Police Officer in uniform or a City Council Civil Enforcement Officer may in case of an emergency move or cause to be moved any vehicle left in a parking place to any place that he thinks fit in the circumstances.

18. (1) Any person authorised by the Council may suspend the use of a parking place or any part thereof whenever he considers such suspension reasonably necessary: -

(a) for the purpose of facilitating the movement of traffic or promoting its safety;

(b) for the purpose of any building operation, demolition or excavation in or adjacent to the parking place or the maintenance, improvement or reconstruction of the parking place or the laying, erection, alteration, removal or repair in or adjacent to the parking place of any sewer or at any main, pipe or apparatus for the supply of gas, water or electricity or of any telegraphic line or traffic sign;

(c) for the convenience of occupiers of premises adjacent to the parking place on any occasion for the removal of furniture from one office or dwelling house to another or the removal of furniture from such premises to a depository or to such premises from a depository;

(d) on any occasion on which it is likely by reason of some special attraction that any street will be thronged or obstructed;

(e) for the convenience of occupiers of premises adjacent to the parking place at times of weddings or funerals or any other special occasions;

(f) for the purpose of cleansing the parking place.

- (2) A Police Officer in uniform may suspend for not longer than 24 hours the use of a parking place or any part thereof whenever he considers such suspension reasonably necessary for the purpose of facilitating the movement of traffic or providing for its safety.
- (3) Any person suspending the use of a parking place or any part thereof in accordance with the provisions of paragraphs (1) or (2) of this Article shall thereupon place or cause to be placed in or adjacent to that parking place or the part thereof the use of which is suspended a traffic sign indicating that the waiting of vehicles is prohibited.
- (4) No person shall cause or permit a vehicle to be left in any parking place or part of a parking place during such period as there is in or adjacent to that parking place or part of a parking place a traffic sign placed in pursuance of paragraph (3) of this Article;

Provided that nothing in this paragraph shall render it unlawful to cause or permit any vehicle being used for Fire Brigade, Ambulance or Police purposes or any vehicle being used for the purpose specified in Article 20(1) of this Order to be left in the parking place or part of a parking place during such period, or to any other vehicle so left if that vehicle is left with the permission of (i) the person suspending the use of the parking place or the part thereof in pursuance of paragraph (1) of this Article or (ii) a Police Officer in uniform or (iii) a City Council Civil Enforcement Officer.

19. While any vehicle is in a parking place during the Regulated Hours no person shall use the vehicle in connection with the sale of any article to any person or in connection with the selling or offering for sale of his skill or services:

Provided that nothing in this Article shall prevent the sale of goods from a vehicle if the vehicle is a passenger vehicle, a dual purpose vehicle or a motor cycle and the goods are immediately delivered at or taken into premises adjacent to the vehicle from which the sale is affected.

Exemptions to Permit Parking

20. (1) Notwithstanding the foregoing provisions of this Order, any vehicle may wait at any time in the lengths of road specified in the Sixth Schedule of this Order for so long as may be reasonably necessary if:
 - (a) the vehicle is waiting to enable a person to board or alight from the vehicle;
 - (b) the vehicle is waiting to enable goods to be loaded or unloaded from the vehicle;
 - (c) the vehicle is waiting owing to the driver being prevented from proceeding by circumstances beyond his control or to such waiting being necessary in order to avoid an accident;
 - (d) the vehicle is a vehicle being used for Fire Brigade, Ambulance or Police purposes or a vehicle in the service of a local authority which is being used in pursuance of statutory powers or duties:

- (e) the vehicle is waiting to enable it to be used in connection with the removal of any obstruction to traffic;
 - (f) the vehicle is in the service of or employed by the Post Office and is waiting while postal packets addressed to premises in the lengths of road in which the vehicle is waiting are being unloaded from the vehicle or, having been unloaded there from, are being delivered or while postal packets are being collected from premises or posting boxes in the lengths of road in which the vehicle is waiting;
 - (g) the vehicle (not being a passenger vehicle) is in actual use in connection with the removal of furniture from one office or dwelling house to another or the removal of such furniture from such premises to a depository or to such premises from a depository;
 - (h) to enable a vehicle to wait for a period of 1 hour and not return to the same parking place until a period of one further hour has elapsed.
- (2) Nothing shall apply to prevent any disabled person's vehicle from waiting during the regulated hours in the lengths of road specified in the Sixth Schedules provided that:-
- (a) a disabled person's badge is displayed in the relevant position on the vehicle, in accordance with the Disabled Persons (Badges for Motor Vehicles) Regulations, 2000
- and
- (b) a disabled persons parking disc issued by a local authority is displayed in a relevant position on the vehicle and the person in charge of the said vehicle marks on the said parking disc the time at which the period of waiting has begun.

- 21. The Council may determine from time to time to exempt any category of person or class of vehicle from any or all of the provisions of this Order in relation to the use of parking place
- 22. If the resident requires an amendment to a parking permit by way of a change of vehicle he/she shall make an application to the Council for an amended parking permit and upon payment of an administration charge as set out in the Eighth Schedule of this Order, the Council shall issue such amended parking permit and the original parking permit shall cease to be of use.

SECTION 4 - EXEMPTIONS

Emergencies

- 23. Nothing in this Order shall render it unlawful to cause or permit any vehicle to wait in any of the roads, lengths of road or on the sides of road specified therein for so long as may be necessary to enable the vehicle to be used in an emergency for fire and rescue, ambulance or police purposes:

General Exemptions

24. Nothing in this Order shall apply to anything done upon the direction or with the permission of a Police Officer in uniform.
25. Nothing in Articles 2 of this Order shall render it unlawful to cause or permit a vehicle to wait in the lengths of road referred to in that Article for as long as may be necessary :-
- a) to enable a person to board or alight from the vehicle;
 - b) To enable goods to be loaded or unloaded from a vehicle.
 - c) to enable a vehicle of (and bearing a livery used by) a universal service provider within the meaning ascribed by the Postal Services Act 2000 to be used for the purpose of delivering and/or collecting postal packets in the course of the provision of a universal postal service as defined in that Act.
 - d) to enable the vehicle if it cannot conveniently be used for such purposes in any other road, to be used in connection with any of the following operations, namely :-
 - (i) being actively engaged in building, industrial or demolition operations.
 - (ii) The removal of obstructions to traffic.
 - (iii) the maintenance, improvement or reconstruction of the said lengths or sides of road; and
 - (iv) the laying, erection, alteration or repair in or on land adjacent to the said lengths or sides of road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telecommunications system as defined in paragraph 1(1) of the Telecommunications Code contained in Schedule 2 of the Telecommunications Act 1984,
 - e) the vehicle if it cannot conveniently be used for such purposes in any other road, to be used in the Service of a Local authority, Water Authority, Sewerage Authority or their contractors in pursuance of that authority's statutory powers or duties;
 - f) to enable the vehicle to wait for a period of 1 hour and not return to the same parking place until a period of one further hour has elapsed.

GENERAL PROVISIONS

26. Save as provided for in Articles 24 and 25 of this Order, no person shall cause or permit a vehicle to wait in excess of 1 hour, and not return to the same parking place within 1 hour of leaving in the lengths of road specified in the First Schedule hereto.
27. Save as provided for in Article 24 and 25 of this Order, no person shall cause or permit a vehicle to wait at any time in the lengths of road specified in the Second Schedule hereto.

- 28. Save as provided for in Article 24 of this Order, no person shall cause or permit a vehicle to stop within the length of controlled area pertaining to the crossing place location specified in the Third Schedule hereto.
- 29. To prohibit motor vehicles from travelling along the lengths of road specified in the Fifth Schedule hereto.

REVOCATIONS

- 30. To revoke those parts of the Traffic Regulation orders specified in the Schedule of Revocations hereto, and thereby these Traffic regulation Orders are hereby amended.
- 31. To remove the properties specified in Part 5 of City Of Stoke-On-Trent (Traffic Regulation) (No. 13) Consolidation Order 2008 so that they are removed from the list of eligible properties that can apply for Zone S1 Permits.

CITATION AND COMMENCEMENT

- 32. The Interpretation Act, 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
- 33. This Order shall come into operation on the (DAY) (MONTH) 2021 and may be cited as “City of Stoke-on-Trent (Traffic Regulation) (University Quarter – Boughey Road Restricted Zone Permit Parking) (No.10) Order, 2020

DATED this xxx day of xxxx 2021.

SIGNED ON BEHALF of the)
 COUNCIL OF THE CITY)
 OF STOKE-ON-TRENT) **authorised signatory**

FIRST SCHEDULE
LIMITED WAITING 1 HOUR, NO RETURN WITHIN 1 HOUR

Boughey Road
(East Side)

from a point 160 metres south of its junction with Conway Street to a point 178 metres south of its junction with Conway Street

SECOND SCHEDULE
NO WAITING AT ANY TIME

Boughey Road
(East Side)

for a distance of 83 metres north to its southern truncated end

(West Side)

- (i) from its junction with Thornton Road for a distance of 13 metres in a southerly direction
- (ii) from its junction with Spencer Road for a distance of 6 metres in a southerly direction
- (iii) from its junction with Thornton Road for a distance of 6 metres in a northerly direction

THIRD SCHEDULE
PUFFIN CROSSING

Leek Road

At a point approximately 59 metres south west of the south western boundary of No.107 Leek Road

FOURTH SCHEDULE
RESTRICTED PARKING ZONE S5 NO WAITING EXCEPT IN SIGNED BAYS

Boughey Road

From its junction with Leek Road to its junction with Spencer Road

Spencer Road
Thornton Road

The Whole
The Whole

FIFTH SCHEDULE
Prohibited Vehicular Access

Boughey Road

From its junction with Leek Road (outside No.144) for a distance of 4 metres in a northerly direction

For a distance of 5 metres from its junction with Leek Road

SIXTH SCHEDULE
S5 PERMIT HOLDER PARKING OR LIMITED WAITING 1 HOUR NO RETURN
WITHIN 1 HOUR

Boughey Road

(West Side)
Road

- (i) from a point 6 metres south of its junction with Spencer
to a point 6 metres north of its junction with Thornton Road
- (ii) from a point 13 metres south of its junction with Thornton
Road to a point 33 metres south of its junction with Thornton

Road

SEVENTH SCHEDULE
PROPERTIES ELIGIBLE FOR PERMITS

BOUGHEY ROAD – No's 106-144 (EVEN)

EIGHTH SCHEDULE
PERMIT CHARGES

Residential Permit - £18 per annum
Visitor Permit - £25 per annum
Administration Charge - £5 per permit

NINTH SCHEDULE
RESIDENTS ON STREET PARKING PLACES MON-SAT 8AM-9PM
ZONE REFERENCE S1

Boughey Road

(East Side)
for a

- (i) from a point 18 metres south of its junction with Ashford Road
distance of 31 metres in a southerly direction
- (ii) from a point 16 metres south-west of its junction with Ridgway
a distance of 37 metres in a southerly direction

Road for

(West Side)
for a

- (i) from a point 10 metres south of its junction with Ashford Street
distance of 31 metres in a southerly direction
- (ii) from a point 10 metres south of its junction with Carlton Road
10 metres north of its junction with Spencer Road

to a point

- to a point
- (iii) from a point 10 metres south of its junction with Spencer Road
10 metres north of its junction with Thornton Road
- a
- (iv) from a point 5 metres south of its junction with Thornton Road for
distance of 27 metres in a southerly direction
- Road for a
- (v) from a point 16 metres south-west of its junction with Avenue
distance of 11 metres in a southerly direction
- for a
- (vi) from a point 10 metres north of its junction with Ashford Street
distance of 100 metres in a northerly direction

Carlton Road

(North Side)

an

from the western boundary of No.48 for a distance of 92 metres in
easterly direction

(South Side)

westerly

from the boundary of Nos. 3/5 for a distance of 86 metres in a
direction

Cauldon Road

(North Side)

distance

from a point 54 metres west of its junction with Leek Road for a
of 24 metres in a westerly direction

(South Side)

a

from a point 5 metres west of the Alleyway flanking No. 240 for
distance of 67 metres in a westerly direction

Conway Street

(South Side)

westerly

from the boundary of Nos. 3/5 for a distance of 37 metres in a
direction

Darnley Street

(North Side)

a

from a point 10 metres east of its junction with Boughey Road for
distance of 55 metres in an easterly direction

(South-west Side)

Darnley Street

from a point 5 metres west of the alleyway flanking No.3
for a distance of 53 metres in a westerly direction

Leek Road

(North Side)

a

(i) from a point 20 metres west of its junction with Conway Street for
distance of 78 metres in a westerly direction

for a

(ii) from a point 5 metres west of the alleyway flanking 135 Leek Road
distance of 57 metres in a westerly direction

(North-west Side)

Road to a

(i) from a point 64 metres north-east of its junction with Cauldon
point 112 metres north-east of that junction

Road for

(ii) from a point 118 metres north-east of its junction with Cauldon
a distance of 78 metres in an north-easterly direction

Ridgway Road

(East Side)
Grove to

from a point 12 metres south-west of its junction with Mawson
a point 146 metres south-west of that junction

(North Side)
a

from a point 13 metres west of its junction with Mawson Grove for
distance of 136 metres in an easterly direction

(South Side)
to its

from a point 17 metres north of its junction with Mawson Grove
junction with the alleyway flanking No. 87 Ridgway Road

SCHEDULE OF REVOCATIONS

City of Stoke on Trent (Traffic Regulation) (Consolidation Order) (No.13) Order 2008	Limited Waiting 1 Hour, No Return Within 1 Hour Mon-Fri 8am-6pm	Boughey Road
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No Waiting At Any Time	Boughey Road Leek Road
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Pelican Crossing	Leek Road
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Resident Permit Holders Only Mon-Sat 8am-9pm Zone Reference S1	Boughey Road
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City of Stoke on Trent (Traffic Regulation) (No.33) Consolidation Order 2001	Goods vehicles Prohibited With A Maximum Gross Vehicle Weight In Excess Of 7.5 Tonnes Except For Loading	Boughey Road Thornton Road
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City of Stoke on Trent (Traffic Regulation) (University Quarter - Thornton Road / Spencer Road Permit Parking) (No.4) Order 2017	Restricted Parking Zone S5 No Loading except in signed bays	Spencer Road Thornton Road
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City of Stoke-on-Trent (Traffic Regulation) (University Quarter – Boughey Road (No.10) Order, 2020

THE COUNCIL OF THE CITY OF STOKE-ON-TRENT in exercise of its powers under Sections 1, 2, 3, 4, 23, 32, 35, 45, 46 and 122 of the Road Traffic Regulation Act 1984 (“the Act”) and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act **HEREBY MAKE THE FOLLOWING ORDER :-**

Interpretation

1. In this Order, except where the context otherwise requires, the following expressions have the meaning hereby respectively assigned to them:

“**Council**” means The Council of the City of Stoke on Trent

“**Civil Enforcement officer**” means a person employed in accordance with the Traffic Management Act 2004, to supervise and enforce the road traffic contraventions.

“**Controlled Area**” means a Pelican controlled area, a Puffin controlled area or a Zebra controlled area

“**disabled persons badge**” shall have the same meaning as in the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000, as amended by the Disabled Persons (Badges for Motor Vehicles) (England) (Amendment) Regulations 2000.

“**disabled persons vehicle**” means a vehicle displaying a valid disabled persons badge in accordance with the circumstances prescribed in the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000;

“**driver**” in relation to a vehicle waiting or parked in a restricted area or parking place respectively, means the person driving the vehicle at the time it was left or parked in the restricted area or parking place;

“**motor vehicle**” means a mechanically propelled vehicle intended or adapted for use on roads

“**one-way street**” means a highway in which the driving of vehicles otherwise than in one direction is prohibited;

“**parking place**” means an area of the highway authorised by this Order for the parking of vehicles or vehicles of specific classes;

“**resident**” means a person whose usual place of residence or business is at premises the postal address of which is in any street or part of a street in a zone described in the Seventh Schedule of this Order thereby making that person eligible to apply for a parking permit in that respective zone only;

“**relevant position**” means on the dashboard or fascia of the vehicle or where the vehicle is not fitted with a dashboard or fascia in a conspicuous position on the nearside of the vehicle, or if the

vehicle is one being used by a disabled person has the same meaning as given in Regulation 4 of The Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000;

“Permit Holder” means a person to whom a permit has been issued under the provisions of Article 5 of this Order;

“visitors permit holder” means a person to whom a permit has been issued under the provisions of Article 9 of this Order.

“visitors parking permit” means a permit issued under the provisions of Article 9 of this Order;

“restricted zone”, means the lengths of road specified in the Fourth Schedule of this Order, and they form part of a Zone within which, yellow lines, white bay markings are not required.

“street” and “road” have similar meanings for the purpose of this order;

SECTION 2 – PROHIBITION AND RESTRICTION OF WAITING WITHIN A RESTRICTED PARKING ZONE

Prohibition and restriction on waiting.

2. Save as provided for in Articles 24 and 25(a), (b), (c), (d) and (e) no person shall cause or permit any vehicle to wait at any time in the lengths of road specified in the Second Schedule hereto.

SECTION 3 – DESIGNATED PARKING PLACES PROVISIONS

Permit Parking Bays.

3. No person shall cause or permit any vehicle to wait during the Regulated Hours in any lengths of road regulated by the Sixth Schedules of this Order other than in accordance with Articles 4, 20(1), 20(2) and 21 of this Order.
4. Each parking place may be used, subject to the provisions of this Order, for the leaving during the Regulated Hours of the following vehicles:
 - (iii) Those which display in the manner specified in Article 11 of this Order a valid parking permit issued by the Council in respect of that vehicle or a valid visitors parking permit
 - (iv) Those in respect of which the permit charge set out in the Eighth Schedule of this Order is subsequently paid in the prescribed manner.

Application For and Issue of Parking Permits

5. (1) Any resident from a property whose address is within the properties specified in the Seventh Schedule and can confirm that a vehicle of the following class that is to say a passenger vehicle, a dual purpose vehicle, a goods vehicle not exceeding 3.5 tonnes gross laden weight or a motor cycle is registered at that address, may apply to the Council for the issue of a parking permit for the leaving of that vehicle in a parking place. Any such application shall be made on a form issued and obtainable from the Council and shall include the information required by that form and shall be accompanied by a remittance of such permit charge as specified in the Eighth Schedule of this Order as is appropriate in respect of the parking permit for which application is being made. Up to two parking permits can be issued per property. One will permit will be a residential permit which will allow dual use parking within the lengths of road specified in the Fourth and Ninth Schedules. A second permit can be issued as a visitors permit for the parking of a vehicle in the lengths of road specified in the Ninth Schedule hereto.

(2) The Council may at any time require an applicant for a parking permit to produce to an Officer of the Council such evidence in respect of any application made to them as they may reasonably require to verify any particulars or information given to them or in respect of any parking permit issued by them as they may reasonably require to verify that the parking permit is valid.

(3) On receipt of the application made under paragraph (1) of this Article and of the appropriate fee specified in the Eighth Schedule of this Order the Council, upon being satisfied that the applicant is a resident and is the owner of a vehicle of the class specified in paragraph (1), shall issue to the applicant a residential parking permit for the leaving of a vehicle during the Regulated Hours in any parking place to which such a parking permit relates by the owner or by any person using such vehicle with the consent of the owner other than a person to whom such vehicle has been let for hire or reward and any such parking permit so issued shall remain the property of the Council at all times.

6. (1) A residential parking permit holder may surrender a parking permit to the Council at any time and shall surrender a parking permit to the Council on the occurrence of any of the events set out in paragraph (3) of this Article and upon such surrender the Council shall not be obliged to make any refund in respect thereof.

(2) The Council may, by notice in writing sent by the recorded delivery service served on the parking permit holder at the address shown by that person on the application for the parking permit or affixed to the vehicle to which the parking permit relates, withdraw a parking permit if it appears to the Council that any of the events set out in paragraph 3(a), (b) or (c) of this Article has occurred and the permit holder shall surrender the parking permit within 48 hours of the receipt of such notice.

(3) The events referred to in the foregoing provisions of this Article are:

(f) the parking permit holder ceasing to be a resident or a proprietor of a business within the zone;

(g) the parking permit holder ceasing to be the owner of the vehicle in respect of which the parking permit is issued;

- (h) the vehicle in respect of which such parking permit was issued being adapted or used in such a manner that it is not a vehicle of the class specified in Article 5(l) of this Order;
- (i) the issue of a duplicate parking permit by the Council under the provisions of Article 7 of this Order;
- (j) the parking permit ceasing to be valid pursuant to the provisions of paragraph (4) of this Article.

(4) Without prejudice to the foregoing provisions of this Article a parking permit shall cease to be valid at midnight on the expiry date specified thereon or on the occurrence of any one of the events set out in paragraph (3) of this Article whichever is the earlier.

7. (1) If a parking permit is mutilated or accidentally defaced or the figures or particulars on it have become illegible or the colour of the parking permit has become altered by fading or otherwise the residents parking permit holder shall surrender it to the Council and may apply to the Council for the issue to him of a duplicate parking permit if such surrender is accompanied by an application for a duplicate parking permit and the Council on the receipt of the above shall issue a duplicate parking permit so marked and upon such issue the original parking permit shall become invalid.

(2) If a parking permit is lost or destroyed the parking permit holder may apply to the Council for the issue to him of a duplicate residential parking permit and the Council, upon being satisfied as to such loss or destruction, shall issue a duplicate residential parking permit so marked and, on such issue, the original parking permit shall become invalid.

(3) The provisions of this Order shall apply to a duplicate parking permit and an application for a duplicate parking permit as if it were a parking permit or, as the case may be, an application thereafter.

8. A parking permit issued under Article 5(3) of this Order shall be in a form prescribed by the Council and shall include the following particulars

- (d) the registration mark of the vehicle in respect of which the parking permit has been issued;
- (e) the expiry date;
- (f) an authentication that the parking permit has been issued by the Council and that it relates to the length of road and zone reference and set out in the Sixth Schedule of this Order.

9. (1) Any resident of a property may apply to the Council for the issue of a maximum of two visitors parking permits per property and any such application shall be made on a form, issued and obtainable from the Council and shall include the information required by that form and shall be accompanied by a remittance for such permit charge as specified in Eighth Schedule of this Order.

- (2) Any resident of a property as specified in paragraph (1) of this Article who is a Senior Citizen may apply for one visitors parking permit free of any charge;
- (3) Parking permits issued free under paragraph (2) of this Article will be limited to one per household. A second visitors permit will be issued for the appropriate charge as specified in the Eighth Schedule of this Order.
- (4) The Council may at any time require an applicant for a visitors parking permit to produce to an Officer of the Council such evidence in respect of an application for a visitors parking permit made to them as they may reasonably require to verify any particulars or information given to them or in respect of any visitors parking permit issued by them as they may reasonably require to verify the validity of the visitors parking permit.
- (5) On receipt of an application made under the foregoing provisions of this Article and of the appropriate fee specified in the Eighth Schedule of this Order. The Council upon being satisfied that the applicant is a resident shall issue to that applicant a visitors parking permit of the description contained in paragraph (7) of this Article and any such visitors parking permit so issued shall remain the property of the Council at all times.
- (6) Where a visitors parking permit is issued to any person upon the receipt of a payment and the payment is subsequently dishonoured the visitors parking permit shall cease to be of any effect or cease to be capable of any effect as the case may be and the Council shall by notice in writing sent by the recorded delivery service served on the person to whom such visitors parking permit was issued or affixed any vehicle displaying the visitors parking permit requiring the surrender of the visitors parking permit to the Council within 48 hours of a aforementioned notice.
- (7) Each visitors parking permit issued in accordance with paragraph (1) of this Article shall be for the leaving during the Regulated Hours in any parking place of a vehicle which:
 - (c) is within the following class that is to say a passenger vehicle, a dual purpose vehicle, a goods vehicle not exceeding 3.5 tonnes gross laden weight or a motor cycle.
 - (d) immediately prior to being left in the parking place was used for conveying a bona fide visitor to the usual residence of the resident to whom the visitors parking permit was issued.
- (8) A visitors parking permit shall be in a form prescribed by the Council and shall make provision for:
 - (d) a serial number to be shown thereon by which the resident to whom that visitors parking permit was issued may be identified;
 - (e) the expiry date;
 - (f) an authentication that the visitors parking permit has been issued by the Council and that it relates to the areas of highway described in a zone and set out in the Sixth Schedule of this Order.

- (9) A visitors parking permit displayed on a vehicle in a parking place shall, subject to Article 11 of this Order, be valid only if the conditions specified in paragraph (7) of this Article are met and the visitors parking permit is displayed in accordance with the provisions of Article 11 of this Order.
- (10) A visitors permit holder may surrender a visitors parking permit to the Council at any time and shall surrender a visitors parking permit to the Council on the occurrence of any of the events set out in paragraph (12) of this Article and upon such surrender the Council shall not be obliged to make any refund in respect thereof.
- (11) The Council may by notice in writing sent by the recorded delivery service served on the visitors permit holder or affixed to any vehicle displaying a visitors parking permit withdraw a visitors parking permit if it appears to the Council that an event such as set out in paragraph (12) of this Article has occurred and the visitors parking permit holder shall surrender the visitors permit to the Council within 48 hours of the receipt of such notice.
- (12) The events referred to in paragraph (10) and (11) of this Article are:
- (f) the visitors permit holder ceasing to be a resident;
 - (g) the withdrawal of the visitors parking permit by the Council under the provisions of paragraph (11) of this Article;
 - (h) the issue of a duplicate visitors parking permit by the Council under the provisions of paragraph (14) of this Article;
 - (i) the visitors parking permit ceasing to be valid pursuant to the provisions of paragraph (13) of this Article;
 - (j) the visitors permit holder giving the visitors parking permit to a nonbona fide visitor or allowing it to be used by a non-bona fide visitor.
- (13) Without prejudice to the foregoing provisions of this Article a visitors parking permit shall cease to be valid at midnight on the expiry date specified thereon or on the occurrence of any one of the events specified in paragraph (12) of this Article, whichever is the earlier.
- (14) If a visitors parking permit is mutilated or accidentally defaced or the figures or particulars on it have become illegible or the colour of the visitors parking permit has become altered by fading or otherwise the visitors parking permit holder shall surrender it to the Council and may apply to the Council for the issue to him of a duplicate visitors parking permit if such surrender is accompanied by an application for a duplicate visitors parking permit the Council shall issue a duplicate visitors parking permit so marked and upon such issue the original visitors parking permit shall cease to be valid.
- (15) If a visitors parking permit is lost or destroyed the visitors parking permit holder may apply to the Council for the issue to him of a duplicate visitors parking permit and the Council upon being satisfied of such loss or destruction may at its discretion issue a duplicate visitors parking permit so marked and upon such issue the original visitors parking permit shall cease to be valid.

(16) The provisions of this Order shall apply to a duplicate visitors parking permit and an application for a duplicate visitors parking permit as if it were a visitors parking permit or, as the case may be, an application therefor.

10. A parking permit or visitors parking permit issued under the provisions of this Order shall not be valid in any parking place other than a parking place within the zone regulated by the Sixth Schedule of this Order.

11. At all times during which a vehicle is left in a parking place during the Regulated Hours making use of a parking permit or a visitors parking permit there shall be displayed in the relevant position on the front or near side of the vehicle a valid residential parking permit or visitors parking permit issued in respect of that vehicle so that all particulars referred to in Articles 8 or 9(8) of this Order are readily visible from the front or near side of the vehicle.

12. Where a residential parking permit, visitors parking permit or a Penalty Charge Notice has been displayed on or affixed to the vehicle in accordance with the provisions of Articles 11 and 14(1) or any other provision of this Order no person, not being the driver, owner or keeper of the vehicle or a Civil Enforcement Officer, shall remove the permit, or Notice from the vehicle unless authorisation is obtained to do so by the driver, owner or keeper.

13. (1) A person who contravenes any provision of this order, or who uses a vehicle, or permits a vehicle to be used in contravention of this order, shall be guilty of an offence and a penalty charge may be payable as a result of any contravention.

(2) Any Penalty Charge due to the Council under paragraph (1) of this Article shall be paid to the Council as directed on the Penalty Charge Notice.

14. (1) Where a Penalty Charge has been incurred in respect of a vehicle under Article 13 this Order, a Civil Enforcement Officer shall complete a Notice and attach it in a conspicuous place to that vehicle or hand or attempt to hand it to the driver of the vehicle.

(2) Any Penalty Charge Notice issued under paragraph (1) of this Article shall include the following particulars: -

(f) the registration mark of the vehicle or where the vehicle is being used under a trade licence the number of the trade plate carried by the vehicle;

(g) the date and time at which the Civil Enforcement Officer first noticed that a Penalty Charge had been incurred under this Order;

(h) the reason for the Penalty Charge being incurred;

(i) a statement that a Penalty Charge of the amount specified on the notice is required to be paid;

(j) the manner in which and the time within which the Penalty Charge should be paid.

15. The Council shall;

- (d) cause the limits of each parking place to be indicated on the carriageway by placing and maintaining thereon the appropriate traffic signs/markings;
- (e) place and maintain on or in the vicinity of each parking place appropriate traffic signs/markings for indicating that such parking place may be used during the Regulated Hours for the leaving only of vehicles specified in Articles 5(1) and 9(7)(a) of this Order, and any charge payable in relation thereto;
- (f) carry out such other work as is reasonably required for the satisfactory operation of a parking place.

16. Every vehicle parked in a parking place in accordance with the provisions of this Order shall be so parked so that every part of the vehicle is within the limits of the parking place.
17. A Police Officer in uniform or a City Council Civil Enforcement Officer may in case of an emergency move or cause to be moved any vehicle left in a parking place to any place that he thinks fit in the circumstances.
18. (1) Any person authorised by the Council may suspend the use of a parking place or any part thereof whenever he considers such suspension reasonably necessary: -

- (g) for the purpose of facilitating the movement of traffic or promoting its safety;
- (h) for the purpose of any building operation, demolition or excavation in or adjacent to the parking place or the maintenance, improvement or reconstruction of the parking place or the laying, erection, alteration, removal or repair in or adjacent to the parking place of any sewer or at any main, pipe or apparatus for the supply of gas, water or electricity or of any telegraphic line or traffic sign;
- (i) for the convenience of occupiers of premises adjacent to the parking place on any occasion for the removal of furniture from one office or dwelling house to another or the removal of furniture from such premises to a depository or to such premises from a depository;
- (j) on any occasion on which it is likely by reason of some special attraction that any street will be thronged or obstructed;
- (k) for the convenience of occupiers of premises adjacent to the parking place at times of weddings or funerals or any other special occasions;
- (l) for the purpose of cleansing the parking place.

(2) A Police Officer in uniform may suspend for not longer than 24 hours the use of a parking place or any part thereof whenever he considers such suspension reasonably necessary for the purpose of facilitating the movement of traffic or providing for its safety.

(3) Any person suspending the use of a parking place or any part thereof in accordance with the provisions of paragraphs (1) or (2) of this Article shall thereupon place or cause to be placed in or

adjacent to that parking place or the part thereof the use of which is suspended a traffic sign indicating that the waiting of vehicles is prohibited.

(4) No person shall cause or permit a vehicle to be left in any parking place or part of a parking place during such period as there is in or adjacent to that parking place or part of a parking place a traffic sign placed in pursuance of paragraph (3) of this Article;

Provided that nothing in this paragraph shall render it unlawful to cause or permit any vehicle being used for Fire Brigade, Ambulance or Police purposes or any vehicle being used for the purpose specified in Article 20(1) of this Order to be left in the parking place or part of a parking place during such period, or to any other vehicle so left if that vehicle is left with the permission of (i) the person suspending the use of the parking place or the part thereof in pursuance of paragraph (1) of this Article or (ii) a Police Officer in uniform or (iii) a City Council Civil Enforcement Officer.

19. While any vehicle is in a parking place during the Regulated Hours no person shall use the vehicle in connection with the sale of any article to any person or in connection with the selling or offering for sale of his skill or services:

Provided that nothing in this Article shall prevent the sale of goods from a vehicle if the vehicle is a passenger vehicle, a dual purpose vehicle or a motor cycle and the goods are immediately delivered at or taken into premises adjacent to the vehicle from which the sale is affected.

Exemptions to Permit Parking

- 20 (1) Notwithstanding the foregoing provisions of this Order, any vehicle may wait at any time in the lengths of road specified in the Sixth Schedule of this Order for so long as may be reasonably necessary if:
- (a) the vehicle is waiting to enable a person to board or alight from the vehicle;
 - (b) the vehicle is waiting to enable goods to be loaded or unloaded from the vehicle;
 - (c) the vehicle is waiting owing to the driver being prevented from proceeding by circumstances beyond his control or to such waiting being necessary in order to avoid an accident;
 - (d) the vehicle is a vehicle being used for Fire Brigade, Ambulance or Police purposes or a vehicle in the service of a local authority which is being used in pursuance of statutory powers or duties;
 - (e) the vehicle is waiting to enable it to be used in connection with the removal of any obstruction to traffic;
 - (f) the vehicle is in the service of or employed by the Post Office and is waiting while postal packets addressed to premises in the lengths of road in which the vehicle is waiting are being unloaded from the vehicle or, having been unloaded there from, are being delivered or while postal packets are being collected from premises or posting boxes in the lengths of road in which the vehicle is waiting;

(g) the vehicle (not being a passenger vehicle) is in actual use in connection with the removal of furniture from one office or dwelling house to another or the removal of such furniture from such premises to a depository or to such premises from a depository;

(h) to enable a vehicle to wait for a period of 1 hour and not return to the same parking place until a period of one further hour has elapsed.

(2) Nothing shall apply to prevent any disabled person's vehicle from waiting during the regulated hours in the lengths of road specified in the Sixth Schedules provided that:-

(a) a disabled person's badge is displayed in the relevant position on the vehicle, in accordance with the Disabled Persons (Badges for Motor Vehicles) Regulations, 2000

and

(b) a disabled persons parking disc issued by a local authority is displayed in a relevant position on the vehicle and the person in charge of the said vehicle marks on the said parking disc the time at which the period of waiting has begun.

21. The Council may determine from time to time to exempt any category of person or class of

vehicle from any or all of the provisions of this Order in relation to the use of parking place

22. If the resident requires an amendment to a parking permit by way of a change of vehicle he/she shall make an application to the Council for an amended parking permit and upon payment of an administration charge as set out in the Eighth Schedule of this Order, the Council shall issue such amended parking permit and the original parking permit shall cease to be of use.

SECTION 4 - EXEMPTIONS

Emergencies

23. Nothing in this Order shall render it unlawful to cause or permit any vehicle to wait in any of the roads, lengths of road or on the sides of road specified therein for so long as may be necessary to enable the vehicle to be used in an emergency for fire and rescue, ambulance or police purposes:

General Exemptions

24. Nothing in this Order shall apply to anything done upon the direction or with the permission of a Police Officer in uniform.

25. Nothing in Articles 2 of this Order shall render it unlawful to cause or permit a vehicle to wait in the lengths of road referred to in that Article for as long as may be necessary :-

- a) to enable a person to board or alight from the vehicle;
- b) To enable goods to be loaded or unloaded from a vehicle.
- c) to enable a vehicle of (and bearing a livery used by) a universal service provider within the meaning ascribed by the Postal Services Act 2000 to be used for the purpose of delivering and/or collecting postal packets in the course of the provision of a universal postal service as defined in that Act.
- d) to enable the vehicle if it cannot conveniently be used for such purposes in any other road, to be used in connection with any of the following operations, namely :-
 - (v) being actively engaged in building, industrial or demolition operations.
 - (vi) The removal of obstructions to traffic.
 - (vii) the maintenance, improvement or reconstruction of the said lengths or sides of road; and
 - (viii) the laying, erection, alteration or repair in or on land adjacent to the said lengths or sides of road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telecommunications system as defined in paragraph 1(1) of the Telecommunications Code contained in Schedule 2 of the Telecommunications Act 1984,
- e) the vehicle if it cannot conveniently be used for such purposes in any other road, to be used in the Service of a Local authority, Water Authority, Sewerage Authority or their contractors in pursuance of that authority's statutory powers or duties;
- f) to enable the vehicle to wait for a period of 1 hour and not return to the same parking place until a period of one further hour has elapsed.

GENERAL PROVISIONS

- 26.** Save as provided for in Articles 24 and 25 of this Order, no person shall cause or permit a vehicle to wait in excess of 1 hour, and not return to the same parking place within 1 hour of leaving in the lengths of road specified in the First Schedule hereto.
- 27.** Save as provided for in Article 24 and 25 of this Order, no person shall cause or permit a vehicle to wait at any time in the lengths of road specified in the Second Schedule hereto.
- 28.** Save as provided for in Article 24 of this Order, no person shall cause or permit a vehicle to stop within the length of controlled area pertaining to the crossing place location specified in the Third Schedule hereto.
- 29.** To prohibit motor vehicles from travelling along the lengths of road specified in the Fifth Schedule hereto.

REVOCATIONS

- 30. To revoke those parts of the Traffic Regulation orders specified in the Schedule of Revocations hereto, and thereby these Traffic regulation Orders are hereby amended.
- 31. To remove the properties specified in Part 5 of City Of Stoke-On-Trent (Traffic Regulation) (No. 13) Consolidation Order 2008 so that they are removed from the list of eligible properties that can apply for Zone S1 Permits.

CITATION AND COMMENCEMENT

- 32. The Interpretation Act, 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
- 33. This Order shall come into operation on the 17 May 2021 and may be cited as “City of Stoke-on-Trent (Traffic Regulation) (University Quarter – Boughey Road (No.10) Order, 2020”

DATED this 26th day of March 2021.

SIGNED ON BEHALF of the)
COUNCIL OF THE CITY)
OF STOKE-ON-TRENT)



authorised signatory

FIRST SCHEDULE
LIMITED WAITING 1 HOUR, NO RETURN WITHIN 1 HOUR

Boughey Road
(East Side)

from a point 160 metres south of its junction with Conway Street to a point 178 metres south of its junction with Conway Street

SECOND SCHEDULE
NO WAITING AT ANY TIME

Boughey Road
(East Side)

for a distance of 83 metres north to its southern truncated end

(West Side)

- (i) from its junction with Thornton Road for a distance of 13 metres in a southerly direction
- (ii) from its junction with Spencer Road for a distance of 6 metres in a southerly direction
- (iii) from its junction with Thornton Road for a distance of 6 metres in a northerly direction

THIRD SCHEDULE
PUFFIN CROSSING

Leek Road

At a point approximately 59 metres south west of the south western boundary of No.107 Leek Road

FOURTH SCHEDULE
RESTRICTED PARKING ZONE S5 NO WAITING EXCEPT IN SIGNED BAYS

Boughey Road

From its junction with Leek Road to its junction with Spencer Road

Spencer Road
Thornton Road

The Whole
The Whole

FIFTH SCHEDULE
Prohibited Vehicular Access

Boughey Road

From its junction with Leek Road (outside No.144) for a distance of 4 metres in a northerly direction

For a distance of 5 metres from its junction with Leek Road

SIXTH SCHEDULE
S5 PERMIT HOLDER PARKING OR LIMITED WAITING 1 HOUR NO RETURN
WITHIN 1 HOUR

Boughey Road

(West Side)
Road

- (i) from a point 6 metres south of its junction with Spencer
to a point 6 metres north of its junction with Thornton Road
- (ii) from a point 13 metres south of its junction with Thornton
Road to a point 33 metres south of its junction with Thornton

Road

SEVENTH SCHEDULE
PROPERTIES ELIGIBLE FOR PERMITS

BOUGHEY ROAD – No's 106-144 (EVEN)

EIGHTH SCHEDULE
PERMIT CHARGES

Residential Permit - £18 per annum
Visitor Permit - £25 per annum
Administration Charge - £5 per permit

NINTH SCHEDULE
RESIDENTS ON STREET PARKING PLACES MON-SAT 8AM-9PM
ZONE REFERENCE S1

Boughey Road

(East Side)
for a

- (i) from a point 18 metres south of its junction with Ashford Road
distance of 31 metres in a southerly direction

Road for

- (ii) from a point 16 metres south-west of its junction with Ridgway
a distance of 37 metres in a southerly direction

(West Side)
for a

- (i) from a point 10 metres south of its junction with Ashford Street
distance of 31 metres in a southerly direction

to a point

- (ii) from a point 10 metres south of its junction with Carlton Road
10 metres north of its junction with Spencer Road

- to a point
- (iii) from a point 10 metres south of its junction with Spencer Road
10 metres north of its junction with Thornton Road
- a
- (iv) from a point 5 metres south of its junction with Thornton Road for
distance of 27 metres in a southerly direction
- Road for a
- (v) from a point 16 metres south-west of its junction with Avenue
distance of 11 metres in a southerly direction
- for a
- (vi) from a point 10 metres north of its junction with Ashford Street
distance of 100 metres in a northerly direction

Carlton Road

(North Side)

an

from the western boundary of No.48 for a distance of 92 metres in
easterly direction

(South Side)

westerly

from the boundary of Nos. 3/5 for a distance of 86 metres in a
direction

Cauldon Road

(North Side)

distance

from a point 54 metres west of its junction with Leek Road for a
of 24 metres in a westerly direction

(South Side)

a

from a point 5 metres west of the Alleyway flanking No. 240 for
distance of 67 metres in a westerly direction

Conway Street

(South Side)

westerly

from the boundary of Nos. 3/5 for a distance of 37 metres in a
direction

Darnley Street

(North Side)

a

from a point 10 metres east of its junction with Boughey Road for
distance of 55 metres in an easterly direction

(South-west Side)

Darnley Street

from a point 5 metres west of the alleyway flanking No.3
for a distance of 53 metres in a westerly direction

Leek Road

(North Side)

a

(i) from a point 20 metres west of its junction with Conway Street for
distance of 78 metres in a westerly direction

for a

(ii) from a point 5 metres west of the alleyway flanking 135 Leek Road
distance of 57 metres in a westerly direction

(North-west Side)

Road to a

(i) from a point 64 metres north-east of its junction with Cauldon
point 112 metres north-east of that junction

(ii) from a point 118 metres north-east of its junction with Cauldon R
a distance of 78 metres in an north-easterly direction

Ridgway Road

(East Side)

from a point 12 metres south-west of its junction with Mawson Grove to a point 146 metres south-west of that junction

(North Side)

from a point 13 metres west of its junction with Mawson Grove for a distance of 136 metres in an easterly direction

(South Side)

from a point 17 metres north of its junction with Mawson Grove to its junction with the alleyway flanking No. 87 Ridgway Road

SCHEDULE OF REVOCATIONS

City of Stoke on Trent (Traffic Regulation) (Consolidation Order) (No.13) Order 2008	Limited Waiting 1 Hour, No Return Within 1 Hour Mon-Fri 8am-6pm	Boughey Road
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No Waiting At Any Time	Boughey Road Leek Road
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Pelican Crossing	Leek Road
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Resident Permit Holders Only Mon-Sat 8am-9pm Zone Reference S1	Boughey Road
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City of Stoke on Trent (Traffic Regulation) (No.33) Consolidation Order 2001	Goods vehicles Prohibited With A Maximum Gross Vehicle Weight In Excess Of 7.5 Tonnes Except For Loading	Boughey Road
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Thornton Road

City of Stoke on Trent (Traffic Regulation) (University Quarter - Thornton Road / Spencer Road Permit Parking) (No.4) Order 2017	Restricted Parking Zone S5 No Loading except in signed bays	Spencer Road Thornton Road
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