

**Minutes of the Tanworth-in-Arden Parish Council (PC) Emergency Meeting  
held on Tuesday 28<sup>th</sup> July 2020 at 7.30pm via Zoom**

Present: Councillor Willmott (Chair), Councillor Brougham, Councillor Chaudry, Councillor Jones, Councillor O'Brien, Councillor Ross, Councillor Doidge, Councillor Ebbutt, Councillor Adams, Councillor Burgess, Councillor Saunders, Councillor Oakley

All member of the working party (WP) were also in attendance- Ewen Cunningham, James Lines, Joanna Wilday and Sarah Adams plus the 3 Parish Councillors – Cllrs Burgess, Adams and O'Brien

Approximately 33 members of the public joined the meeting.

In attendance: Julie White, Parish Clerk

**20/21/015 - Apologies for absence – none**

**20/21/016**

- **To receive declarations of interest from Councillors on items on the agenda-** None
- **To receive written request for dispensations for disclosable pecuniary interests (if any)-** None
- **To consider any requests for dispensations as appropriate-** None

**20/21/017- To officially receive the results of the working party survey which was commissioned to address the anti-social behaviour at Earlswood Lakes and surrounding areas.**

Ewen Cunningham ran through the results of the survey (appended to the minutes) and the associated recommendations.

**20/12/018 – To receive the recommendations from the working party**

Ewen Cunningham ran through most of the recommendations after reading out the survey results (these are on the survey results appended to the minutes).

With reference to the causeway, although most survey responses indicated that they did not want the causeway closed there were 53 votes in favour of closing the causeway. On the basis that there are approximately 50-60 houses that are severely affected by issues at the bottom of Malthouse Lane, the working party recommended that a supplementary review is conducted. The suggestion was that the residents from the keyhole down to the causeway should be asked if they are in favour of a test closure of approximately 2 months to see if the issues are alleviated. The reason for the supplementary survey is due to it not being possible to give weighting to those most affected in the original survey.

County Councillor Horner said that he is willing to write to the Secretary of State requesting that the causeway is made a red route if he is requested to.

**20/12/019 – To agree what actions the Parish Council will take**

Actions that can be taken immediately:

- Approve further survey of residents at the bottom of Malthouse Lane.
- Push for a Public Space Protection Order (PSPO)
- Push Canal and River Trust (CRT) for a plan to better manage the Lakes

Councillor Oakley proposed that the Parish Council sanctions the supplementary survey, supports the PSPO being explored by Stratford District Council (SDC) and supports the Working Party's engagement

with CRT in pushing for a Management Plan of Earlswood Lakes. This was seconded by Councillor Brougham. All in favour.

The park was discussed as being a priority as there is a lot of anti-social behaviour occurring out of hours and the well-being of the park keepers must be paramount. Councillor Burgess said that he has produced a document with suggested actions for the park.

Ewen said that the Working Party was set up to report back on its findings and make recommendations so effectively its work is done. However, if the PC wishes most are prepared to offer their services to carry on. It was agreed that they had all done a tremendous job and they were all congratulated and it was requested that they continue in their role. Ewen will get back to the PC in this regard.

The other recommendations are still being worked on and will depend on the results of the supplementary survey.

A meeting will be held next Tuesday at 7.30pm to explore the results of the supplementary survey and agree what actions to take. The suggestions for the Park will also be discussed.

The Chairman closed the meeting at 20.47

Signed \_\_\_\_\_

Date \_\_\_\_\_

# **EARLSWOOD ANTI-SOCIAL BEHAVIOUR AND TRAFFIC ISSUES SURVEY**

**JULY 2020**

**FINAL REPORT**

**Prepared by:  
Stratford-on-Avon District Council  
Performance, Consultation & Insight Unit  
July 2020**

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## APPENDICES

Q5a: If yes there should be more bins, where should they be located?

Q7e: If neither parking permits nor pay and display, please suggest ways parking could be controlled

Q9b: If yes to speed calming measures on the Causeway, what do you suggest? Other

Q10b: If yes the Causeway should be closed for part of the year, for what period?

Q10d: If yes the Causeway should be closed for part of the day, for what period?

Q12b: If yes to speed calming measures on Valley Road, what do you suggest? Other

## 1.0 INTRODUCTION

The survey was designed to gather residents' views on incidences of anti-social behaviour and traffic-related issues which the parish council felt had been rising, particularly since the national lockdown of 23<sup>rd</sup> March 2020 due to the Covid-19 pandemic. The aim of the survey was to provide the parish council with information which could inform any action that may be taken in response to these issues.

This report summarises the results from the survey.

## 2.0 METHODOLOGY

295 households within a specified area of Earlswood parish received the survey over the weekend of 3<sup>rd</sup>/4<sup>th</sup> July, with a deadline of 13<sup>th</sup> July 2020. Surveys were hand-delivered to the properties in the defined area, with respondents returning the surveys to Stratford-on-Avon District Council (SDC) via Freepost, or via the Parish Council letterbox and forwarded on. SDC's involvement was purely as a third party research agency.

187 responses were received by 17<sup>th</sup> July, which was the cut-off date at SDC to accept questionnaires, which equates to a response rate of 63%.

## 3.0 SUMMARY OF RESULTS

### 3.1 Malthouse Lane Car park

Most residents did not want the car park permanently closed. Just over half also did not want current opening hours restricted. Those who did mostly preferred closing 9am to 5pm. Introducing Automatic Number Plate Recognition and wardens were the most popular options for controlling parking.

### 3.2 The Lakes

Most residents would like to see a Canal and River Trust presence, but did not want the Lakes to be closed to social users or a fence installing. Most did not want the Lakes closed to fishermen, but would rather water bailiffs were more visible and the night fishing ban enforced. Most would like more bins and larger ones, emptied more regularly.

### 3.3 Parking on Malthouse Lane

Just over half wanted double yellow lines extending down Malthouse Lane. Almost two-thirds thought parking should be restricted to residents, with the majority in favour of parking permits. Half indicated they would be prepared to pay for this.

### 3.4 The Causeway

Most residents were in favour of CCTV on the Causeway, it being a Clearway, and being redesigned to prevent parking, but not traffic lights or it becoming one-way. Most supported speed calming measures, with rumble strips most popular. Most residents did not want the Causeway closing for any period.

### 3.5 The unofficial car park on Valley Road

Most residents would be happy with double yellow lines along Valley Road and speed calming measures, with traffic cameras first choice.

### 3.6 Wood Lane Car Park

Nearly all residents did not want the car park closed. More were in favour of wheel clamping/wardens than pay and display. Opinion was split about restricting opening hours. The majority of residents would like double yellow lines down both Wood Lane and Lady Lane.

### 3.7 Community Wardens

While most residents were in favour of training and deploying community wardens, only 20% would be prepared to volunteer.

### 3.8 Public Spaces Protection Order

Most residents were in favour of putting this in place.

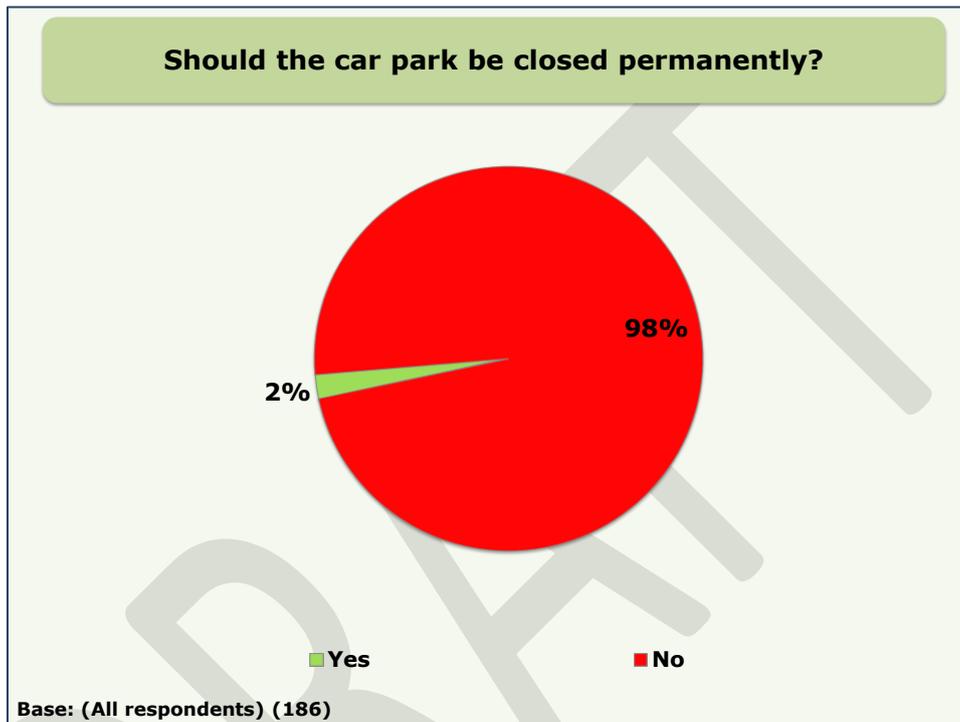
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## 4.0 RESULTS IN DETAIL

### 4.1 MALTHOUSE LANE CAR PARK

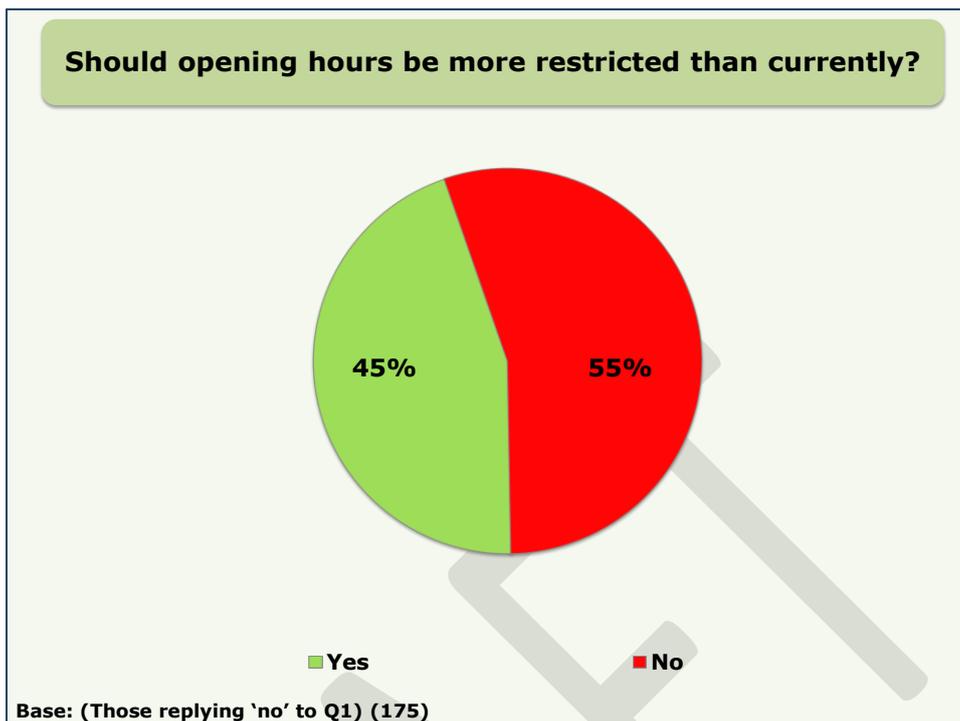
Residents were asked whether they would like to see the Malthouse Lane Car Park closed permanently. The vast majority, 98%, did **not** want it closing permanently.

Figure 1: Should Malthouse Lane Car Park be closed permanently?



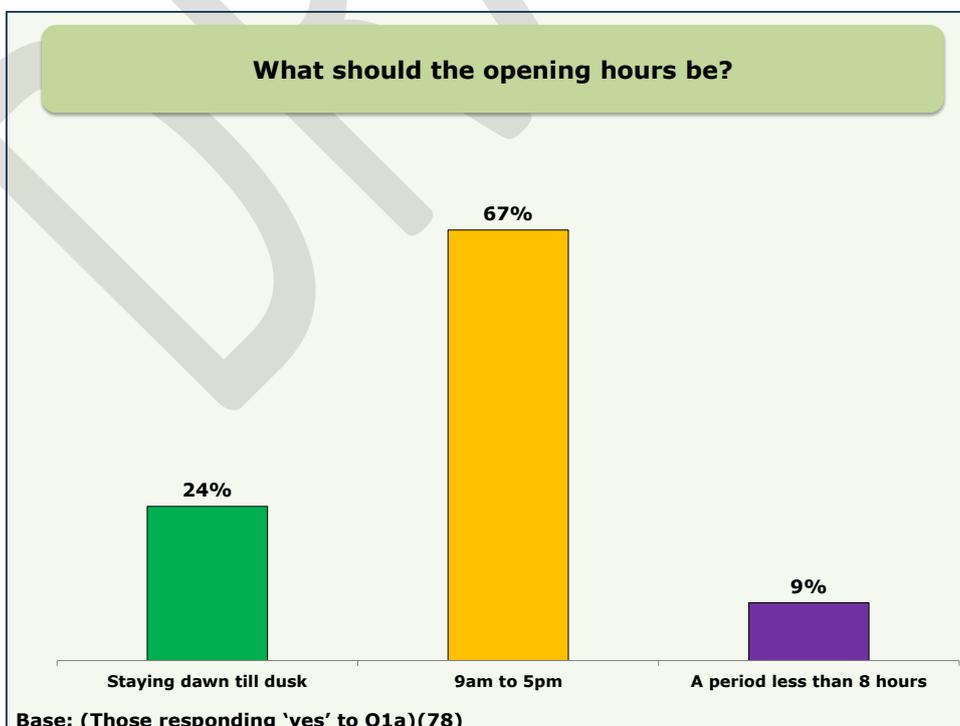
Those who did not want to see it closed were then asked if the opening hours should be more restricted than currently, instead. This was split more evenly, with 55% saying no (see Figure 2).

Figure 2: Should Malthouse Lane Car Park opening hours be more restricted than they are currently?



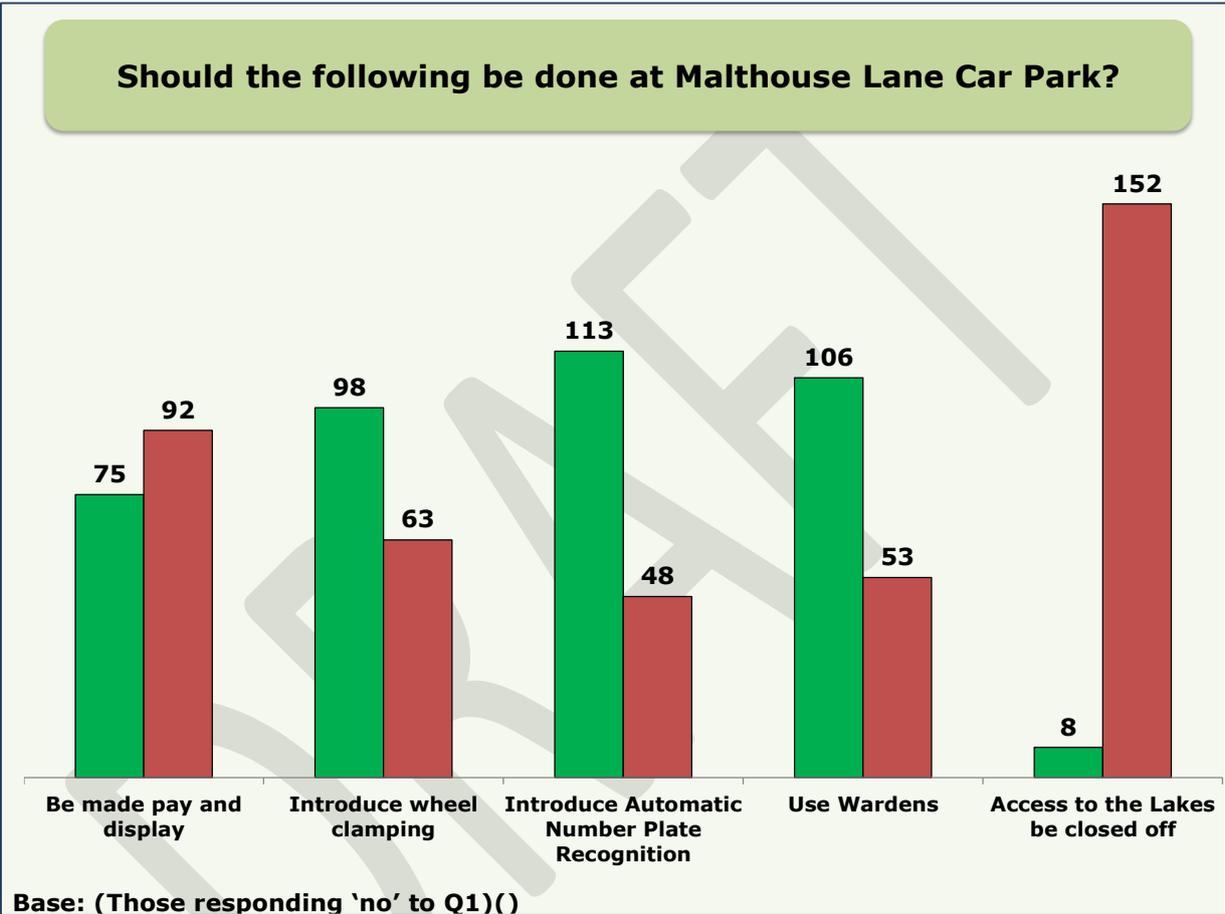
Those who responded that the opening hours *should* be more restricted were asked for what period, choosing from 'staying dawn till dusk', '9am to 5pm' or 'a period less than 8 hours'. Two thirds chose '9am to 5pm', while a quarter chose 'staying dawn till dusk' (see Figure 3).

Figure 3: If yes, what should the opening hours for Malthouse Lane Car Park be?



Residents were then provided with a number of different options for controlling parking at Malthouse Lane Car Park. They were asked to show whether these were options they would like to see or not (see Figure 4 for results). The most popular options were to introduce automatic number plate recognition and use wardens, with over two-thirds of respondents wanting to see these. 95% of respondents were against closing off access to the Lakes from the car park.

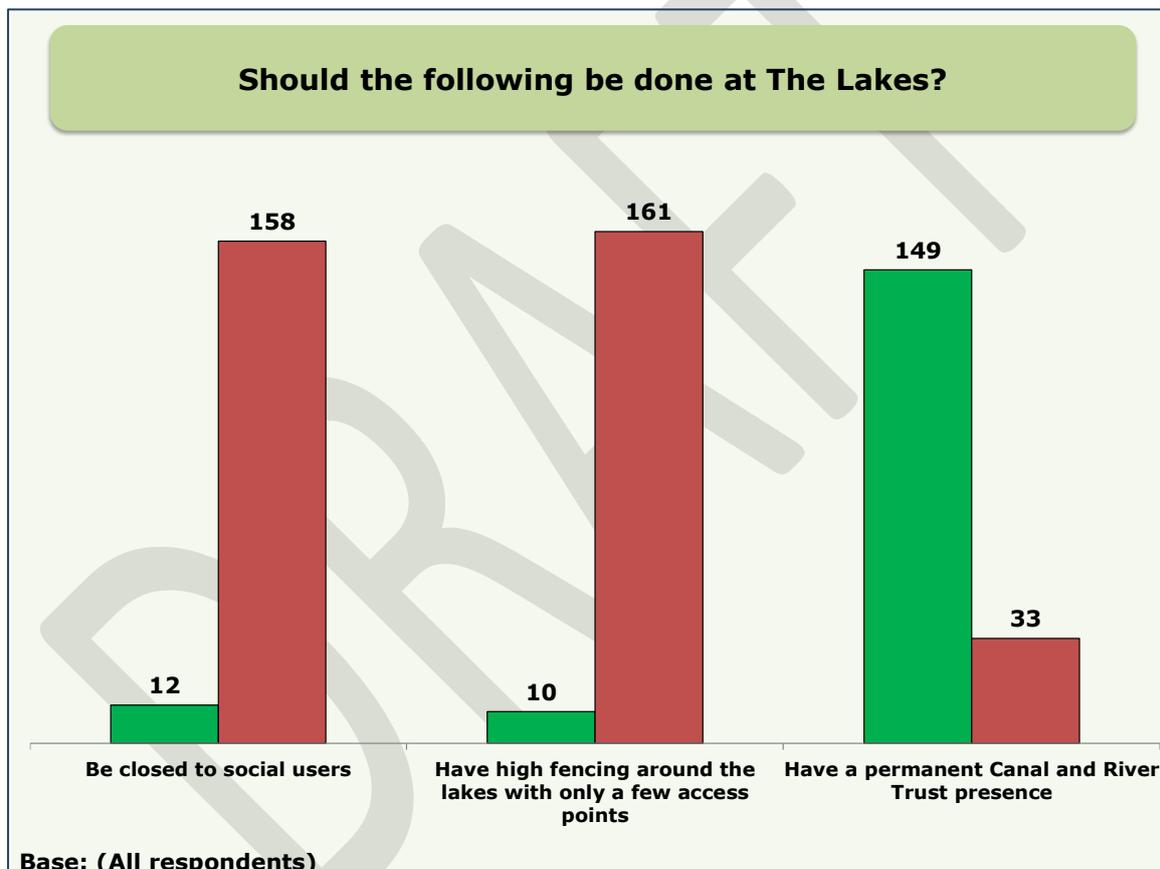
Figure 4: If the car park should not be closed permanently, should the following be done?



## 4.2 THE LAKES

Residents were asked whether they agreed with a number of options to control use of the Lakes. Neither closing the Lakes to social users nor putting high fencing around the Lakes were popular. However, having a permanent Canal and River trust presence was (see Figure 5).

Figure 5: Should the following be done at The Lakes?



Residents were then asked if the Lakes should be closed to fishermen. If respondents thought it should not, they were then presented with a number of different options to control fishing. They were asked to show if they agreed with these or not.

The majority of respondents did not want to see the Lakes closed for fishing (see Figure 6). All the options saw more positive responses than negative, but particularly popular were water bailiffs becoming a more visible presence and the night fishing ban being enforced (see Figure 7).

Figure 6: Should the Lakes be closed to fishermen?

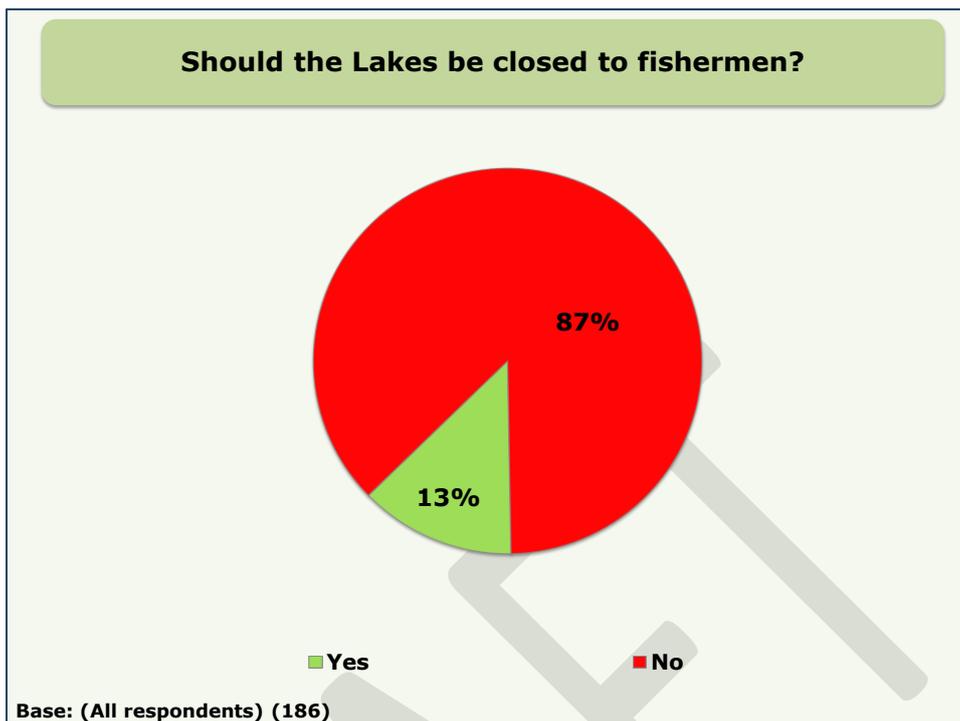
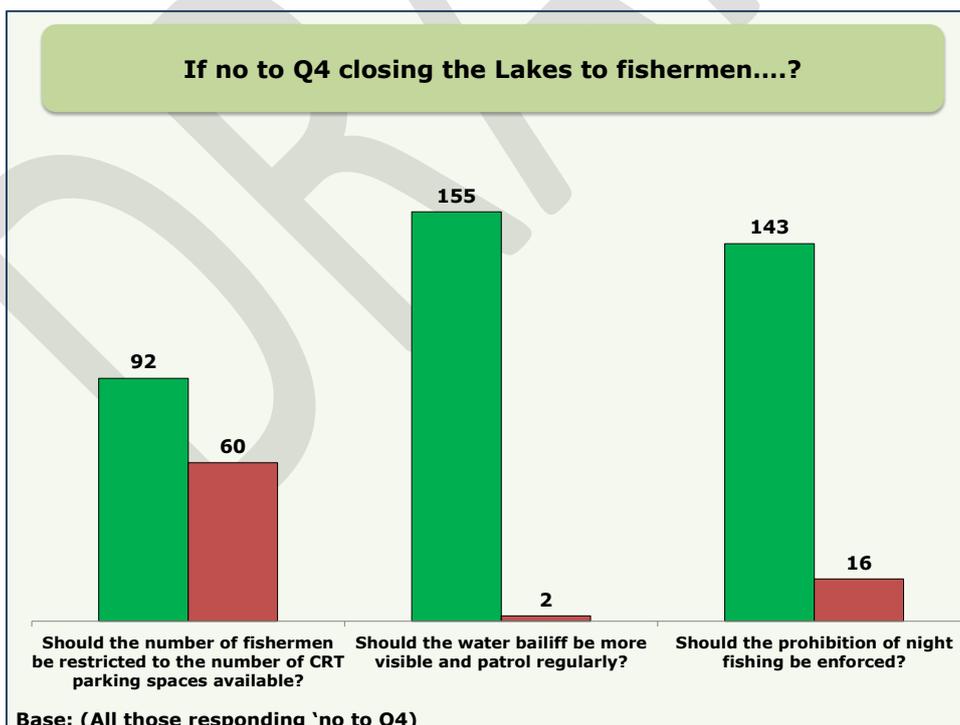
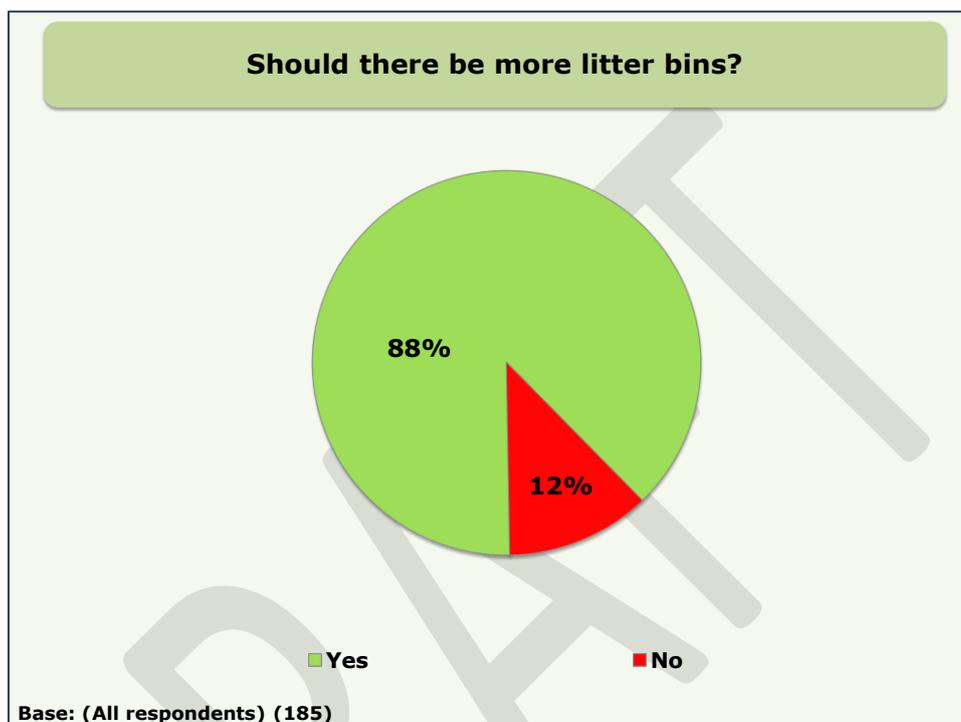


Figure 7: If no to Q4 to closing the Lakes to fishermen...



When asked about litter bins, the majority of residents (88%) agreed that there should be more (see Figure 8). Regarding where they should be located, 145 responses were received, which can be seen in Appendix A. The main messages from the responses were that bins should be placed around the Lakes, not just at entrance/exit points, and that they should be larger and emptied frequently.

Figure 8: Should there be more litter bins?



#### 4.3 PARKING ON MALTHOUSE LANE

Residents were asked whether they agreed with a number of different options for controlling parking on Malthouse Lane. A small majority (55%) were in favour of extending double yellow lines along the whole of Malthouse Lane. A larger majority (61%) favoured restricting parking along Malthouse Lane to residents only.

Of those who wanted to restrict parking to residents, the vast majority (85%) would be happy to see this done via parking permits. However, only 51% said that they were prepared to pay for this.

Of the 16 respondents who did not want to use parking permits, 11 responded that they did not want parking to be time-limited either. 3 respondents thought it should be time-limited, but not via pay and display. When asked for suggestions on how to control parking on Malthouse Lane if neither permits nor pay and display were to be used, 76 responses were received. These can be seen in Appendix B.

Figure 9: Should double yellow lines be extended along all of Malthouse Lane?

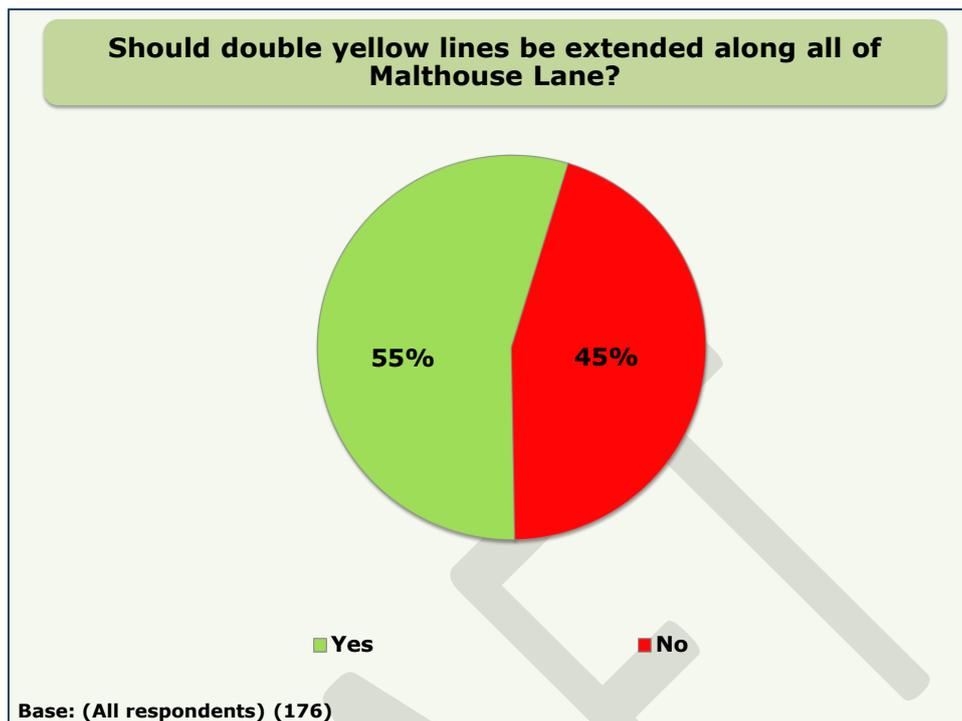


Figure 10: Should parking on Malthouse Lane be restricted to residents?

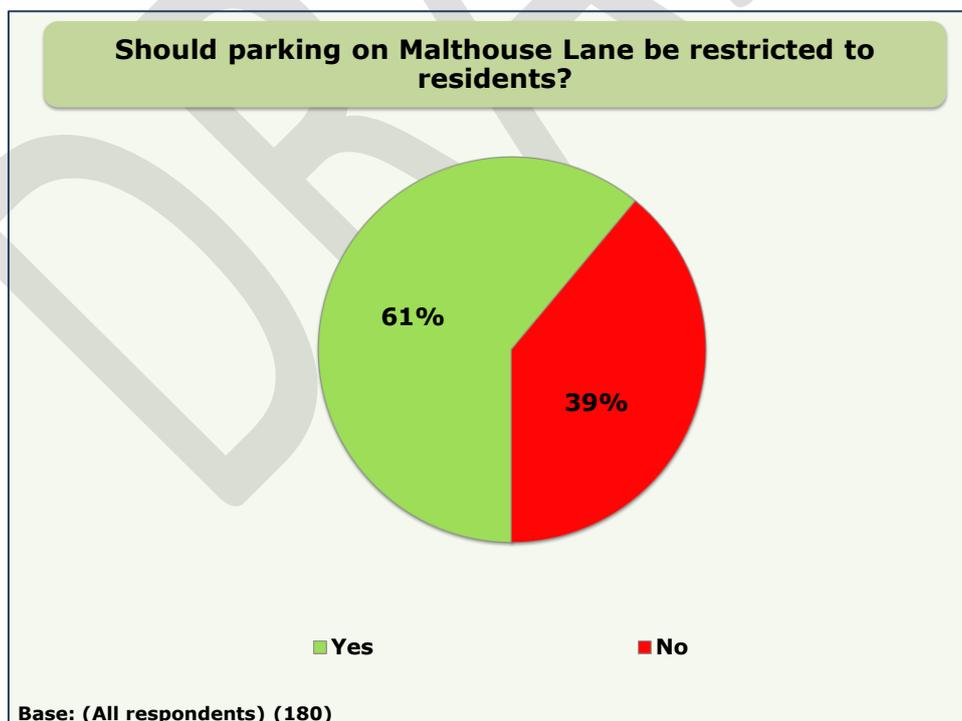


Figure 11: If yes to Q7, should this be done by parking permits?

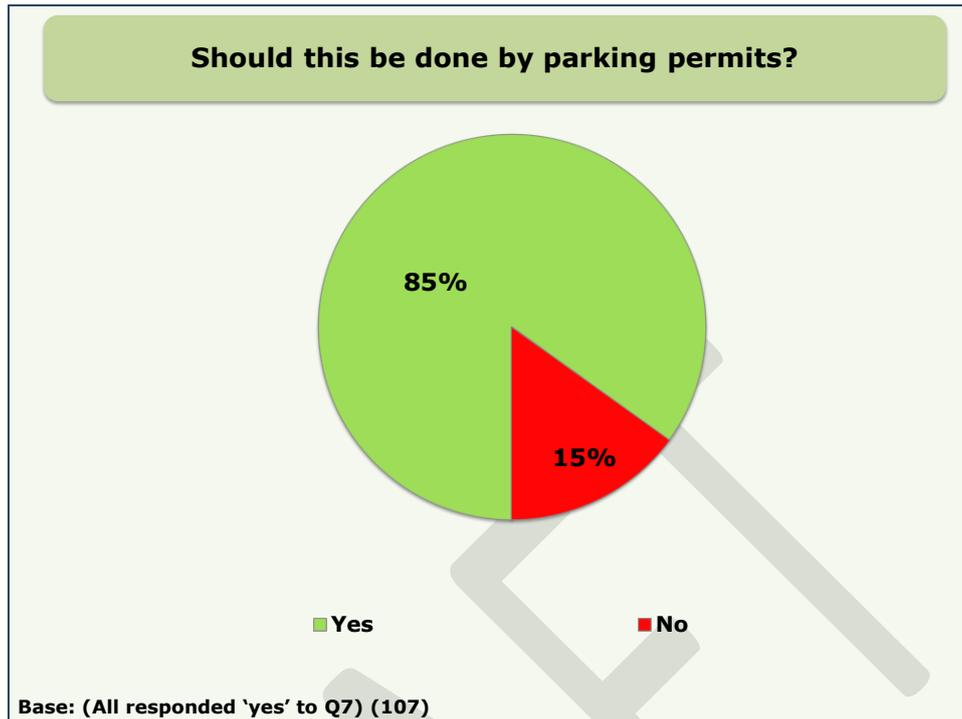


Figure 12: If 'yes' to Q7a, would you be willing to pay for this?

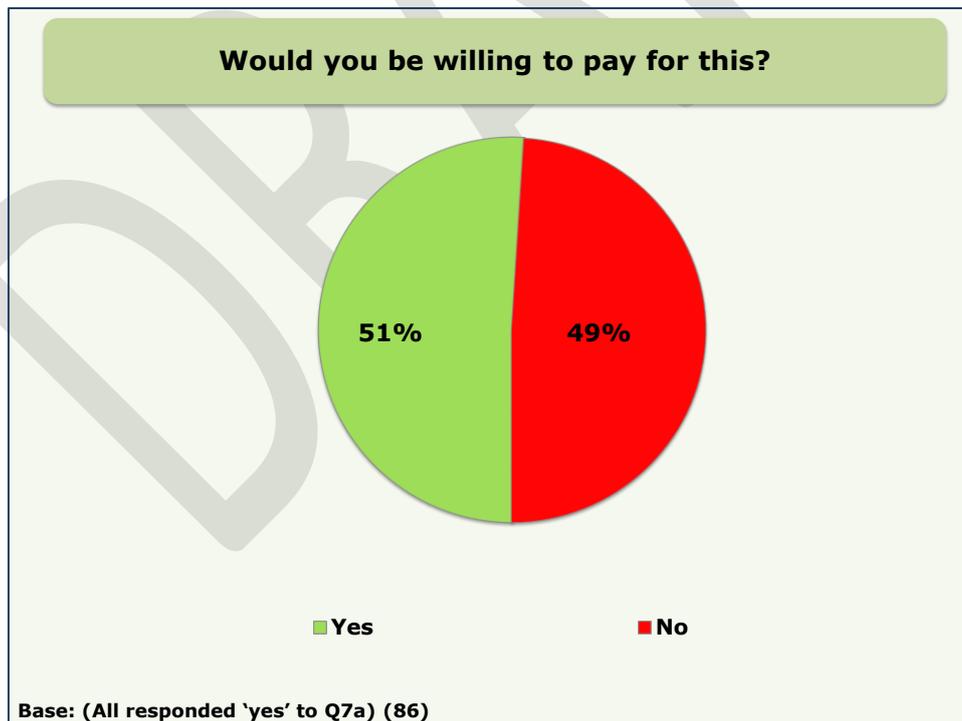


Figure 13: If 'no' to Q7a, should parking be time-limited?

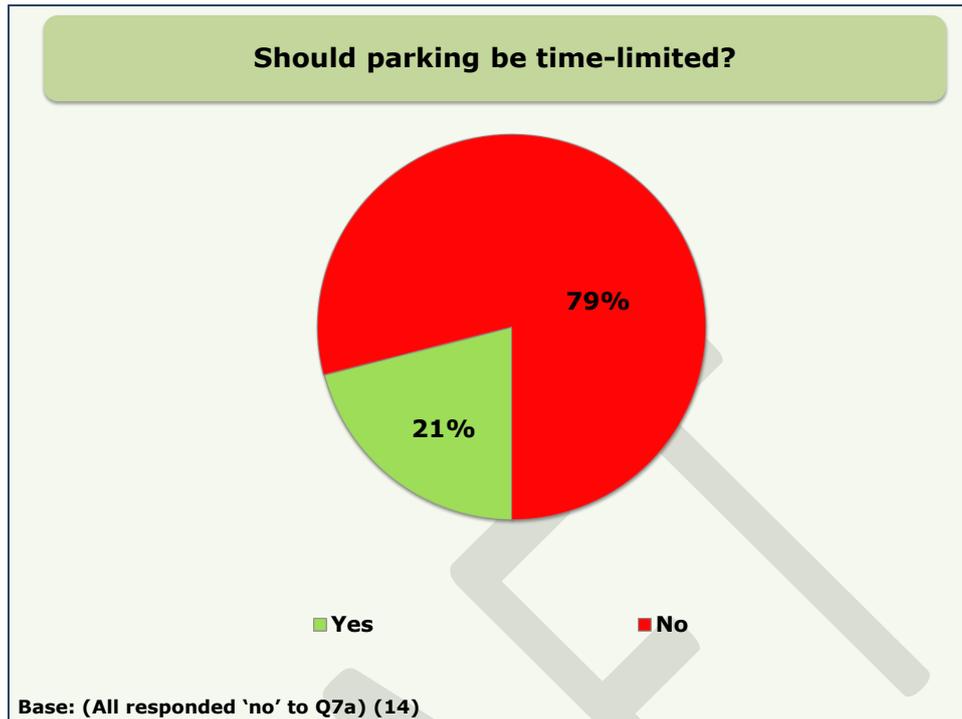


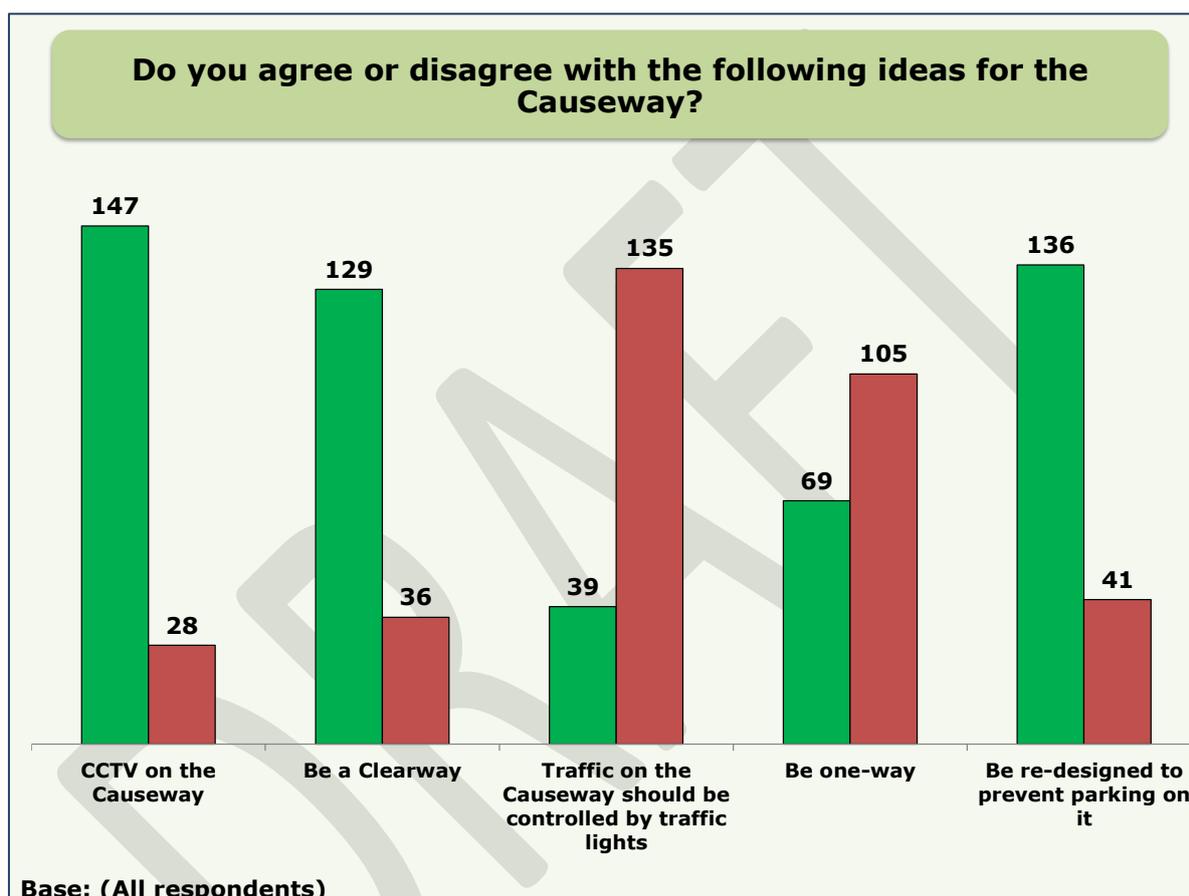
Figure 14: If yes to Q7c that parking should be time-limited, should this be pay and display?



## 4.4 THE CAUSEWAY

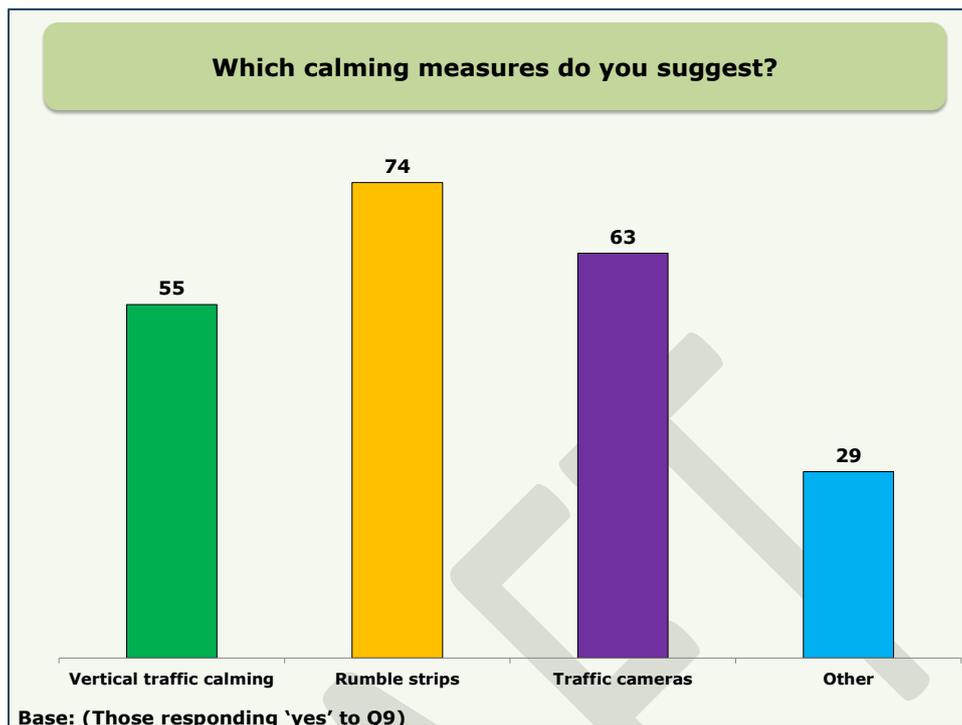
Residents were provided with a number of different options regarding the Causeway. The most popular option was to install CCTV on the Causeway, with re-design to prevent parking and becoming a Clearway also very popular. Traffic lights to control traffic and turning into a one-way road were largely viewed negatively, particularly traffic lights.

Figure 15: Do you agree or disagree with the following ideas for the Causeway?



When asked about introducing calming measures to the Causeway, the majority were in favour (69%). Those who agreed were asked which measures they would like to see. Rumble strips were the most popular option, followed by traffic cameras then vertical traffic calming. 29 responses to 'other' were received, the majority of which mentioned speed humps/bumps, and can be seen in Appendix C.

Figure 16: If yes to speed calming measures in Q9, what do you suggest?



The majority of residents (80%) did not want to see the Causeway permanently closed, did not want it closed for part of the year (88%), nor did they want it closed for part of the day (90%).

17 residents felt that the Causeway should be shut for part of the year, responses for which can be seen in Appendix D. Most of these responses indicated it should be shut during the summer months. 14 residents felt that it should be shut for part of the day, responses for which can be seen in Appendix E.

Figure 17: Should the Causeway be permanently closed?

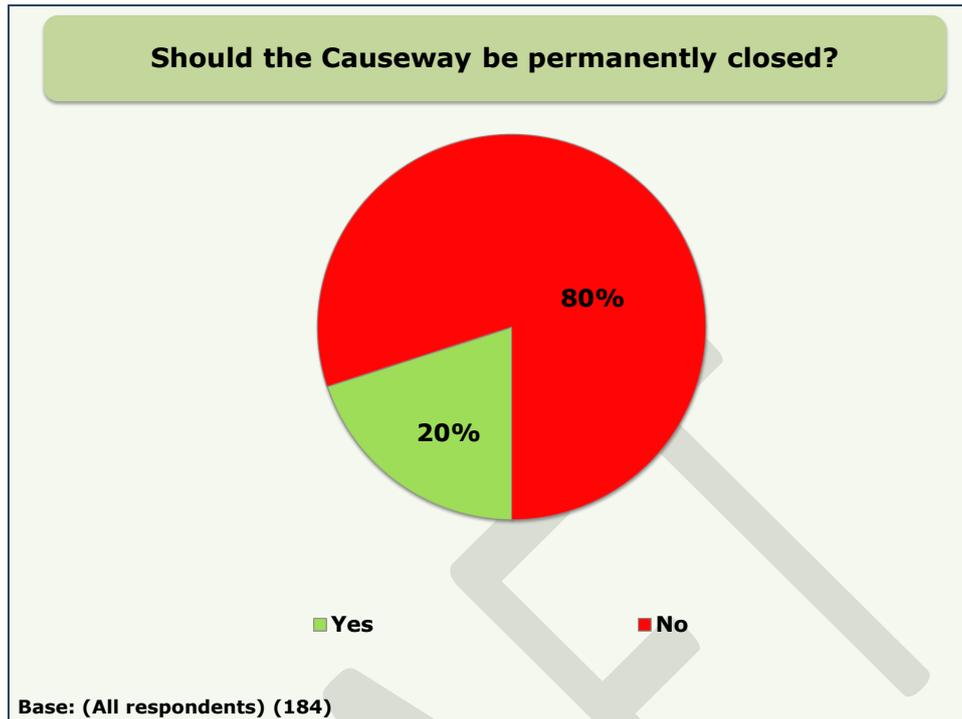


Figure 18: If 'no' to Q10, should the Causeway be closed for part of the year?

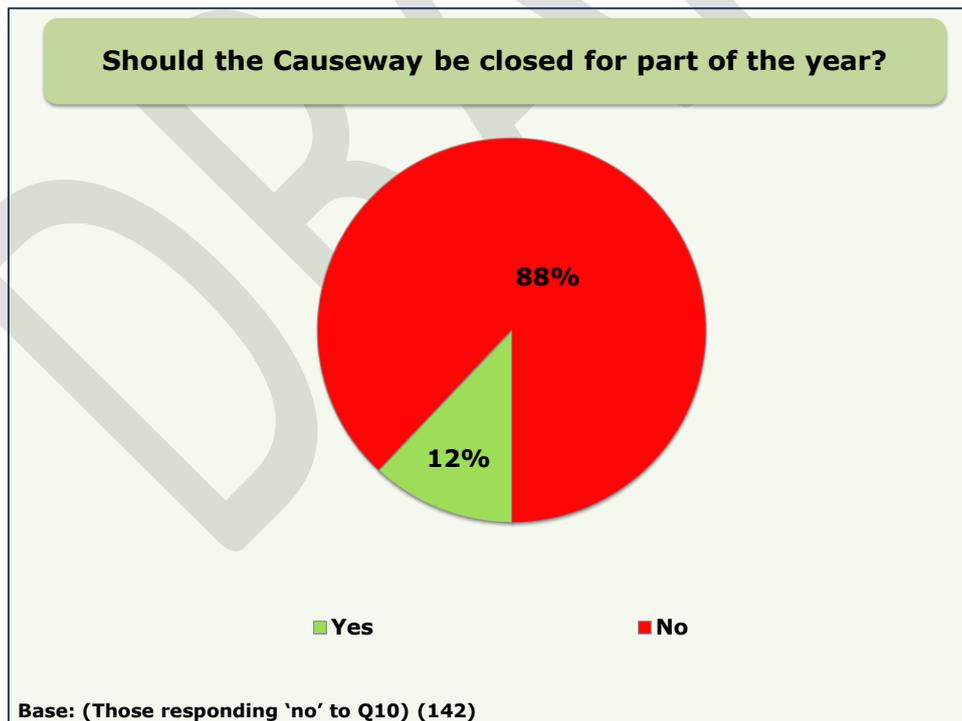
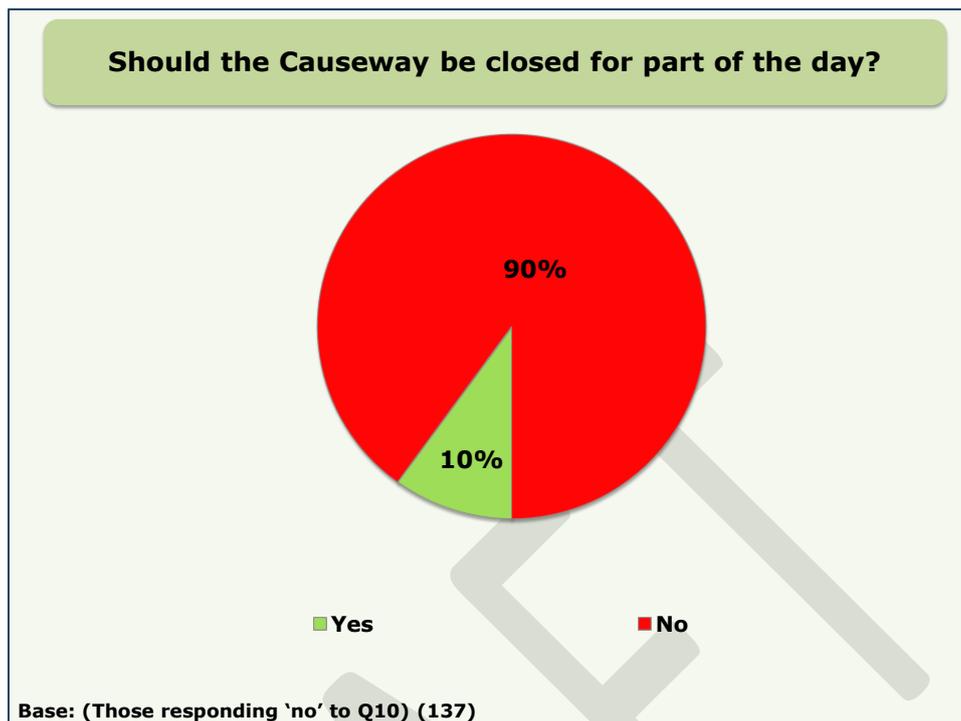


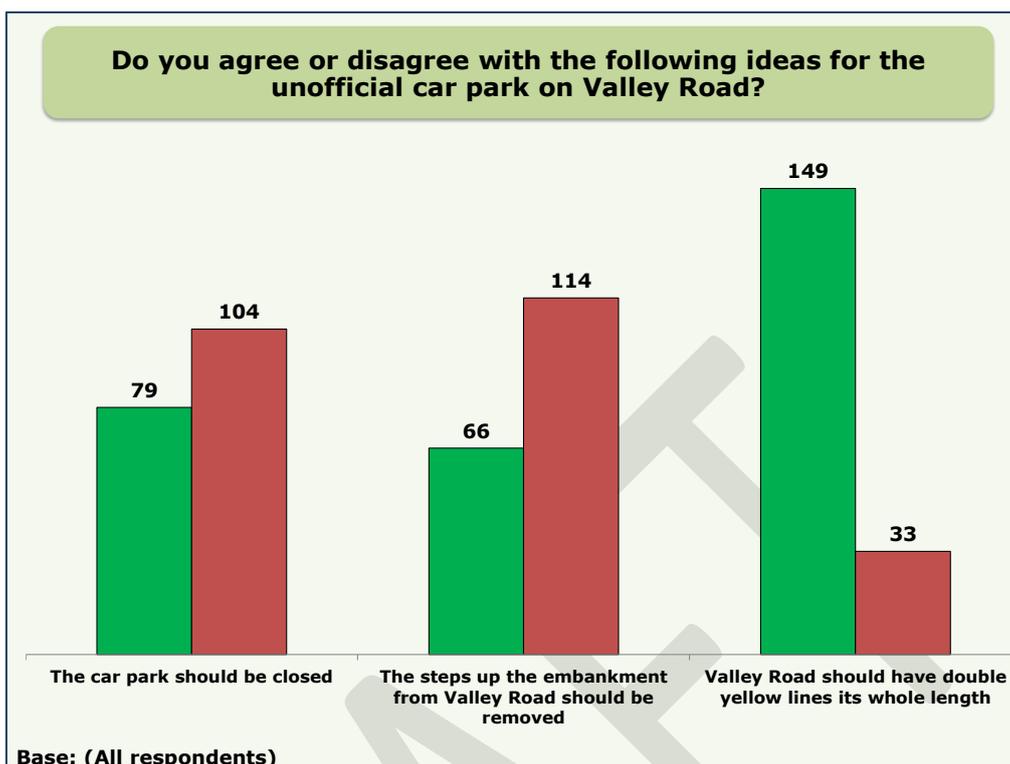
Figure 19: If 'no' to Q10, should the Causeway be closed for part of the day?



#### 4.5 THE UNOFFICIAL CAR PARK ON VALLEY ROAD

Residents were provided with a number of options regarding the unofficial car park on Valley Road. The vast majority of respondents were positive about putting double yellow lines along the whole of Valley Road, but not in favour of the other two options (see Figure 20).

Figure 20: Do you agree or disagree with the following ideas for the unofficial car park on Valley Road?



The majority of residents agreed that speed calming measures should be considered on Valley Road (see Figure 21). Traffic cameras were the most popular calming measure suggested, followed by rumble strips, then vertical calming. 24 'other' responses were received, which can be seen in Appendix F. The majority of these comments mentioned speed humps/bumps.

Figure 21: Should speed calming measures be considered on Valley Road?

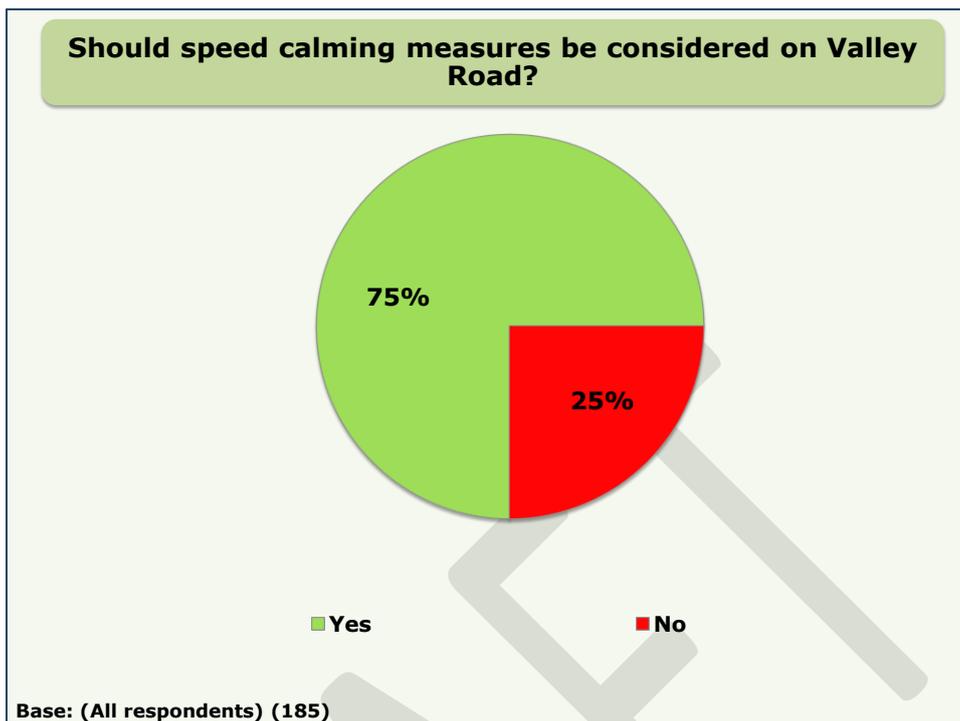
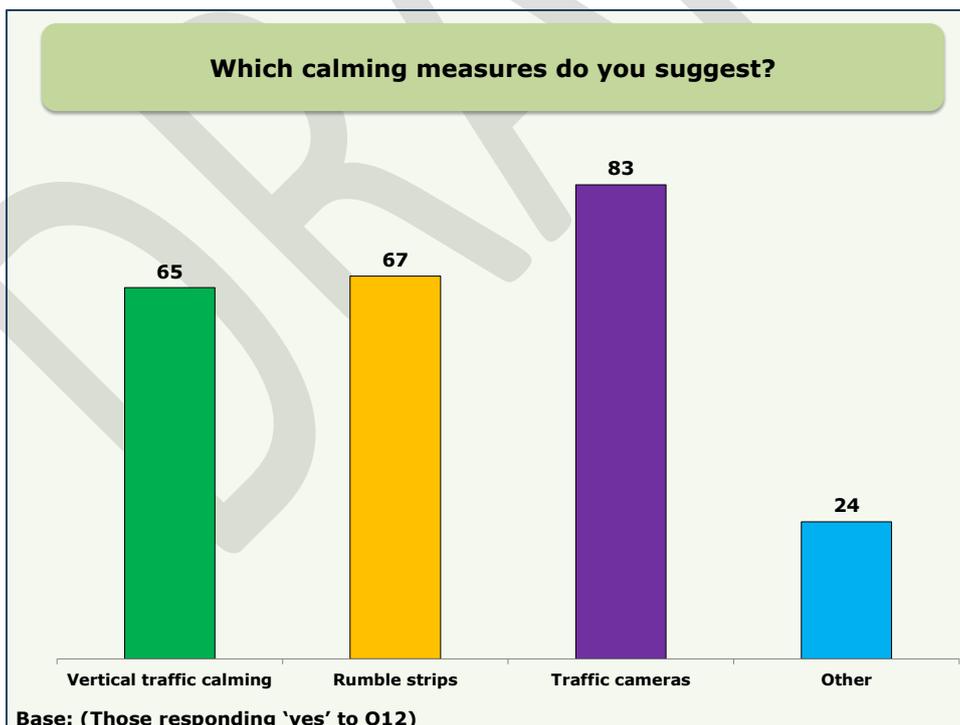


Figure 22: If 'yes' to Q12, what calming measures do you suggest?



## 4.6 WOOD LANE CAR PARK

The vast majority of respondents (97%) were not in favour of closing the Wood Lane car park permanently. Out of the two options provided for the car park, wheel clamping/wardens was more popular than making it pay and display (see Figure 24).

Figure 23: Should Wood Lane car park be closed permanently?

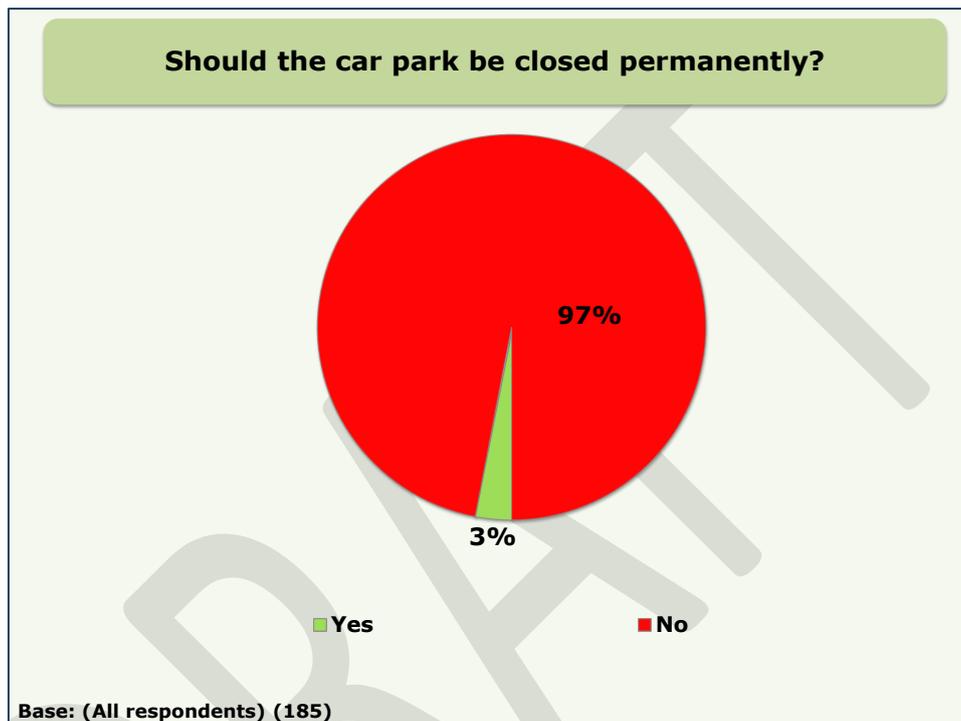
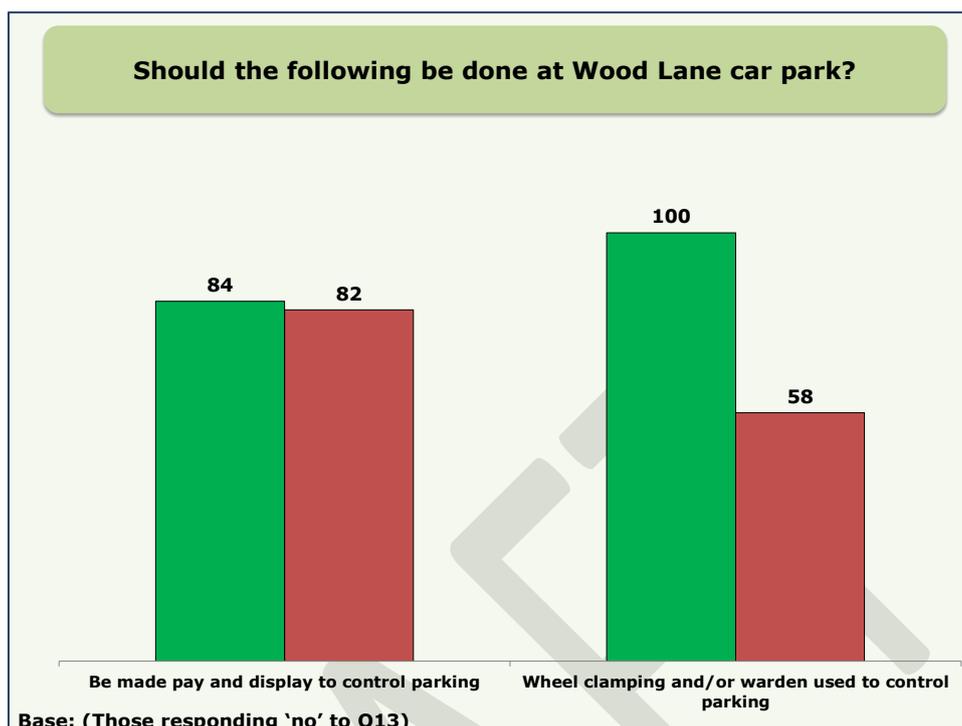


Figure 24: If the car park should not be closed permanently, should the following be done at Wood Lane car park?



Residents were evenly split on whether the car park hours should be more restricted, with 88 for and 89 against (see figure 25). Those who thought hours should be more restricted were then asked to choose between three options for opening hours. Of these, 9am to 5pm was the most popular with over half of respondents picking it (see Figure 26).

Figure 25: Should opening hours at Wood Lane car park be more restricted than currently?

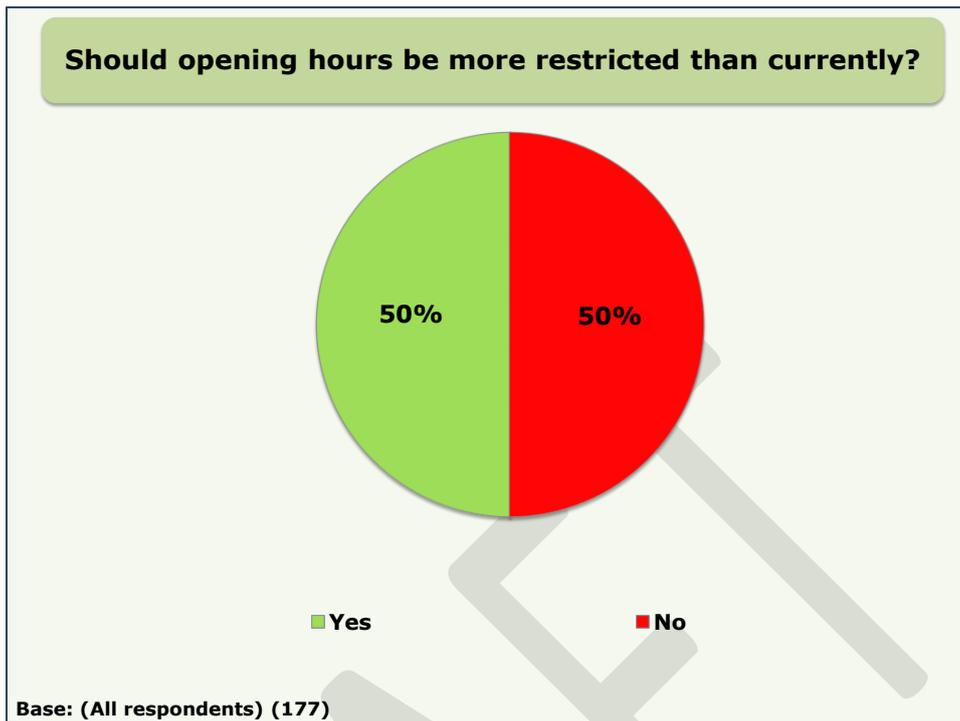
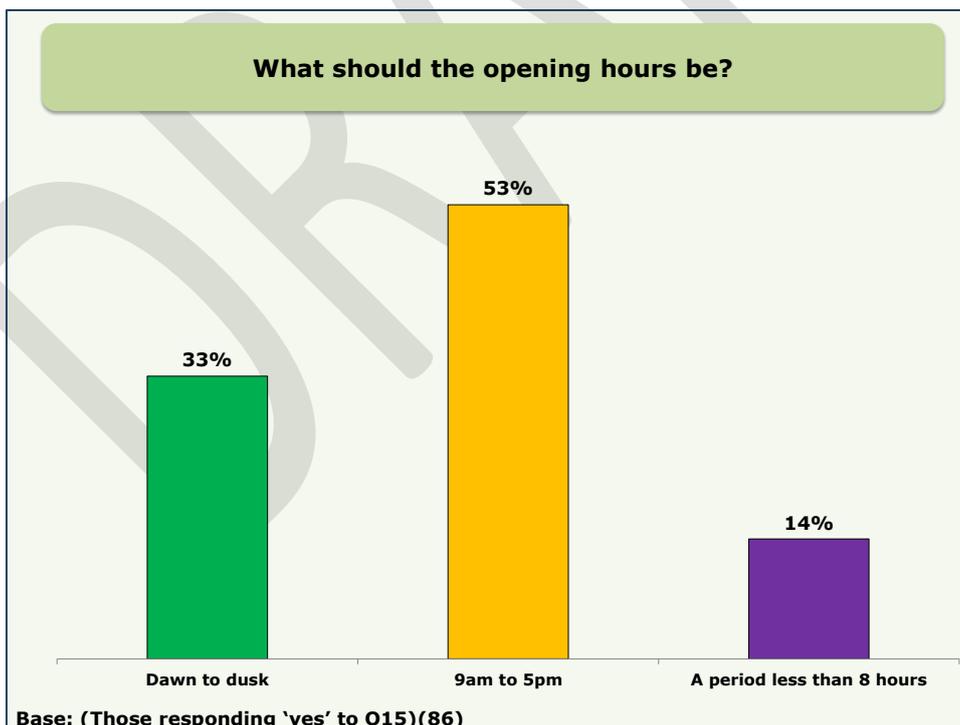
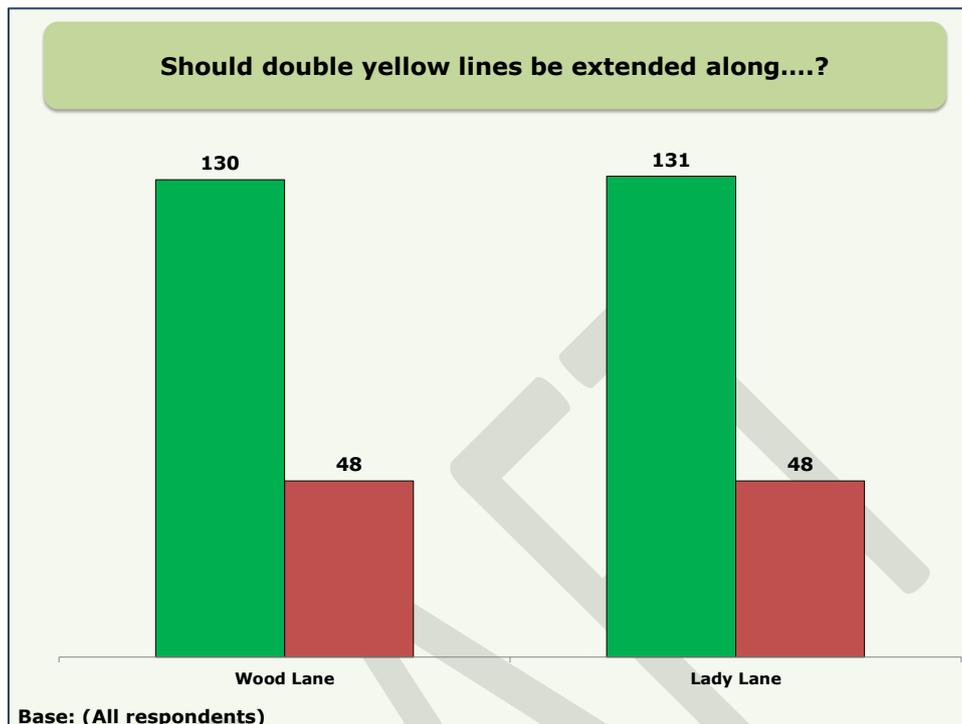


Figure 26: If yes to Q15, what should the opening hours be?



The majority of respondents (73%) were in favour of double yellow lines being extended along both Wood Lane and Lady Lane (see Figure 27).

Figure 27: Should double yellow lines be extended along...?



## 4.7 COMMUNITY WARDENS

The majority of residents (77%) supported the idea of community wardens being trained by police and visible at peak periods to engage with visitors (see Figure 28). However, only 20% were prepared to become a community warden themselves (see Figure 29).

Figure 28: Should voluntary wardens trained by the police be visible at peak periods to engage with visitors?

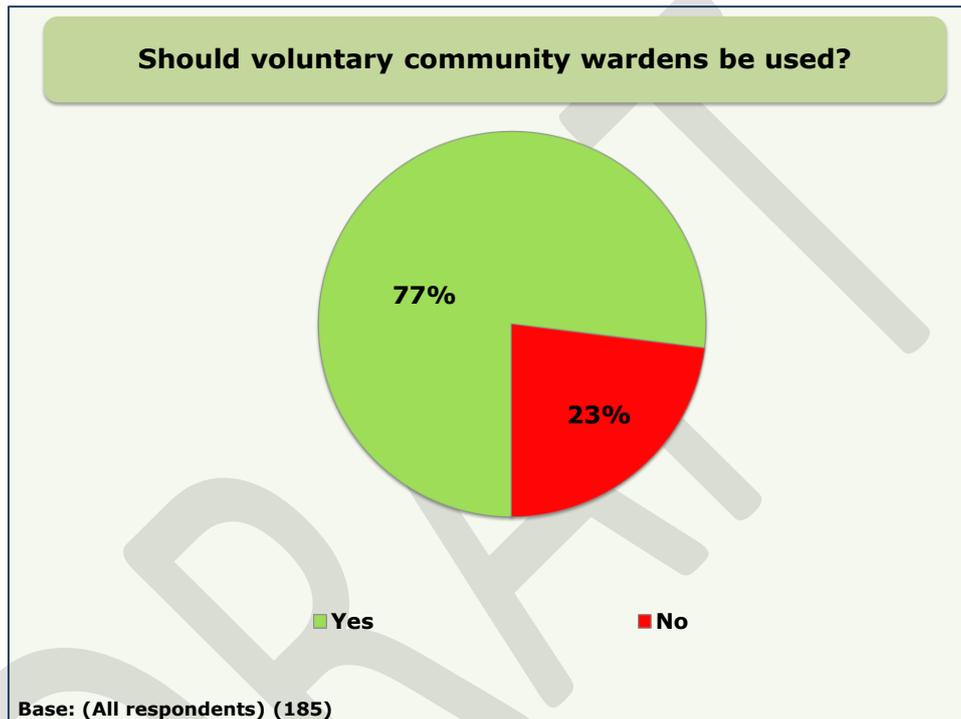
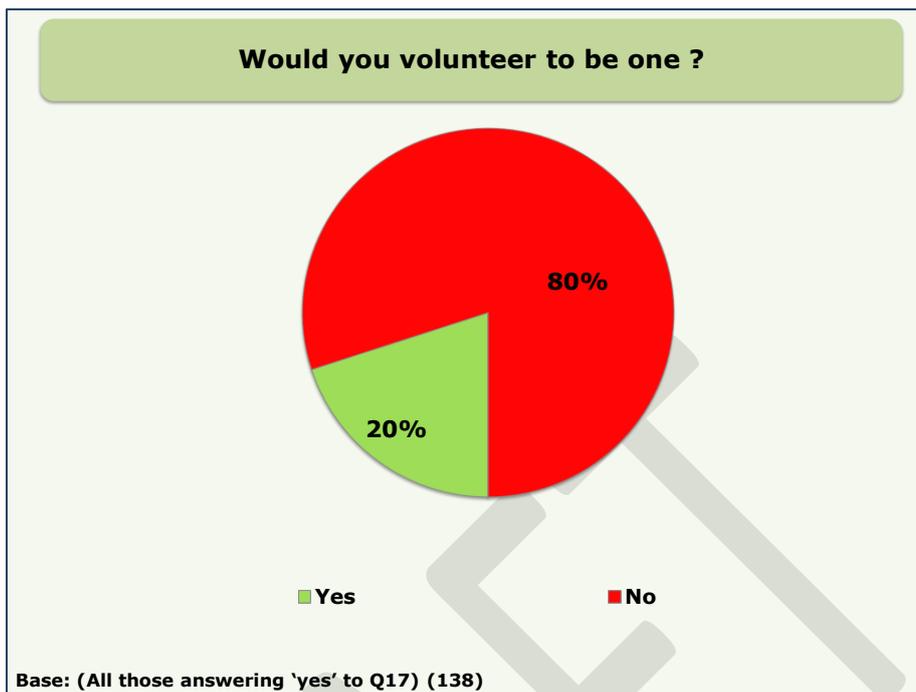


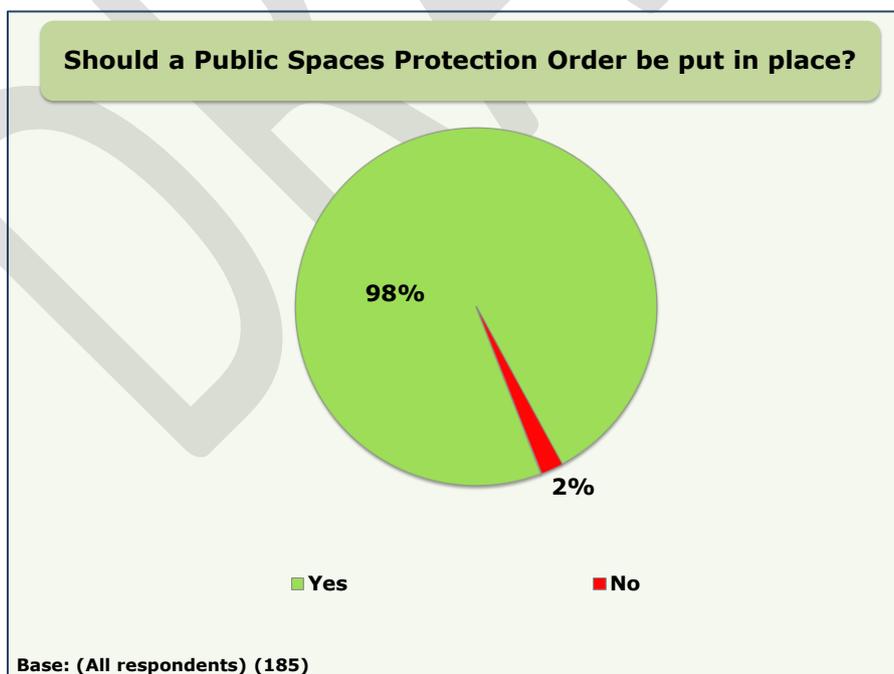
Figure 29: If yes, would you volunteer to be a community warden?



#### 4.8 PUBLIC SPACES PROTECTION ORDER

The vast majority of the residents (98%) were in favour of putting in place a Public Spaces Protection Order.

Figure 30: Should a Public Spaces Protection Order be put in place?



# APPENDICES

## Appendix A:

Where should the litter bins be placed?

145 responses

1 bin by the woods (Terry's Pool), 1 bin by the metal bridge, Windmill Pool could do with a bin near Gypsy Lane
100m apart
Access points to lakes, all car parking areas where seating is provided and emptied regularly.
Additional around the lakes
All access points
All access points
All access points (dog bins too)
All around all 3 lakes
All around Engine (more popular) bins need to be much bigger and regularly emptied at peak times - weekends, bank holidays
All around lakes
All around the lakes
All around the lakes
All entrances and perhaps mid-points around lakes
All entry and exit points
All the entrance points to the lakes as well as dog waste bins
Along footpaths 100 yards apart
Around all 3 lakes
Around lakes and car park
Around the lake at every entrance point and half way around the lake paths
Around the lakes
Around the lakes
Around the lakes
Around the lakes and car parks
Around the lakes at various points and visible
Around the lakes not just entrance
Around the lakes rather than just at the start/end points
Around the lakes spaced out
As many as possible, including dog waste bins
At access points around the lake
At all car parks & situated around the lakes
At all entry points
At all exit points around the lakes
At all the entrances and exits including Terry's Pool and on the kidpile (?). Also more dog bins

At end of every path to car parks. Also need more dog waste bins
At entrances and exits. Spaced around
At every entrance and half way around the paths
At every entrance, by the benches around the lakes
At every entry and some on lake paths also dog litter bins.
At every lake entrance for easy recovery
At junctions
At most entrances to lakes footpaths
At regular intervals - 4 per lake
At regular intervals around the lakes
At regular intervals around the paths
At spaced intervals around the lake
At the corners of the lakes
At the entrance to the lake paths and the park
At the junction of the lakes footpaths
Between Terry's Pool and Engine Pool
Bigger - but same locations
Bigger and at all entry/exit points then regularly around the lakes
Bins need to be in the same areas and maybe extra, as more litter is being left to where bins have been overflowing
Bins should be easily accessible and be larger - bins are always overflowing
Bins should be located at each end of junction of paths
But only if emptied!
By all entry and exit points. All parking areas and seated areas
By playground, around lakes.
Car park and entrance to lakes
Car park entrance. Better recently when being emptied more often
Car park. Regular intervals along footpaths
Car parks - paths, entrance/exits
Car parks & frequently around lakes, but must be emptied!
Car parks and entrances
Car parks, steps, muster-points
Close to entrances/exits
Cloverwood Lane park entrance
Dotted around the lakes. There should also be a more regular collection to empty the bins.
Duplicate existing ones, Old Boathouse area
Each entrance/exit
Each jetty
Everywhere places of social space e.g.near every bench
Entrance to causeway MHL Wood Lane car park - far end near log cabin
Entrance to Engine/Windmill & Malthouse Lane. Causeway x 2. Gypsy Lane/Windmill/White bridge Terry's/Engine.
Entrance to Lake, middle, end

Entrances to the lakes, car parks
Evenly around the lakes
Every 100m but they need to be emptied!
Every 200 yards
Every 400yards approx. But they need emptying - currently the frequency of emptying is unacceptable
Every 500 yards
Every 500m
Every 50m
Every 50m round the lakes
Every corner and every entrance exit
Every entrance and exit and at midpoints around the lake
Every entrance and exit, and halfway between the two
Every walkway entrance
Everywhere - they get full too quickly
Everywhere possible
Exit and entrances and 1/2 way places
Exits and entry points to lakes
Extra bins at key intersections
Extras between where they are now
Far side of white bridge by Terry's Pool & by Pump House/Valley Rd
Halfway around each lake both sides
Increase capacity of bins i.e. Malthouse car park access to lake and bin by Engine House
In more places on the causeway
In the middle of the walking routes not just at the ends
In the park and around the lakes
In various locations around the lane. More spaced out every 100 yards.
Just at regular intervals around the paths
Just two or larger at each exit - current bin too small
Lakeside
Large double bins at where Billy Dolphins home was - Pump House, Malthouse Lane - both entrances, Gypsy Drive entrance, 1/2 way between Gypsy Drive and reservoir entrance - centre of the causeway and more dog waste bins.
Larger and in visible locations. Emptied more regularly
More around Engine Lake
More around the lakes. Another on the entrance road into the car park
More available around the lakes, not just on point of entry
More bins around the lakes not just at the gates
More bins where they already are
More dog waste bins
More dog waste bins too. More bins around all lakes close to all entrances to paths e.g. back of the windmill.
More important to empty them frequently
More in the car park and several around all 3 lakes

More in the same place because they get filled up quickly
More or larger bins at exits so refuse collections can be more frequent
Near bridge and at far side of Terry's Lake plus empty regularly
Near entrance to Clovers Wood on footpath, at the Terry's/Engine overflow dam, top of Windmill. Would also suggest more regularly emptied.
Near every seating area and larger bins
Near to Terry's Pool Spillway
Not been able to get to the lakes for some time
Not next to my house. We already have litterbugs
On all entrances to lakes including the paths from the common and Malthouse Lane onto Windmill Lake
On and around the public footpaths or increase the number of bins in current locations
On every bank. They must be emptied frequently. Also on causeway
On the Causeway - middle - entrance
On the corners of the lakes, perhaps by the entrance to Lake from Mason Lane.
One at top end of Terry's Pool near woods. 1st exit. One where the Boat House used to be. One at 2nd exit to woods
Open to any suggestions
Opposite side of Windmill (?) near Whitebridge
Or make the existing bins bigger
Park area and lakes. Also suggest making the lakes chargeable to use, to deter social users. Locals would get discounted rates.
Realistic intervals. But having very little faith in the general public the problem is not going away
Regular intervals around the lakes
Same place but bigger and emptied regularly
Several need to be placed around all the lakes especially near gates
Sporadically around the lakes by entrances and car parks
Strategically around all paths
The corner of each lake please
The four corners of Engine. Three on Windmill including gate to Gypsy Lane
Various points around the lakes. All entrances and exits
Where Engine Pool and Terry's Pool meet, across from the bridge that separates the two.
Where they are, but twice the size
Windmill has only one - Terry's Pool has none, so on these pools, plus 1 each side in the middle of Engine
Windmill Pool, at the end of

## Appendix B:

If neither parking permits nor pay and display, please suggest ways parking could be controlled.

76 responses

ANPR
As proven by the police after putting bollards out, has helped a lot. We feel just having double yellow lines down one side to the lane would be sufficient. It doesn't matter which side.
By the resident, they will know who is visiting their property
Cars & motorcycles only
Clamping, CCTV
Closing the car park only justifies people parking on MH Lane, therefore it needs to stay open. Any lines/clamping etc. requires warden presence presumably. The last one was verbally abused and spat on - more must be done to support them. Parking on the pavement should be an automatic clamp - it is DANGEROUS. I have a young daughter on a bike and a pram, and manoeuvring around them is ridiculous.
Coning off areas has worked effectively
Don't think it's a problem
Double yellow lines
Double yellow lines and regular traffic warden visits
Double yellow lines extended further up Malthouse Lane to Gypsy Lane
Double yellow lines on left hand side from the lakes only.
Double yellow lines on one side only
Double yellow lines on one side to eliminate double parking and allow access for emergency vehicles
Double yellow lines only
Double yellow on one side only
Double yellows
Double yellows. Only parking in the car park allowed
Everybody has a large drive so residents don't park on the roads anyway, even if there were permits residents wouldn't need one.
Extend car park there is enough room for this to be done. No need to make road larger
Fixed penalty notices for obstructing private driveways and parking on pavements
Foot patrol, wardens, residents upload photos to a council/police website
Giving tickets more regularly to cars parked on double yellow lines and on pavements through more regular visits by enforcement officers. Resident parking in NOT the issue
Greater vigilance also needed regarding drug trafficking which is blatant.
I fell once the lockdown is over the parking will return to normal. There are lots of aged couples enjoying their walk around the lakes. The families also enjoy the environment. The recent exuberant youth will soon leave when the pubs etc. open. I feel this is a temporary problem.
If people don't agree on either we will have to employ a permanent parking warden to patrol, issue parking fines and ensure this is consistent and constant
Irregular visits by a traffic warden
Is this a reaction to ASB etc? Will this go away after Covid? Is the 'beach' attracting youth due to low water levels? Is hot weather a factor? Parking spaces on MML car park are poorly laid out. It could cater for more cars.

Issue each house with number of permits per driver in household with visitor passes.
issue tickets
It can only be parking permits and it must be enforced by a traffic warden
It's not normally an issue
Leave it as it is at present time
limit parking time
Maybe have more presence of traffic enforcers
Measures in Q7 not required if double yellow lines are extended but must be the whole length of Malthouse Lane. If double yellow lines are the whole length of Malthouse Lane and people still park on the road, police and traffic wardens can issue tickets.
More frequent traffic wardens who put tickets on double yellow line parkers
More official car park spaces and a visitor info/shop
More parking enforcement officers/visits
More traffic wardens, especially weekends and Bank holidays
No point having double yellow lines if no-one ever comes to enforce it. Residents need to be able to take pictures and send them in for a fine to be added.
Note - drivers need to stop parking between the causeway and No1/3 Malthouse Lane - it causes huge confusion and creates obstacles for both road users and pedestrians. There also needs to be a give way sign painted on the road.
One side not parking and alternates
Only double yellow lines and fines if not followed
Parking (on the free side - see Q6) could/should be time limited
Parking on one side of the road only to avoid blocking the road
Parking permits to be displayed on dashboard - warden controlled
parking wardens
Parking would be controlled better if the lakes were not advertised on social media and such like
pay and display
Pay and display is a great idea as is extending double yellow lines
People have been parking on Springbrook Lane too and using the walk-through along Springbrook towards Windmill Pool to access the Lakes. There has also been significant speeding along Springbrook Lane and increased traffic which the lane is not designed to handle. Parking restrictions in these locations will only spread the problem to neighbouring roads like Springbrook. Any strategy should take knock-on effects into consideration.
People should use the car park provided
Permanent ban on pavement parking. Time limit parking on specified side of the road 9-1 left side, 1-6 right side no parking outside these times
Permits must be available for visitors/family
Please note, parking permits will only work if they are enforced. We have double yellow lines but people still park on them constantly because there is no enforcement.
Possible use of single yellow line restriction close to entrance to key whole area.
Residents only
Signage and wardens
Signs with limited parking i.e. 1-2hrs
Speed humps - as well as the entrance to the park
Speed humps - I have two small children and fear for them the speed people go on the road is crazy

Support ???? for residents to use their drives
There is no mention here of speeding along the straight top end (nearer the lakes station) of Malthouse Lane - this has got MUCH worse in the last few years. Traffic calming is desperately required along Malt House Lane please.
There is parking permits around Villa park and they get them free!
This has not been a problem prior to lockdown so enforcing this would make day to day life more challenging if guests attend. The cones currently in place work well.
Traffic warden to patrol. Voluntary community wardens
Traffic wardens
Traffic wardens to visit site on a regular basis
Traffic wardens, police presence, more signage and better - so people actually know what to do. Passing place sign, white line to demarcate passing place and know which side of the road to stay on in the corners. Signage at each entry point "single carriageway with passing places: please give way to oncoming traffic" Each passing place clearly signed with sign on pole so visible from each end of the causeway.
Traffic wardens/patrol, especially weekends/summer evenings
Warden control
We are residents of Cloweswood lane and leave this section for Malthouse Lane residents.
We don't live in Malthouse Lane so decision for residents there
We need an off-road larger car park to accommodate all visitors and fishermen - pay and display.
Would suggest double yellows on one side where the police cones are currently positioned. Would suggest parking for residents' guests if required.

## Appendix C:

If yes to speed calming measures on the Causeway, what do you suggest? Other – 29 responses

20mph - paint on road to remind
A visible speed limit of 10 or 20mph
Add alligator teeth traffic control to one way system
Additional suggestion to have either measures above on the whole of Malthouse Lane.
Also signs to state a speed limit as there are none (10mph)
APNR with fines for exceeding the speed limit
As now boys every so often
Bumps needed on MH Lane also
Chicane speed humps
Height and width restrictions. Definitely better signage
Higher police presence
Humps also
I assume you mean speed bumps
Make it one way only with speed bumps
One way systems with teeth ramps
Please note, the majority of speeding offences occur as vehicles pick up speed from the causeway into Malthouse Lane. Therefore, speed bumps needed in Malthouse Lane as a priority.
Residents only by gated access (swipe card)
Road surface marking to prioritise one of the directions of travel at the T junction
Speed bumps
Speed bumps but the severe kind
Speed bumps needed or cameras and especially on Malthouse Lane as drivers particularly at night time drive far too fast, dangerously so, and often lose control.
Speed humps
Speed humps/bumps
Visible speed limit signs could possibly only be policed with average speed cameras
Width restriction barriers on entrance points, slows vehicles and large overweight lorries

## Appendix D:

If Causeway should be shut for part of the year, for what period?

17 responses

01 April - 30 September
April to August
April to September
British Summer Time
BST - March to October
Closed from May 31st to September 30th
June-July/August
May-Sept
Saturdays and Sundays and Bank Holidays
Summer
Summer
Summer months
Summer months
Summer period
Summer weekends
Weekends and school holidays
Winter months

## Appendix E:

If Causeway should be shut for part of the day, for what period?

14 responses

0900-2100
10pm-5am - ensure double yellow lines on Malthouse enforced
10pm-6am
4pm-6am
6pm-6am
7pm-7am closed
7pm to 6am
After 8pm
Close if it becomes too busy 60 horses, bikes or pedestrians. Also set max traffic threshold (dynamic). Also close when Valley road gets flooded. Pan tilt zoom CCTV and pole to monitor causeway, car park and valley road.
Daylight hours when people are walking
Dusk until dawn
Evening closed
Night
Night time

## Appendix F:

If speed calming measures should be used on Valley Road, what do you suggest?

### Other – 24 responses

30mph limit and cameras
30mph Raised junction at Wood Lane/Norton Lane etc. (like Rumbush Lane), priority by 'parking' measures & bridge
Average speed cameras
Average speed check cameras as per Hockley Heath
Bumps
Chicane
Chicane with bollards
Chicanes similar to what has been done in Ilshaw Heath
Chicanes, traffic priority/give way speed calming
Higher police presence
Pinch points for. Also extend the pinch point at the Engine House and give pedestrians some pavement space.
Road humps
Rumble strips are a waste of money and time
Single road at half way to selectively prioritise one way of travel
Sleeping policemen
Something needs to be done it's like a race track of an evening - speed bumps
Speed bumps
Speed bumps
Speed bumps
Speed bumps
Speed bumps, white line
Speed cameras
Speed humps/bumps
Speed humps; average speed cameras