



Time and Date

3.00 pm on Monday, 30th July 2018

Place

Diamond Rooms 1 and 2 - Council House

Public Business

1. **Apologies**

2. **Declarations of Interests**

3. **Minutes**

(a) To agree the minutes of the meeting held on 2nd July, 2018
(Pages 5 - 8)

(b) Matters Arising

4. **Objections to Burnsall Road, Sir Henry Parkes Road, Canley Road Area
Experimental Residents Parking Scheme** (Pages 9 - 18)

Report of the Deputy Chief Executive (Place)

NOTE: The objectors and supporters have been invited to the meeting for the consideration of this item

5. **Petition - Whitley Traffic Matters, Address Worsening Road Safety
Problems, Especially Around the Three Schools** (Pages 19 - 26)

Report of the Deputy Chief Executive (Place)

To consider the above petition, bearing 555 signatures which is being supported by Councillors Bailey and Brown, both Cheylesmore Ward Councillors, who have been invited to the meeting for the consideration of this item along with the petition organiser

6. **Petition - Seymour Close, Request to Remove Kerb and Grass and Create Parking Area** (Pages 27 - 34)

Report of the Deputy Chief Executive (Place)

To consider the above petition, bearing 14 e-signatures, which is being supported by Councillor R Ali, a Cheylesmore Ward Councillor, who has been invited to the meeting for the consideration of this item along with the petition organiser

7. **Petition - Request for Yellow Lines and Disabled Bays on Mercer Avenue** (Pages 35 - 40)

Report of the Deputy Chief Executive (Place)

To consider the above petition, bearing 90 signatures which is being supported by Councillor Bains, an Upper Stoke Ward Councillor, who has been invited to the meeting for the consideration of this item along with the petition organiser

8. **Petition - Request for Double Yellow Lines on the Perimeter of the Island at the Junction of Benedictine Road and the Monks Croft** (Pages 41 - 48)

Report of the Deputy Chief Executive (Place)

To consider the above petition, bearing 18 signatures which is being supported by Councillor Bailey, a Cheylesmore Ward Councillor, who has been invited to the meeting for the consideration of this item along with the petition organiser

9. **Objections to Waiting Restrictions (Variation 6)** (Pages 49 - 78)

Report of the Deputy Chief Executive (Place)

Note: The objectors and supporters have been invited to the meeting for the consideration of this item

10. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations** (Pages 79 - 86)

Report of the Deputy Chief Executive (Place)

11. **Any other items of Public Business**

Any other items of public business which the Cabinet Member decides to take as matters of urgency because of the special circumstances involved

Private Business

Nil

Martin Yardley, Deputy Chief Executive (Place), Council House, Coventry
Friday, 20 July 2018

Note: The person to contact about the agenda and documents for this meeting is Liz Knight / Michelle Salmon, Governance Services Officers, Tel: 024 7683 3072 / 3065, Email: liz.knight@coventry.gov.uk / michelle.salmon@coventry.gov.uk

Membership: Councillors J Innes (Cabinet Member) and R Lakha (Deputy Cabinet Member)

By invitation: Councillors T Sawdon (Shadow Cabinet Member)

Please note: a hearing loop is available in the committee rooms

If you require a British Sign Language interpreter for this meeting
OR if you would like this information in another format or
language please contact us.

Liz Knight / Michelle Salmon

Governance Services Officers

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Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at 3.00 pm on
Monday, 2 July 2018

Present:

Members: Councillor J Innes (Cabinet Member)
Councillor R Lakha (Deputy Cabinet Member)
Councillor T Sawdon (Shadow Cabinet Member)

Other Members: Councillor G Williams (for the matter in minute 12 below)

Employees (by Directorate):

Place S Elliot, R Goodyer, R Parkes, M Salmon, K Seager,
M Wilkinson

Apologies: There were no apologies

Public Business

10. Declarations of Interests

There were no disclosable pecuniary interests.

11. Minutes

The minutes of the meeting held on 4th June 2018 were agreed and signed as a true record.

12. Petition - Wallace Road, State of Grass Verge and Request for Parking Solution for the Shops

The Cabinet Member for City Services considered a report of the Deputy Chief Executive (Place) concerning a petition bearing 60 signatures which was submitted by Councillor Williams, a Bablake Ward Councillor, who attended the meeting and spoke on behalf of the petitioners along with the petition organiser Mr Trevor Fox who was also in attendance. The report had been requested by the petition organiser following receipt of the determination letter. The petitioners were requesting that the Council address the state of the grass verges on Wallace Road and look into a suitable parking solution for residents and customers of the shops on Wallace Road.

The report indicated that Wallace Road was a local distributor road between Keresley Road and Sadler Road in Bablake Ward. On the southern side, there was a parade of shops opposite the junction with Dickens Road. Wallace Road was on a bus route. A safety scheme was consulted on and implemented in 2008/2009 in response to safety concerns raised by residents. This included the current parking arrangements outside the parade of shops. On a recent site visit, it was noted that some of the bollards installed at each end of the verge outside the shops were missing and as a result, vehicles were accessing the verge adjacent to the footway and parking off the carriageway. It appeared that some vehicles were also driving along the footway to pass other vehicles parked on the verge.

The determination letter had advised that that Wallace Road was already on the list of requests for consideration for a verge protection scheme. Due to the number of requests received for similar schemes city-wide, requests had to be prioritised in line with the verge protection policy and were dependent on the availability of funding. Wallace Road did not qualify for inclusion in the 2018/2019 verge scheme programme. Therefore, it would remain on the request list for consideration for inclusion in a future year's programme with all local residents' requests taken into consideration in any future scheme.

Mr Fox spoke in support of the petitioners indicating that there had been many problems in the area that had prompted residents' concerns. He referred to problems with speeding on Wallace Road that had resulted in approximately seven road traffic incidents in the past 12 month period involving motor vehicles, motorcyclists and cyclists, although no fatalities. A bus had been seen traveling along the road at 50mph. Vehicles were creating a dust when travelling along Wallace Road due to gravel on the road surface. Double yellow lines on the Dickens Road junction were not being enforced. Many residents were parking on their front gardens without having a vehicle crossing installed and those that had paid for a crossing installation felt let down that no enforcement action was being taken in this issue. Parking at a nearby school was also causing issues.

The Cabinet Member indicated that she had received an email from a resident of Wallace Road who was opposed to the requests of the petitioners. They felt that the grass verges were a necessity for parking for those who had no alternative and the implementation of traffic measures could result in other problems arising.

Councillor Williams indicated that a lot of work had been done on Wallace Road at a local level including: a Community Speed Watch carried out, consultation with shops/ business owners, and Police patrols in the area for speeding issues. He referred to an email he had been sent by residents who supported the requests set out in the petition and also outlined their support for the use of vehicle activated signs in the area. Councillor Williams requested that the double yellow lines on Dickens Road be enforced, he also invited the Cabinet Member to visit the Wallace Road business owners for further discussions.

The Council's Traffic Management officers informed the Cabinet Member that a consultation had taken place with residents of the area in 2008/09 that had resulted in the current arrangements that were in place at the shops, however there had been a lack of support for traffic calming in the area therefore this was not pursued.

RESOLVED that the Cabinet Member for City Services:

- 1) Notes the petitioners' concerns.**
- 2) Endorses that the actions confirmed by determination letter to the petition spokesperson (as detailed in paragraph 1.6 of the report), are undertaken.**
- 3) Approves the reinstatement of missing bollards outside the parade of shops on Wallace Road (as detailed in paragraph 2.2 of the report).**
- 4) Request that the area continues to monitored.**

13. **Temporary Hackney Carriage Vehicle Plate(s) / Licence(s)**

The Cabinet Member for City Services considered a report of the Deputy Chief Executive (Place) detailing a request for two temporary hackney carriage licence plates/licences to be used in order to offer vehicles to licensed drivers on a two-weekly basis.

On the 19 September 2011 the Cabinet Member introduced a limit/cap on the number of hackney carriage vehicles that could be licensed by Coventry City Council to 859. Coventry City Council currently license this number, however on the 29 January 2018 (minute 37/17 referred) the Cabinet Member for City Services agreed for two temporary plates/licences to be made available for the Nissan ADV Dynamo vehicle and two temporary plates/licences for the London Electric Vehicle Company (LEVC) [formerly London Taxi Company] TX manufacturers to assess their newly manufactured vehicles on a 12 month basis once licensed. LEVC would like to utilise their two temporary plates/licences in order to offer their vehicles to licensed drivers on a two-weekly basis (the drivers plated vehicle being held in storage at LEVC during this period) for a 12 month period. In addition LEVC would like a further two temporary plates/licences on the same basis issued for a 12 month period so that they are able to provide four electric hybrid TX vehicles to replace existing diesel hackney carriage vehicles.

RESOLVED that the Cabinet Member for City Services approves that a further two temporary hackney carriage vehicle plates/licences be issued for a period of twelve months from the point of issue for the London Electric Vehicle Company (LEVC) (formerly London Taxi Company).

14. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations**

The Cabinet Member for City Services considered a report of the Deputy Chief Executive (Place) which provided a summary of the recent petitions received that were to be determined by letter, or where decisions had been deferred pending further investigations and holding letters were being circulated. Details of the individual petitions were set out in an appendix attached to the report and included target dates for action. The report was submitted for monitoring and transparency purposes.

The report indicated that each petition had been dealt with on an individual basis, with the Cabinet Member considering advice from officers on appropriate action to respond to the petitioners' request. When it had been decided to respond to the petition without formal consideration at a Cabinet Member meeting, both the relevant Councillor/petition organiser could still request that their petition be the subject of a Cabinet Member report.

The Cabinet Member noted that where holding letters were being sent, this was because further investigation work was required. Once matters had been investigated either a follow up letter would be sent or a report submitted to a future Cabinet Member meeting.

The Cabinet Member requested that where a petition was submitted direct by a member of the public, Ward Councillors be informed of the petition. This would ensure that Elected Members were aware of Ward issues and also provide them with an opportunity to offer to be the Councillor sponsor of the petition, with the Petition Organiser's agreement.

RESOLVED that the Cabinet Member for City Services:

- 1) **Endorses the actions being taken by officers as detailed in the appendix to the report, in response to the petitions received.**
- 2) **Agrees that where a petition is submitted direct by a member of the public, Ward Councillors be informed of the petition to ensure they are aware of Ward issues and to provide them with an opportunity to offer to be the Petition's Councillor Sponsor, with the Petition Organiser's agreement.**

15. **Outstanding Issues**

The Cabinet Member for City Services considered a report of the Deputy Chief Executive (Place) that contained a list of outstanding issues relating to the Cabinet Member's portfolio and summarised the current position in respect of each item.

RESOLVED that the Cabinet Member for City Services approves the arrangements for future consideration of matters relating to the outstanding issues items listed in the report.

16. **Any other items of Public Business**

There were no other items of public business.



Cabinet Member for City Services

30th July 2018

Name of Cabinet Member:

Cabinet Member for City Services – Councillor J Innes

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

Earlsdon

Title: Objections to Burnsall Road, Sir Henry Parkes Road, Canley Road Area Experimental Residents' Parking Scheme

Is this a key decision?

No

Executive Summary:

Following concerns raised by local residents about commuters and employees from nearby factories leaving their cars parked all day in and around the area, the City Council undertook a resident's parking scheme consultation in 2016.

This resulted in a Traffic Regulation Order (TRO) being advertised on 8th June 2017 which proposed the introduction of a residents' parking scheme for the Burnsall Road, Sir Henry Parkes Road, Canley Road Area which would operate 24 hours a day, 7 days a week.

12 objections were received, all objecting to the proposed times of operation of the scheme (24 hours a day, 7 days a week). The objections were considered at the Cabinet Member for City Services meeting on 7th August 2017 and approval given for an alternative Experimental TRO to be installed, which would enable residents to see how the scheme operated before making objections.

The ETRO came into operation on 16th October 2017 and introduced a 24 hour, Monday to Saturday, Residents' Parking Scheme. The closing date for objections was 16th April 2018. 50 objections, 68 responses in support, a petition requesting changes and a petition in support were received.

In accordance with the City Council's procedure for dealing with objections to TROs, they are reported to the Cabinet Member for City Services for a decision as to how to proceed.

The cost relating to the making permanent /amending the ETRO is funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

Recommendations:

Cabinet Member for City Services is recommended to:

1. Consider the objections and support to the Experimental Traffic Regulation Order (ETRO);
2. Subject to recommendation 1, approve that a residents' parking scheme remains in operation in this area.
3. Considering the issues raised in paragraph 2.11, approve that the existing scheme is made permanent.

List of Appendices included:

Appendix A – Plan of experimental residents' parking scheme as introduced.
Appendix B - Summary of objections and support

Background Papers

None

Other useful documents:

Cabinet Member for City Services Report – Objections to Burnsall Road, Sir Henry Parkes Road, Canley Road Area Residents' Parking Scheme (7th August 2017).

Has it been or will it be considered by Scrutiny?

No

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

No

Report title: Objections to Burnsall Road, Sir Henry Parkes Road, Canley Road Area
Experimental Residents' Parking Scheme

1. Context (or background)

- 1.1 Following concerns raised by local residents in the Burnsall Road, Sir Henry Parkes Road, Canley Road Area about commuters and employees from nearby factories leaving their cars parked all day in and around the area, the City Council undertook a residents' parking scheme consultation in 2016. This resulted in a residents' parking scheme being proposed.
- 1.2 The proposed Traffic Regulation Order (TRO) for the residents parking scheme, which would consist of two zones CA1 & CA2 and operate 24 hours a day, 7 days a week and was advertised on 8th June 2017. 12 objections were received, all objecting to the proposed times of operation of the scheme i.e. 24 hours a day, 7 days a week.
- 1.3 The objections were considered at the Cabinet Member for City Services meeting on 7th August 2017. This resulted in approval for an alternative 24 hours a day, Monday to Saturday, residents' parking scheme to be implemented as an Experimental TRO, which would enable residents to see how the scheme operated before making objections. A plan of the scheme is shown in Appendix A
- 1.4 The ETRO came into operation on 16th October 2017, the first 6 months of operation of an ETRO are an objection period. The closing date for objections was 16th April 2018. 50 objections, 68 responses in support, a petition requesting changes and a petition in support were received.

2. Options considered and recommended proposal

- 2.1 In response to the residents' parking scheme 50 objections, 68 responses in support, a petition of 101 signatures (relating to 76 properties within the scheme) requesting changes and a petition of 228 signatures (relating to 118 properties within the scheme) in support were received. The objections to the proposals and details of support for the scheme are summarised in the table in Appendix B.
- 2.2 In considering the objections and responses in support received, the options are to:
 - i) make the ETRO permanent;
 - ii) make amendments to the ETRO, which will require a variation to the ETRO and further 6 month objection period to the revised restrictions;
 - iii) not to make the ETRO permanent and remove the associated restrictions.
- 2.3 9 of the responses received request the removal of the scheme. The remainder of the responses either want the scheme to remain, an alternative form of restriction or a residents' parking scheme with different hours of operation. It is therefore recommended that some form of residents' parking scheme remains in operation. If a residents parking scheme did not remain in operation, any restriction would also apply to residents and their visitors.
- 2.4 The locations of the responses have been mapped to determine whether there is a clear pattern in where the residents requesting the existing scheme is not changed reside and where those requesting changes to the ETRO reside. For data protection, this plan is not included in the report. However, this showed that there was no clear pattern.
- 2.5 To amend the scheme would require the ETRO to be varied, extending its duration to the maximum period (18 months from the original operational date) and a further 6 month objection period would commence when the variation came in to operation.

- 2.6 If the scheme was amended, in addition to the legal procedure, all signs would have to be amended to show the new restriction in operation.
- 2.7 If the residents' parking scheme remained in place with only an amendment to the times of operation, the gateway signs would need to be amended accordingly.
- 2.8 Other options highlighted in the petition for change were 4 hour limited waiting bays, or a controlled zone.
- 2.9 To create 4 hour limited parking bays would require bays to be marked on the road and for signs to be installed, advising of the restriction in place, along the length of the bay. Due to the width of the road in some of the locations it would not be possible to install bays on both sides of the roads. This is not a recommended option.
- 2.10 A controlled zone is generally used to prohibit parking for set periods of time, apart from where parking bays and double yellow lines are in place. The restrictions would also apply to residents and this is not a recommended option.
- 2.11 Due to the number of people that support the scheme and the spread of both the support and objection, there is no clear pattern for amending the scheme. Making the existing ETRO permanent would be the most cost effective solution as it would not require any amendments to signage. It would also retain a scheme which addresses the issue originally raised which was commuters and employees from nearby factories leaving their cars parked all day in and around the area. This is therefore the recommended option.

3. Results of consultation undertaken

- 3.1 The Notice of Making for the ETRO was advertised in the Coventry Telegraph on 5th October 2017; notices were also placed on street in the vicinity of the proposals. Letters were also sent to other various consultees. The responses received were:
 - 50 objections,
 - 68 responses in support,
 - A petition of 101 signatures requesting changes
 - A petition of 228 signatures in support
- 3.2 Appendix B details a summary of the objections and letters of support. Copies of the content of the objections can be made available on request.

4. Timetable for implementing this decision

- 4.1 Subject to approval it is proposed to make the ETRO permanent by 15th August 2018.

5. Comments from Director of Finance and Corporate Resources

- 5.1 Financial implications

The cost of making permanent the ETRO, if approved, will be funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan. If the ETRO was not made permanent, but was varied, the costs of advertising the variation to the ETRO and amending the signage would be funded from the same budget.

5.2 Legal implications

The Road Traffic Regulation Act 1984 allows the Council to make a Traffic Order, including an experimental order, on various grounds e.g. improving safety, improving traffic flow and preserving or improving the amenities of an area provided it has given due consideration to the effect of such an order.

In accordance with Section 122 of the Road Traffic Regulation Act 1984, when considering whether it would be expedient to make a traffic order the Council is under a duty to have regard to and balance various potentially conflicting factors e.g. the convenient and safe movement of traffic (including pedestrians), adequate parking, improving or preserving local amenity, air quality and/or public transport provision.

An experimental order takes effect 7 days after public notice is given and can remain in force for up to 18 months. The duration of this ETRO is 10 months. Objections may be made during the first 6 months of operation and any objections must be considered before any decision to make the order permanent.

The 1984 Act provides that once a Traffic Order has been made it may only be challenged further via the High Court on a point of law (i.e. that the Order does not comply with the Act for some reason).

6. Other implications

6.1 How will this contribute to achievement of the Council's key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / Local Area Agreement (or Coventry Sustainable Community Strategy)?

The experimental waiting restrictions, if made permanent, will contribute to the City Council's aims of ensuring that citizens, especially children and young people, are safe and the objective of working for better pavements, streets and roads.

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

The making permanent of the experimental waiting restrictions will continue the existing situation of reducing obstruction of the carriageway, therefore increasing safety for all road users.

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

Report author(s)**Name and job title:**

Caron Archer
Team Leader (Traffic Management)

Directorate:

Place

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Enquiries should be directed to the above person.

| Contributor/approver name | Title | Directorate or organisation | Date doc sent out | Date response received or approved |
|---|--|------------------------------------|--------------------------|---|
| Contributors: | | | | |
| Colin Knight | Director - Transportation and Highways | Place | 17.07.2018 | 17.08.2018 |
| Karen Seager | Head of Traffic and Network Management | Place | 17.07.2018 | 19.08.2018 |
| Rachel Goodyer | Traffic and Road Safety Manager | Place | 17.07.2018 | 19.08.2018 |
| Liz Knight | Governance Services Officer | Place | 17.07.2018 | 18.07.2018 |
| Names of approvers: (Officers and Members) | | | | |
| Graham Clark | Lead Accountant | Place | 17.07.2018 | 18.07.2018 |
| Rob Parkes | Team Leader | Place | 17.07.2018 | 18.07.2018 |
| Councillor J Innes | Cabinet Member for City Services | - | 3.07.2018 | 3.07.2018 |

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Appendix A – Plan of experimental residents’ parking scheme (as introduced).



Appendix B – Summary of objections and support

Petition objecting to scheme and suggesting alternative. Petition of 101 signatures, from 76 addresses.

It is only proportionate and justifiable to impose restrictions during weekday office hours, e.g. 4 hour limited waiting bays, controlled zone or Monday to Friday, 8am to 6pm, and therefore I OBJECT to the current ETRO being made permanent.

One signatory advise the schemes ‘wants to be looked at’ but not necessarily as proposed in the petition.

Petition in Support of the existing scheme. Petition of 228 signatures, from 118 addresses.

Burnsall Road, Sir Henry Parkes Road, Canley Road Area residents Parking Scheme
We the undersigned, support the current Experimental Traffic Regulation Order and its permanent retention, we object to any relaxation of the current scheme.

Comparing petitions

| Road | households objection | households support |
|---------------------|-----------------------------|---------------------------|
| Ainsbury | 19 | 17 |
| Burnsall Road | 4 | 8 |
| Burnsall Grove | | 7 |
| Bott | | 6 |
| Canley Rd | 19 | 38 |
| Ingram | 11 | |
| Karlingford | | 2 |
| Lynbrook Rd | 8 | 6 |
| Nightingale | 2 | |
| Pilkington | 1 | 3 |
| Sir Henry Parkes Rd | 12 | 29 |
| Other | | 2 |

12 addresses signed both petitions

| |
|---|
| Summary of objections (50 in total) |
| 9 object to scheme |
| 34 object to times of operation of scheme |
| 3 object to having to pay for permits in future |
| Other objections relate to other specific issues |
| Comments received also refer to |
| Blanket parking restriction is unnecessary and inconvenient; it has a negative impact on the appeal of our area and on the value of our properties and makes it difficult for guests, friends and family to visit in the evenings and at weekends. Only justifies Mon-Fri 8am - 6pm |
| Concerns relate to effect on companies & employees |
| Problems only related to CA1 zone area, should never have introduced CA2 zone |
| Scheme is bad for business, inconvenient for elderly or disabled residents who have carers visiting, as well as being a financial burden on every resident. Halt it immediately. |
| If the problem experienced by some residents is by all accounts owing to factory workers and possibly some commuters, it is unnecessary and unfair to residents to restrict weekend parking. |
| Relating to CA2. In favour of restricted parking but only during working day Monday to Friday, want paper permits and want them for free (as elsewhere in Coventry) |
| Pilkington Road, Lynbrook Road, Ingram Road, Bott Road, Nightingale Lane and Ainsbury Road should not unnecessarily be subject to restrictions (permits) there is no problem warranting parking restrictions in these roads. Canley Road, Sir Henry Parkes Road (SHP) and Burnsall Road is related to Railway commuters, Liberty Pressing Solutions and other industrial units. Related parking restrictions should not be 24/7 but 4 hour limited waiting bays, controlled zone or Monday to Friday 8am to 6pm. |
| Support some restriction but not 24/6, unnecessary, detrimental to householders. Object to having to pay for permits separately, residents should have 3 or 4 permits a year as part of council tax. |
| Object to 3 hour limited waiting restriction, would like it reduced to 1 hr as road not wide enough for vehicles to be parked for long periods of time, safety concerns, commuters using bays to park when taking train, not checked enough |
| This Residents' Parking Scheme is an intrusion into our home life. It is invading our privacy and quality of life, because we can no longer relax in our own home. Not being able to have my own family visit me due to this current Residents' Parking Scheme is very upsetting and distressing to me, in fact, it is affecting my health. Not even being able to have all my own family visit me at Christmas, Easter, Birthdays and other family gatherings is breaching my Human Rights; Article 8 protects your right to respect for your private life, your family life, your home and your correspondence, e.g. letters, telephone calls, emails. The right to hold both religious and non-religious beliefs in your own home |

| |
|--|
| Summary of support (68 in total) – Comments received refer to: |
| Would like the scheme to carry on as it seems to be working ok. |
| Situation improved dramatically since introduction of scheme, would like it kept |
| Support ETRO on Burnsall, SHP Rd and Canley Road, strongly resist any relaxation on these roads as since the scheme in place safer when driving due to reduction in parked vehicles |
| Without a doubt, parking in & around out street has improved immensely since the scheme was put into place. Also made crossing the road a lot safer and easier as can see along road (without all the parked cars) |
| Support the scheme, before the scheme how people parked made it dangerous, it was impossible to stay on the pavements because of how they had parked. |
| Area feels safer, easier to turn out of road. Have space to park near property & 3hr restriction is perfect for customers of smaller businesses and for visitors to their home. |

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Cabinet Member for City Services

30 July 2018

Name of Cabinet Member:

Cabinet Member for City Services – Councillor J Innes

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

Cheylesmore

Title: Petition – Whitley Traffic Matters – Address worsening road safety problems especially around the 3 schools

Is this a key decision?

No

Executive Summary:

A petition of 555 signatures has been received requesting road safety measures in Whitley, especially around the three schools, including speed reduction measures, additional school warning signs and double yellow lines.

In accordance with the City Council's procedure for dealing with petitions, those relating to road safety are heard by the Cabinet Member for City Services. The Cabinet Member had considered this petition prior to this meeting and in response to the request made, requested that the petition was dealt with by letter (determination letter), rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently.

The determination letter advised of the action proposed and approved and also those actions which had already taken place since the receipt of the petition in response to the issues raised. On receipt of the determination letter the petitioner advised they did not wish the petition to be progressed by letter and wanted the issue to be considered at a Cabinet Member for City Services meeting.

The cost of introducing road safety measures, including waiting restrictions, is funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

Recommendations:

Cabinet Member for City Services is recommended to:

1. Note the petitioners concerns
2. Note that a number of measures have already been introduced since receipt of the petition (as detailed in paragraph 1.6 of the report)
3. Endorse that the actions confirmed by determination letter to the petition spokesperson are undertaken.

List of Appendices included:

Appendix A – Location Plan
Appendix B – Determination letter

Background Papers

None

Other useful documents:

None

Has it been or will it be considered by Scrutiny?

No

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

No

Report title: Petition - Whitley Traffic Matters – Address worsening road safety problems especially around the 3 schools

1. Context (or background)

1.1 A petition of 555 signatures has been received requesting road safety measures in Whitley, especially around the three schools including speed reduction measures, additional school warning signs and double yellow lines. The petition is supported by Councillor Bailey and Councillor Brown.

1.2 The petition advises:

'We the undersigned, call upon Coventry City Council to address our worsening safety problems, especially with a focus around the schools. To reduce speed, to make safe for pedestrians and cyclists and ensure access for emergency vehicles.

We ask that they introduce measures to include a 20mph speed limit, additional school warning signs(possibly 'vehicle activated'), and pinch points in the vicinity of the 3 schools (inc. the Abbey Rd/Avenue 'rat run').

To introduce junction protection (double yellow lines) for example, Ashington Grove and Rutherglen Avenue, Ashington Grove and Abbey Road (top), The Avenue and Burnham Road etc. Also better lighting along the Ash-path (Abbey Road) between the schools.

We strongly urge the Council to work with local residents" representatives in consultation and to take into account our Traffic Management & Impact report which highlights issues and requests.'

1.3 Whitley is a residential area, which includes 3 schools, which is accessed from London Road. A location plan is shown in Appendix A.

1.4 In accordance with the City Council's procedure for dealing with petitions, those relating to road safety and parking issues are heard by the Cabinet Member for City Services. The Cabinet Member considered the petition prior to this meeting and in response requested that the issue was dealt with by determination letter rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently.

1.5 The determination letter (copy in Appendix B) advised of the importance of prioritising road safety measures in the city. Coventry is continuing to work towards becoming a safer speed City and to ensure the funding we have is targeted carefully, we use personal injury collisions reported to the Police. A review of the Whitley area showed that one injury collision had been recorded in the last three years. Safety schemes are prioritised in locations where there have been six or more recorded injury collisions in the previous three years.

1.6 The determination letter also advised of the measures that had already been undertaken since receipt of the petition, including the installation of double yellow lines for junction protection at the requested locations, the installation of new school warning signs and 'SLOW' carriageway markings, and the installation of a mobile vehicle activated sign on Abbey Road. Contact details were also provided should residents wish to get involved in the Community Speed Watch initiative.

2. Options considered and recommended proposal

2.1 The recommended proposals in regard to the issues raised have already been approved and are detailed in the determination letter (Appendix B) and item 1.5 & 1.6

3. Results of consultation undertaken

3.1 No consultation has been undertaken.

4. Timetable for implementing this decision

4.1 The actions described have already been undertaken.

5. Comments from Director of Finance and Corporate Services

5.1 Financial implications

None.

5.2 Legal implications

There are no legal implications of the recommended proposal

6. Other implications

6.1 How will this contribute to achievement of the Council's key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / Local Area Agreement (or Coventry Sustainable Community Strategy)?

N/A.

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

No specific equalities impact assessment has been carried out.

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

Report author(s)**Name and job title:**

Caron Archer
Team Leader (Traffic Management)

Directorate:

Place

Tel and email contact:

Tel: 024 7683 2062

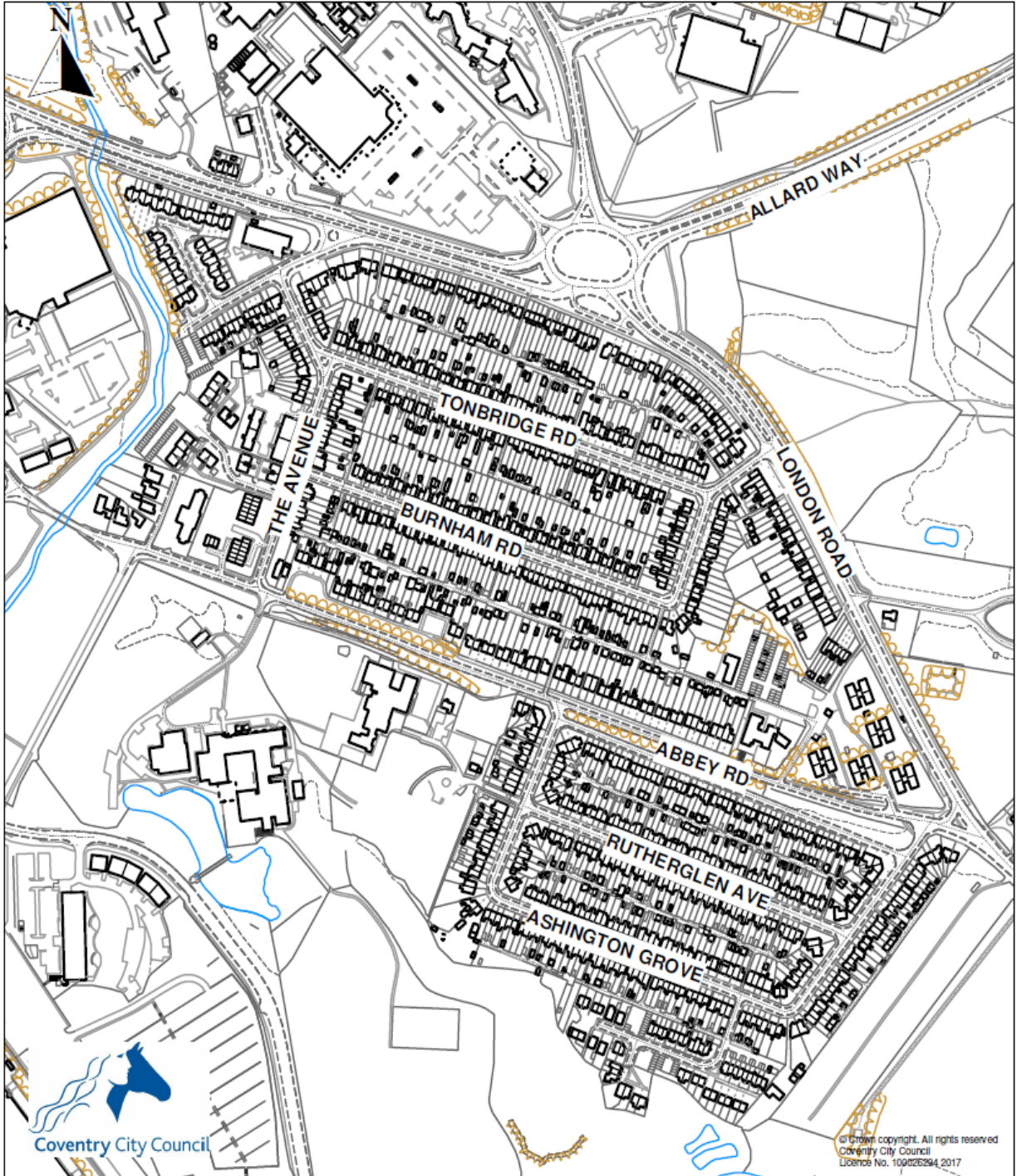
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Enquiries should be directed to the above person.

| Contributor/approver name | Title | Directorate or organisation | Date doc sent out | Date response received or approved |
|---|--|------------------------------------|--------------------------|---|
| Contributors: | | | | |
| Colin Knight | Director (Transportation and Highways) | Place | 18.07.2018 | 18.07.2018 |
| Karen Seager | Head of Traffic and Network Management | Place | 18.07.2018 | 19.07.2018 |
| Rachel Goodyer | Traffic and Road Safety Manager | Place | 18.07.2018 | 19.07.2018 |
| Liz Knight | Governance Services Officer | Place | 18.07.2018 | 18.07.2018 |
| Names of approvers: (Officers and Members) | | | | |
| Graham Clark | Lead Accountant | Place | 18.07.2018 | 18.07.2018 |
| Rob Parkes | Team Leader | Place | 18.07.2018 | 18.07.2018 |
| Councillor J Innes | Cabinet Member for City Services | - | 03.07.2018 | 03.07.2018 |

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Appendix A – Location plan



Appendix B – Copy of text of determination letter

Re: petition submitted on 9 March 2017

Subject matter: Whitley Traffic Matters – Address worsening road safety problems especially around the 3 schools

I am writing with regards to the above petition and your request for measures to improve safety on Abbey Road and neighbouring streets. Please accept my apologies for the delay in responding formally to your petition.

The matter was discussed with Councillor Innes, Cabinet Member for City Services, who has requested that this be dealt with by way of letter rather than a formal report being submitted to a future meeting.

It is important that we prioritise road safety measures in the city. We do this using personal injury collision data to ensure the funding we have is targeted carefully.

Locations where there have been six or more personal injury collisions reported to the Police in the previous three years are considered for inclusion in our safety scheme programme. Our records show that there has been one personal injury collision in the area you have highlighted in the last three years. Therefore, it does not meet the safety scheme criteria.

In response to your concerns, a mobile vehicle-activated sign has been installed on Abbey Road near the junction with London Road facing drivers turning off London Road onto Abbey Road. This is part of the programme for the deployment of mobile signs at locations around the city.

We are also working towards Coventry becoming a 20mph city and each year we are introducing more 20mph speed limits on residential roads. Community concerns are taken into account when prioritising areas for the introduction of such schemes and petitions help to inform this process.

As you are concerned about speeding, you may wish to get involved in the Community Speed Watch initiative. This is a speed monitoring and awareness scheme that is co-ordinated by the Police and run by a group of local volunteers who use speed detection devices to monitor traffic and identify speeding drivers on a specific road or small area. For further information, please contact the Police by emailing: cvcsww@west-midlands.pnn.police.uk.

As you may be aware, the requested double yellow lines at junctions have since been advertised and installed. We have also arranged for maintenance work to be undertaken on the school warning signage in the area.

I hope this information explains fully the measures we have undertaken in response to your concerns.

I would be grateful if you could please confirm in writing, either by email or letter, that you agree that the petition be progressed by way of this letter. If you do not agree, a report responding to your petition will be prepared for consideration at a future Cabinet Member meeting. You will be invited to attend this meeting where you have the opportunity to speak on behalf of the petitioners.

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Cabinet Member for City Services

30 July 2018

Name of Cabinet Member:

Cabinet Member for City Services – Councillor J Innes

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

Bablake

Title:

Petition – Seymour Close, request to remove kerb and grass and create parking area

Is this a key decision?

No

Executive Summary:

A petition of 14 e-signatures has been received requesting a length of kerb and an area of grass is removed and a tarmac parking area is created on Seymour Close.

In accordance with the City Council's procedure for dealing with petitions, those relating to verges and parking are heard by the Cabinet Member for City Services. The Cabinet Member had considered this petition prior to this meeting and in response to the request made, requested that the petition was dealt with by letter (determination letter), rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently.

The determination letter advised that the Council could not take action in regard to the request made as the area of land referred to is not adopted highway and is in private ownership. On receipt of the determination letter the petitioner advised they did not wish the petition to be progressed by letter and wanted the issue to be considered at a Cabinet Member for City Services meeting.

The cost of introducing an area for parking on private land, which is not adopted highway would not be funded by the Council.

Recommendations:

Cabinet Member for City Services is recommended to:

1. Note the petitioners concerns
2. Endorse that no action will be undertaken, as confirmed by determination letter to the petition spokesperson.

List of Appendices included:

Appendix A – Location Plan

Appendix B – Determination letter

Background Papers

None

Other useful documents:

None

Has it been or will it be considered by Scrutiny?

No

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

No

Report title: Petition - Seymour Close, request to remove kerb and grass and create parking area

1. Context (or background)

1.1 A petition of 14 e-signatures has been received requesting a length of kerb and an area of grass is removed and a tarmac parking area is created on Seymour Close. The petition is supported by Councillor R Ali.

1.2 The petition advises:

'There are a lot of vehicles coming in and out and parking at Seymour Close. I would like to propose if the curb next to the fence area for flats 2, 4, 6, 8, 10 & 12 can be removed, so these flats can park their vehicles there. As double yellow lines have been implemented last week causing issues for parking as sometimes there is no parking or we have to park across the road/even elsewhere! Also there is grass area around the property near the curb, which is currently being maintained by the flats above mentioned, can we propose to remove the grass area and the council to concrete/tarmac this so we can park our vehicles there without issues!'

1.3 Seymour Close is a residential cul de sac located off London Road. A location plan is shown in Appendix A.

1.4 In accordance with the City Council's procedure for dealing with petitions, those relating to verges and parking issues are heard by the Cabinet Member for City Services. The Cabinet Member considered the petition prior to this meeting and in response requested that the issue was dealt with by determination letter rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently.

1.5 The determination letter (copy in Appendix B) advised that the area of land where the creation of a parking area was being requested was private and not adopted highway, therefore the petitioners should contact the landowner directly.

2. Options considered and recommended proposal

2.1 The recommended proposals in regard to the issues raised have already been approved and are detailed in the determination letter (Appendix B) and item 1.5.

3. Results of consultation undertaken

3.1 No consultation has been undertaken.

4. Timetable for implementing this decision

4.1 No further action is proposed as the land referred to is in private ownership.

5. Comments from Director of Finance and Corporate Resources

5.1 Financial implications

None. No action is proposed as the area of land referred to, is not adopted highway or in Council ownership.

5.2 Legal implications

There are no legal implications of the recommended proposal

6. Other implications

6.1 How will this contribute to achievement of the Council's key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / Local Area Agreement (or Coventry Sustainable Community Strategy)?

N/A.

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

No specific equalities impact assessment has been carried out.

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

Report author(s)**Name and job title:**

Caron Archer
Team Leader (Traffic Management)

Directorate:

Place

Tel and email contact:

Tel: 024 7683 2062

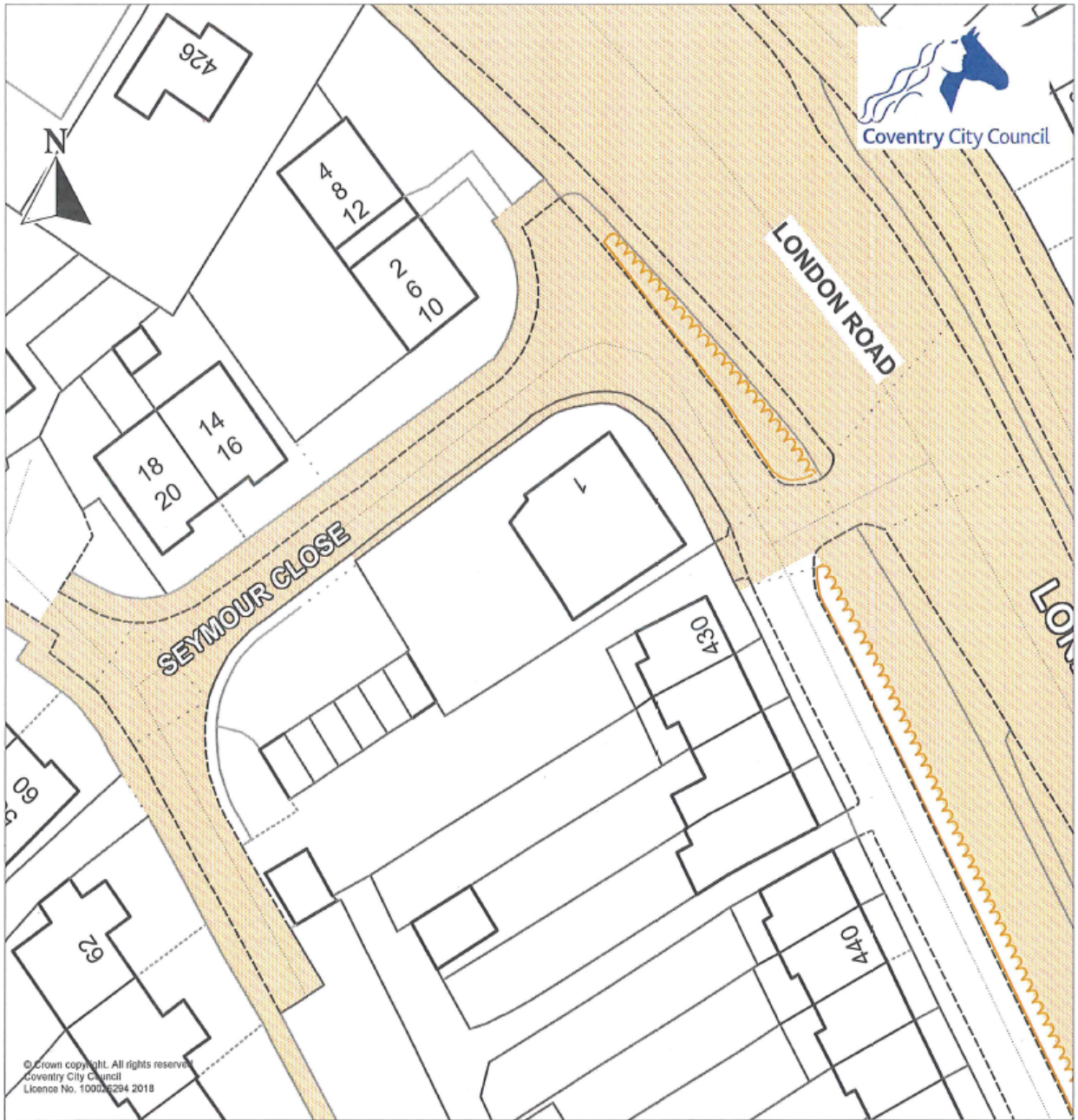
Email: caron.archer@coventry.gov.uk


Enquiries should be directed to the above person.

| Contributor/approver name | Title | Directorate or organisation | Date doc sent out | Date response received or approved |
|---|--|------------------------------------|--------------------------|---|
| Contributors: | | | | |
| Colin Knight | Director (Transportation and Highways) | Place | 05.07.2018 | 05.07.2018 |
| Karen Seager | Head of Traffic and Network Management | Place | 05.07.2018 | 19.07.2018 |
| Rachel Goodyer | Traffic and Road Safety Manager | Place | 05.07.2018 | 19.07.2018 |
| Liz Knight | Governance Services Officer | Place | 05.07.2018 | 05.07.2018 |
| Names of approvers: (Officers and Members) | | | | |
| Graham Clark | Lead Accountant | Place | 05.07.2018 | 05.07.2018 |
| Rob Parkes | Team Leader, Legal Services | Place | 05.07.2018 | 06.07.2018 |
| Councillor J Innes | Cabinet Member for City Services | - | 03.07.2018 | 03.07.2018 |

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Appendix A – Location plan



 Adopted highway

Appendix B – Copy of text of determination letter

Re: petition submitted on 17 September 2017

Subject matter: Remove Kerb & Grass, Request for Seymour Close

I am writing with regard to the above petition and your request for the creation of a parking area on the grass verge adjacent to the flats on Seymour Close. Please accept my apologies for the delay in formally responding to your petition.

The matter was discussed with Councillor Innes, Cabinet Member for City Services, who has requested that this be dealt with by way of letter rather than a formal report being submitted to a future meeting.

The grass verge to which you refer is not part of the adopted highway or under City Council ownership. Therefore, your request should be directed to the landowner.

I would be grateful if you could please confirm in writing, either by email or letter, that you agree that the petition be progressed by way of this letter. If you do not agree, a report responding to your petition will be prepared for consideration at a future Cabinet Member meeting. You will be invited to attend this meeting where you have the opportunity to speak on behalf of the petitioners.

Yours sincerely

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Cabinet Member for City Services

30 July 2018

Name of Cabinet Member:

Cabinet Member for City Services – Councillor J Innes

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

Upper Stoke

Title: Petition – Request for yellow lines and disabled bays on Mercer Avenue

Is this a key decision?

No

Executive Summary:

A petition of 90 signatures has been received requesting yellow lines and disabled bays outside St Albans Church, Mercer Avenue.

In accordance with the City Council's procedure for dealing with petitions, those relating to waiting restrictions are heard by the Cabinet Member for City Services. The Cabinet Member had considered this petition prior to this meeting and in response to the request made, requested that the petition was dealt with by letter (determination letter), rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently.

The determination letter advised of the action proposed and approved. On receipt of the determination letter the petitioner advised they did not wish the petition to be progressed by letter and wanted the issue to be considered at a Cabinet Member for City Services meeting.

The cost of introducing waiting restrictions is funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

Recommendations:

Cabinet Member for City Services is recommended to:

1. Note the petitioners concerns
2. Endorse that the actions confirmed by determination letter to the petition spokesperson are undertaken.

List of Appendices included:

Appendix A – Location Plan

Appendix B – Determination letter

Background Papers

None

Other useful documents:

None

Has it been or will it be considered by Scrutiny?

No

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

No

Report title: Petition - Request for yellow lines and disabled bays on Mercer Avenue

1. Context (or background)

1.1 A petition of 90 signatures has been received requesting yellow lines and disabled bays outside St Albans Church, Mercer Avenue. The petition is supported by Councillor Bains.

1.2 The petition advises:

'St Albans Church, Mercer Avenue, Coventry. Yellow lines + disabled bays outside church.'

1.3 St Albans Church is located on Mercer Avenue at the junction with North Street. A location plan is shown in Appendix A.

1.4 In accordance with the City Council's procedure for dealing with petitions, those relating to waiting restrictions are heard by the Cabinet Member for City Services. The Cabinet Member considered the petition prior to this meeting and in response requested that the issue was dealt with by determination letter rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently.

1.5 The determination letter (copy in Appendix B) advised that we are already undertaking the legal process to install double yellow lines for junction protection at the junction of Mercer Avenue and North Street. However on Mercer Avenue, between North Street and Coventry Street, it would not be an appropriate location for the introduction of parking restrictions, as this would displace parking to neighbouring residential roads.

2. Options considered and recommended proposal

2.1 The recommended proposals in regard to the issues raised have already been approved and are detailed in the determination letter (Appendix B) and item 1.5.

3. Results of consultation undertaken

3.1 No consultation has been undertaken.

4. Timetable for implementing this decision

4.1 The actions described have already been undertaken.

5. Comments from Director of Finance and Corporate Services

5.1 Financial implications

None

5.2 Legal implications

There are no legal implications of the recommended proposal.

6. Other implications

6.1 How will this contribute to achievement of the Council’s key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / Local Area Agreement (or Coventry Sustainable Community Strategy)?

N/A.

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

No specific equalities impact assessment has been carried out.

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

Report author(s)

Name and job title:

Caron Archer, Team Leader (Traffic Management)

Directorate:

Place

Tel and email contact:

Tel: 024 7683 2062, Email: caron.archer@coventry.gov.uk

Enquiries should be directed to the above person.

| Contributor/approver name | Title | Directorate or organisation | Date doc sent out | Date response received or approved |
|---|--|------------------------------------|--------------------------|---|
| Contributors: | | | | |
| Colin Knight | Director (Transportation and Highways) | Place | 18.07.2018 | 18.07.2018 |
| Karen Seager | Head of Traffic and Network Management | Place | 18.07.2018 | 18.07.2018 |
| Rachel Goodyer | Traffic and Road Safety Manager | Place | 18.07.2018 | 18.07.2018 |
| Liz Knight | Governance Services Officer | Place | 18.07.2018 | 19.07.2018 |
| Names of approvers: (Officers and Members) | | | | |
| Graham Clark | Lead Accountant | Place | 18.07.2018 | 19.07.2018 |
| Rob Parkes | Team Leader, Legal Services | Place | 18.07.2018 | 18.07.2018 |
| Councillor J Innes | Cabinet Member for City Services | - | 03.07.18 | 03.07.18 |

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Appendix A – Location plan



Appendix B – Copy of text of determination letter

Re: petition submitted on 14 February 2017 and 5 February 2018
Subject matter: Request for yellow lines and disabled bays on Mercer Avenue

I am writing with regard to the above petition and your request for yellow lines and disabled bays on Mercer Avenue.

The matter was discussed with Councillor Innes, Cabinet Member for City Services, who has requested that this be dealt with by way of letter rather than a formal report being submitted to a future meeting.

Mercer Avenue between North Street and Coventry Street would not be an appropriate location for the introduction of parking restrictions, as this would displace parking to neighbouring residential roads. However, we have advertised proposals for double yellow lines for junction protection at the junction of Mercer Avenue and North Street.

I would be grateful if you could please confirm in writing, either by email or letter, as soon as possible, that you agree that the petition be progressed by way of this letter. If you do not agree, a report responding to your petition will be prepared for consideration at a future Cabinet Member meeting. You will be invited to attend this meeting where you have the opportunity to speak on behalf of the petitioners.



Cabinet Member for City Services

30 July 2018

Name of Cabinet Member:

Cabinet Member for City Services – Councillor J Innes

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

Cheylesmore

Title: Petition – Request for Double Yellow Lines on Perimeter of Island at Junction Benedictine Road and The Monk's Croft

Is this a key decision?

No

Executive Summary:

A petition of 18 signatures was received requesting the installation of double yellow lines around the perimeter of the island at the junction of Benedictine Road and The Monk's Croft.

In accordance with the City Council's procedure for dealing with petitions, those relating to verges and parking are heard by the Cabinet Member for City Services. The Cabinet Member has considered this petition prior to this meeting and in response to the request made, requested that the petition was dealt with by letter (determination letter), rather than a formal report being submitted to a meeting, to enable the matter to be dealt more quickly.

The determination letter advised that the grass island is not part of the adopted highway. Therefore, any waiting restriction introduced around the island would not apply to the island itself. On receipt of the determination letter, the petitioner advised they did not wish the petition to be progressed by letter and wanted the issue to be considered at a Cabinet Member for City Services meeting.

Recommendations:

Cabinet Member for City Services is recommended to:

1. Note the petitioners concerns
2. Endorse that no action will be undertaken, as confirmed by determination letter to the petition spokesperson.

List of Appendices included:

Appendix A – Location Plan

Appendix B – Determination letter

Background Papers

None

Other useful documents:

None

Has it been or will it be considered by Scrutiny?

No

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

No

Report title: Petition – Request for Double Yellow Lines on Perimeter of Island at Junction
Benedictine Road and The Monk’s Croft

1. Context (or background)

1.1 A petition of 18 signatures was received requesting the installation of double yellow lines around the perimeter of the island at the junction of Benedictine Road and The Monk’s Croft. The petition is supported by Councillor Bailey.

1.2 The petition advises:

“We, the undersigned, formally request the Highways Department of Coventry City Council to investigate the feasibility of applying double yellow lines around the perimeter of the Island, situated at the junction Benedictine Road with The Monk’s Croft. This action if implemented should prevent further damage to the grass surface of the island, caused by the unauthorised parking of motor vehicles and improve access to driveways for local residents and emergency services.”

1.3 Benedictine Road and The Monk’s Croft are residential streets north of Daventry Road. The Monk’s Croft is a cul-de-sac. A location plan is shown in Appendix A.

1.4 In accordance with the City Council's procedure for dealing with petitions, those relating to verges and parking issues are heard by the Cabinet Member for City Services. The Cabinet Member considered the petition prior to this meeting and in response requested that the issue be dealt with by determination letter rather than a formal report being submitted to a meeting, to enable the matter to be dealt with more quickly.

1.5 The determination letter (copy in Appendix B) advised that the grassed island is not part of the adopted highway. Therefore, any waiting restriction introduced around the island would not apply to the island itself. For this reason, no further action is proposed.

1.6 The grass island is not owned by the City Council, although it is currently being maintained by Streetpride. A Land Registry search did not find any registration for the land.

2. Options considered and recommended proposal

2.1 The recommended proposals in regard to the issues raised have already been approved and are detailed in the determination letter (Appendix B) and item 1.5.

3. Results of consultation undertaken

3.1 No consultation has been undertaken.

4. Timetable for implementing this decision

4.1 No further action is proposed as the land referred to is not part of the adopted highway.

5. Comments from Director of Finance and Corporate Resources

5.1 Financial implications

None. No action is proposed as the area of land referred to, is not adopted highway.

5.2 Legal implications

There are no legal implications of the recommended proposal.

6. Other implications

6.1 How will this contribute to achievement of the Council's key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / Local Area Agreement (or Coventry Sustainable Community Strategy)?

N/A.

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

No specific equalities impact assessment has been carried out.

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

Report author(s)**Name and job title:**

Martin Wilkinson
Senior Officer - Traffic Management

Directorate:

Place

Tel and email contact:

Tel: 024 7683 3265

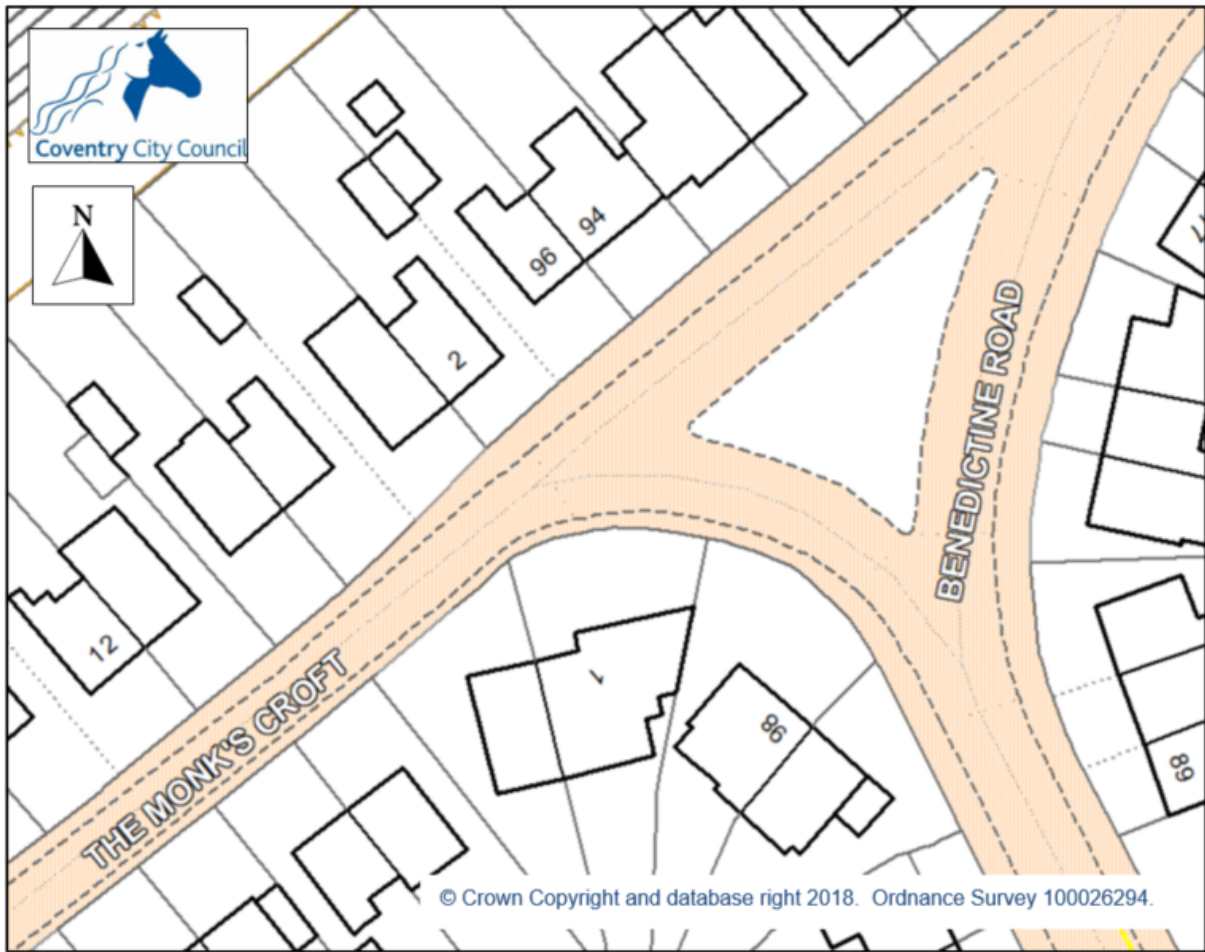
Email: martin.wilkinson@coventry.gov.uk

Enquiries should be directed to the above person.

| Contributor/approver name | Title | Directorate or organisation | Date doc sent out | Date response received or approved |
|---|--|------------------------------------|--------------------------|---|
| Contributors: | | | | |
| Colin Knight | Director (Transportation and Highways) | Place | 18/07/18 | 19/07/18 |
| Karen Seager | Head of Traffic and Network Management | Place | 18/07/18 | 19/07/18 |
| Rachel Goodyer | Traffic and Road Safety Manager | Place | 18/07/18 | 19/07/18 |
| Caron Archer | Team Leader, Traffic Management | Place | 18/07/18 | 18/07/18 |
| Liz Knight | Governance Services Officer | Place | 18/07/18 | 18/07/18 |
| Names of approvers: (Officers and Members) | | | | |
| Graham Clark | Lead Accountant | Place | 18/07/18 | 18/07/18 |
| Rob Parkes | Team Leader, Legal Services | Place | 18/07/18 | 18/07/18 |
| Councillor J Innes | Cabinet Member for City Services | - | 18/07/18 | |

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Appendix A – Location plan



 Adopted highway

Appendix B – Copy of text of determination letter

Re: petition submitted on 29 January 2018

Subject matter: Request for Double Yellow Lines on Perimeter of Island at Junction Benedictine Road and The Monks Croft

I am writing with regard to the above petition and your request for double yellow lines around the island at the junction of Benedictine Road and The Monks Croft.

The matter was discussed with Councillor Innes, Cabinet Member for City Services, who has requested that this be dealt with by way of letter rather than a formal report being submitted to a future meeting so that this can be dealt with more quickly.

The grass island is not part of the adopted highway or under Council ownership. Therefore, the double yellow lines would not apply to the island. For this reason, we do not intend to propose any restrictions at this location.

I would be grateful if you could please confirm in writing, either by email or letter, as soon as possible, that you agree that the petition be progressed by way of this letter. If you do not agree, a report responding to your petition will be prepared for consideration at a future Cabinet Member meeting. You will be invited to attend this meeting where you have the opportunity to speak on behalf of the petitioners.

Yours sincerely

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Cabinet Member for City Services

30th July 2018

Name of Cabinet Member:

Cabinet Member for City Services – Councillor J Innes

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

Bablake, Cheylesmore, Foleshill, Longford, St Michaels, Wainbody, Westwood, Whoberley, Woodlands, Wyken.

Title:

Objections to Proposed Waiting Restrictions (Variation 6)

Is this a key decision?

No - Although the matters within the report affect several wards in the city, it is not anticipated that the impact will be significant.

Executive Summary:

Waiting restrictions within Coventry are reviewed on a regular basis.

On 29th March 2018, a Traffic Regulation Order (TRO) relating to proposed new waiting restrictions and amendments to existing waiting restrictions was advertised. 27 objections were received (26 individual objections, and 1 petition). 1 of the objections was received after the closing date, but has still been included. In addition, 2 responses advised they were not objecting to a proposal but wanted to raise concerns & 2 responses in support of proposals were also received.

In accordance with the City Council's procedure for dealing with objections to TROs, they are reported to the Cabinet Member for City Services for a decision as to how to proceed.

The cost of introducing the proposed TRO, if approved, will be funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

Recommendations:

Cabinet Member for City Services is recommended to:

1. Consider the objections to the proposed waiting restrictions;
2. Subject to recommendation 1, approve the implementation of the restrictions as advertised at; Billing Road/Sherlock Road, Charterhouse Access Road, Craven Street/Lord Street, Oldham Avenue, Queen Mary's Road/May Street, St Christians Road, Stoney Stanton Road, Westwood Heath Road/Farthing Walk, Wheeler Road/Quinn Close, and Winsford Avenue/The Jordans.

3. Subject to recommendation 1, approve that the residents' parking scheme is not implemented, at Hartlepool Road, Redcar Road, Stockton Road and further consultation is undertaken and a revised proposal is advertised if it is determined that 60% of households are still in favour of introducing a residents parking scheme.
4. Subject to recommendation 1, approve that the restrictions are implemented as proposed on Dewsbury Avenue/Barnack Ave, Nod Rise, including Nod Rise by Wiltshire Court, the situation is monitored and if further restrictions are required they are included in a further waiting restriction review.
5. Subject to recommendation 1, approve the implementation of a reduced scheme on Tynemouth Close/ Lentons Lane, reducing the proposed extent of double yellow lines on the eastern side of Tynemouth Close by 10 metres.
6. Subject to recommendations 1 to 5, approve that the proposed Traffic Regulation Order is made operational.

List of Appendices included:

Appendix A – Summary of proposed restrictions, objections and responses

Background Papers

None

Other useful documents:

None

Has it been or will it be considered by Scrutiny?

No

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

No

Report title: Objections to Proposed Waiting Restrictions (Variation 6)

1. Context (or background)

- 1.1 On 29th March 2018, a Traffic Regulation Order (TRO) relating to proposed new waiting restrictions and amendments to existing waiting restrictions was advertised. 27 objections were received (26 individual objections, and 1 petition). 1 of the objections was received after the closing date, but has still been included. In addition, 2 responses advised they were not objecting to a proposal but wanted to raise concerns & 2 responses in support of proposals were also received.
- 1.2 The majority of Traffic Regulation Orders relating to loading and waiting restrictions in Coventry are consolidated into one Order. New or changes to existing waiting and loading restrictions are undertaken by varying the Consolidation Order.
- 1.3 Many of the locations where changes are proposed had been identified from requests for new or changes to existing waiting restrictions. These requests had been received from a number of sources, including the public, due to safety concerns relating to parked vehicles.
- 1.4 As part of the statutory procedure, the Traffic Regulation Order was advertised in the local press and notices were posted on lamp columns in the area of the proposed restrictions on 29th March 2018, advising that any formal objections should be made in writing by 19th April 2018. In addition, letters were also sent to residents who would be directly affected, due to waiting restrictions being installed on the public highway outside their property.

2. Options considered and recommended proposal

- 2.1 27 objections were received (26 individual objections, and 1 petition). 1 of the objections was received after the closing date, but has still been included. In addition, 2 responses advised they were not objecting to a proposal but wanted to raise concerns & 2 responses in support of proposals were also received. The objections to the proposals, responses to the objections, details of support and origin of proposed waiting restrictions are summarised in the tables in Appendix A. Where the objection refers to personal details, these have not been detailed in this report, however the objection has been forwarded in full to the Cabinet Member for City Services.
- 2.2 In considering the objections received, the options are to:
 - i) make the order for the proposal as advertised;
 - ii) make amendments to the proposals, which may require the revised proposal to be advertised;
 - iii) not to make the order relating to the proposal.
- 2.3 The recommended proposals in response to each location where objections have been received are summarised in the tables in Appendix A.

3. Results of consultation undertaken

- 3.1 The proposed TRO for the waiting restrictions was advertised in the Coventry Telegraph on 29th March 2018; notices were also placed on street in the vicinity of the proposals. In addition, letters were sent to properties which would be directly affected. Letters were also sent to other various consultees. The responses received were:
 - 27 objections were received (26 individual objections, and 1 petition). 1 of these objections was received after the closing date, but has still been included.
 - 2 responses advising they were not objecting to a proposal but wanted to raise concerns.

- 2 responses in support of proposals were also received.

3.2 The number of objections received were:

- 1 to proposal for Billing Road/Sherlock Road
- 1 to proposal for Charterhouse Access Rd
- 4 to proposal for Craven Street/ Lord Street (1 relates to all junction off Craven Street)
- 1 to proposal for Dewsbury Avenue/Barnack Avenue
- 4 to proposal for Hartlepool Road/Redcar Road /Stockton Road (3 individual objections and 1 petition)
- 3 to proposal for Nod Rise
- 1 to proposal for Nod Rise (by Wilshire Court access)
- 1 to proposal for Oldham Avenue
- 1 to proposal for Queen Mary's Road/May Street
- 2 to proposal for St Christians Road
- 2 to proposal for Stoney Stanton Road (Residents' Parking Scheme)
- 1 to proposal for Stoney Stanton Road (limited waiting restriction)
- 1 to proposal for Tynemouth Close/Lenton's Lane
- 1 to proposal for Westwood Heath Rd/Farthing Walk
- 1 to proposal for Wheeler Road/Quinn Close
- 2 to proposal for Winsford Ave/The Jordans

3.3 2 responses were received in regard to the proposals for Westwood Heath Road advising they were not objecting, but wanted to raise concerns.

3.4 The number of letters of support were:

- 2 to proposal for Westwood Heath Road
- 2 to proposal for Bassett Road/Three Spires Avenue

3.5 Appendix A details a summary of each of the objections, letters of support and a response to the issue(s) raised. Copies of the content of the objections can be made available on request

4. Timetable for implementing this decision

4.1 It is proposed to make the TRO and install the restrictions as approved by the end of August 2018.

5. Comments from Director of Finance and Corporate Resources

5.1 Financial implications

The cost of introducing the proposed TROs, if approved, will be funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

5.2 Legal implications

The Road Traffic Regulation Act 1984 allows the Council to make a Traffic Order on various grounds e.g. improving safety, improving traffic flow and preserving or improving the amenities of an area provided it has given due consideration to the effect of such an order.

In accordance with Section 122 of the Road Traffic Regulation Act 1984, when considering whether it would be expedient to make a Traffic Order, the Council is under a duty to have regard to and balance various potentially conflicting factors e.g. the convenient and safe movement of traffic (including pedestrians), adequate parking, improving or preserving local amenity, air quality and/or public transport provision.

There is an obligation under the Road Traffic Regulation Act 1984 to advertise our intention to make Traffic Orders and to inform various stakeholders, including the Police and the public. The Authority is obliged to consider any representations received. If representations are received, these are considered by the Cabinet Member for City Services. Regulations allow for an advertised Order to be modified (in response to objections or otherwise) before a final version of the Order is made.

The 1984 Act provides that once a Traffic Order has been made, it may only be challenged further via the High Court on a point of law (i.e. that the Order does not comply with the Act for some reason).

6. Other implications

6.1 How will this contribute to achievement of the Council's key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / Local Area Agreement (or Coventry Sustainable Community Strategy)?

The proposed changes to the waiting restrictions as recommended will contribute to the City Council's aims of ensuring that citizens, especially children and young people, are safe and the objective of working for better pavements, streets and roads.

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

The introduction of waiting restrictions will reduce obstruction of the carriageway, therefore increasing safety for all road users.

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

Report author(s)**Name and job title:**

Caron Archer
Team Leader (Traffic Management)

Directorate:

Place

Tel and email contact:

Tel: 024 7683 2062

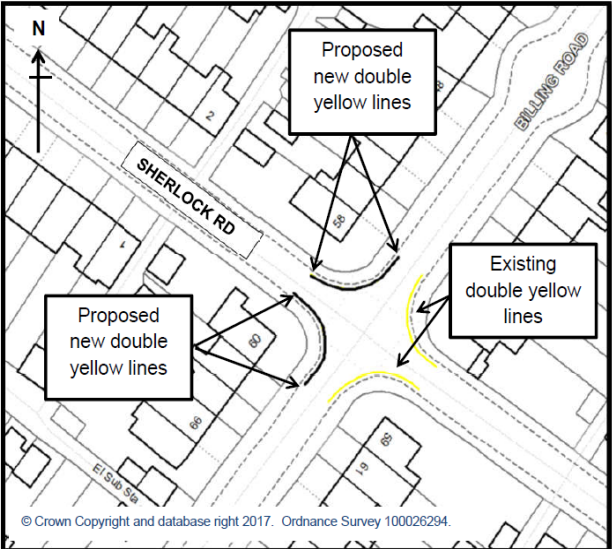
Email: caron.archer@coventry.gov.uk

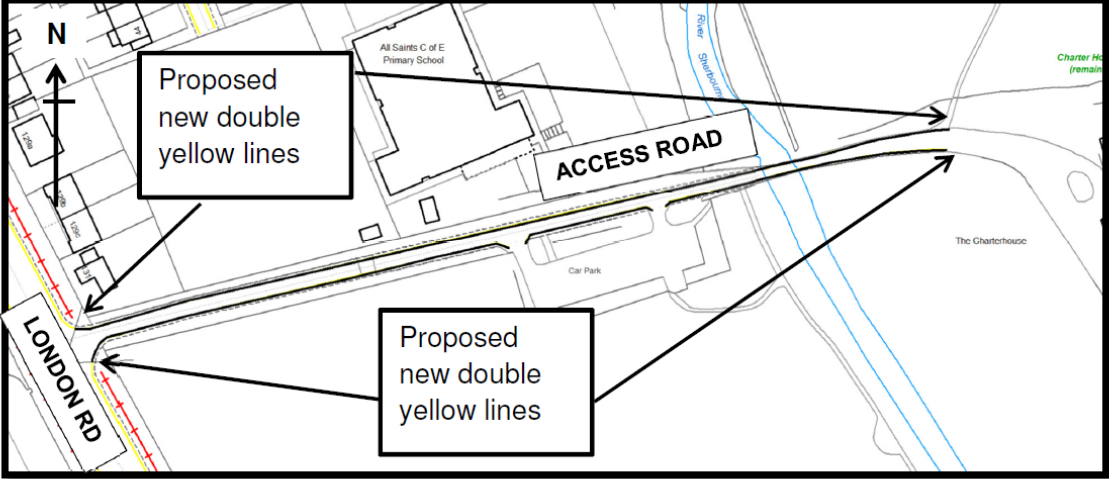
Enquiries should be directed to the above person.

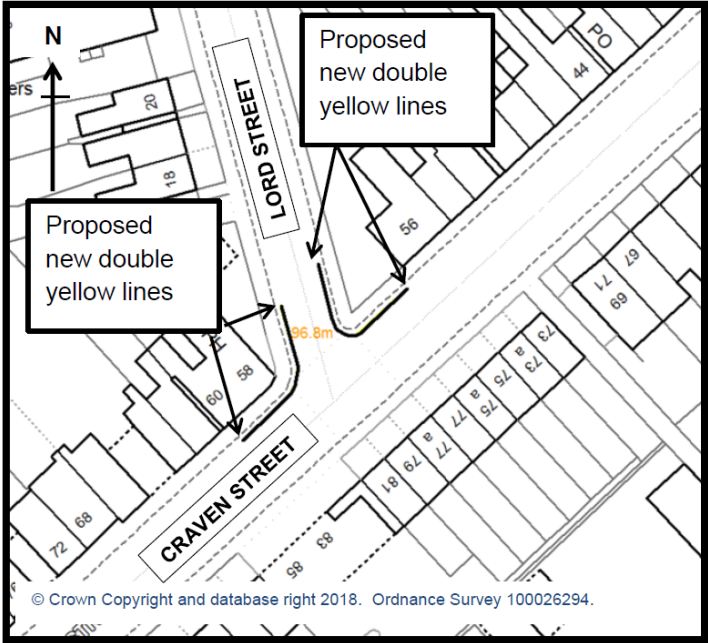
| Contributor/approver name | Title | Directorate or organisation | Date doc sent out | Date response received or approved |
|---|--|------------------------------------|--------------------------|---|
| Contributors: | | | | |
| Colin Knight | Director - Transportation and Highways | Place | 17.07.2018 | 19.07.2018 |
| Karen Seager | Head of Traffic and Network Management | Place | 17.07.2018 | 19.07.2018 |
| Rachel Goodyer | Traffic & Road Safety Manager | Place | 17.07.2018 | 19.07.2018 |
| Liz Knight | Governance Services Officer | Place | 17.07.2018 | 17.07.2018 |
| Names of approvers: (Officers and Members) | | | | |
| Graham Clark | Lead Accountant | Place | 17.07.2018 | 18.07.2018 |
| Rob Parkes | Team Leader, Legal Services | Place | 17.07.2018 | 18.07.2018 |
| Councillor J Innes | Cabinet Member for City Services | - | 03.07.2018 | 03.07.2018 |

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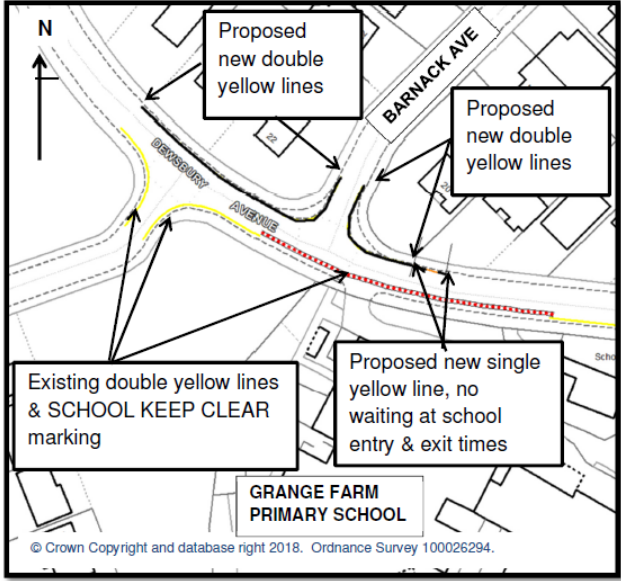
Appendix A – Summary of proposed restrictions, objections, letters of support and responses

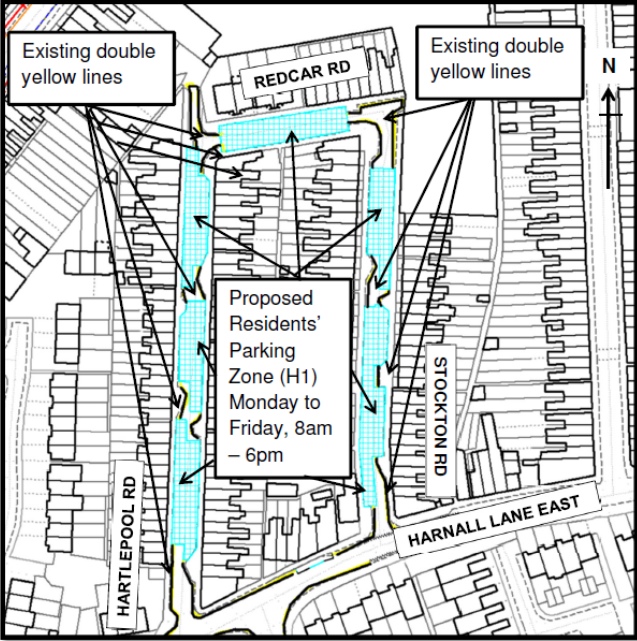
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| Location (Ward) | Billing Road/Sherlock Road (Whoberley) |
| Original Request | Double yellow lines for junction protection. Safety concerns raised by resident regarding parking at the junction, supported by Councillor |
| Proposal | <p>Double yellow lines to improve visibility at junction.</p>  |
| Objection 1 | <p>Objecting as</p> <ol style="list-style-type: none"> 1) These lines are not need and are just a knee jerk reaction to the lines painted on corner of Watson/ Billing Road, they do not increase safety on turning into Billing Road what so ever as can be proved is someone actually attended as requested to show they are pointless 2) Please proved any records of any accidents caused in the last 10 years by parking problems on these corners 3) Due to the location of a Telegraph Pole on this side of the road, this will restrict the Parking as the lines will not leave adequate room to park a vehicle between the end of the lines and the pole thus limiting parking in this area even more 4) refers to personal circumstances. 5) All the lines on Watson/ Billing Rd have done is caused major parking issue , frequently my van has been blocked in by vehicles parked on the lines, never use to happen before these lines were there. <p>Hope whoever requested this nonsense idea and if you are happy with giving this the go ahead are pleased with yourselves</p> <p>Furthermore it is the responsibility of the council to provide adequate residential on street parking and not reduce it as and when they please.</p> |
| Response to objection | <p>The double yellow lines are proposed in accordance with the advice from the Highway Code in regard to parking at a junction. The Highway Code (243) states 'Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'. This is to provide visibility at a junction.</p> <p>It is not a duty of the City Council to provide on street parking.</p> <p>Recommendation – Install restrictions as advertised.</p> |

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| Location (Ward) | Charterhouse Access Rd (St Michael's) |
| Original Request | Double yellow lines to prevent parking obstructing access to site and carparks. Request made by Cllr O'Boyle |
| Proposal | <p>Double yellow lines on access road</p>  <p>© Crown Copyright and database right 2018. Ordnance Survey 100026294.</p> |
| Objection 2 | Describes how parks at the top of the drive and personal reasons for doing so. Advises footway at front of properties on London Road is already used by university students and other residents. |
| Response to objection | <p>The access road is not adopted highway, the land owner Coventry City Council has given permission for the installation of double yellow line at this location, which should prevent parking creating an ease of access.</p> <p>It is not a duty of the City Council to provide on street parking.</p> <p>Recommendation – Install as proposed</p> |

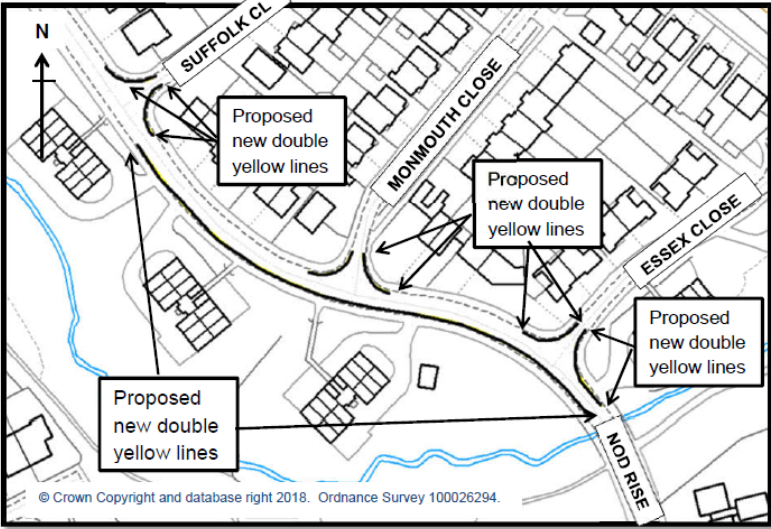
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| Location (Ward) | Craven St/Lord St (Whoberley) |
| Original Request | Chapelfields Area Traders and Residents Association (CARTA) requested the installation of double yellow lines at the junctions of Craven Street with Duke Street, Lord Street, Mount Street and Sir Thomas White's Road (both sides). There are existing double yellow lines at the Sir Thomas White junction. Request supported by Cllr Innes & Cllr Bally Singh |
| Proposal | <p>Double yellow lines for junction protection</p>  |
| Objection 3 | <p>There are double yellow lines at the other end of Lord Street at the junction with Allesley Old Rd. These are casually ignored causing a "blind" junction that is particularly dangerous at peak times. I log my objection on the basis that if the Council cannot enforce current, more pressing, traffic concerns then why waste money implementing further measures they will fail to enforce? I fear this maybe a waste of public money, at a time of unprecedented funding cuts, to satisfy the traders and residents association.</p> <p>Additional comment received referring to rule 243 in the highway code (relates to not parking at a junction) and if this was enforced there would be no need for double yellow lines.</p> |
| Objection 4 | <p>Objecting the grounds of road safety. The proposed waiting restrictions, especially on the acute junction at 56 Craven Street appear to mainly be for reasons of convenience with no obvious benefit for road safety at the junction. The proposed waiting restrictions will, however, place greater demand on other on-street parking in the area which is likely to increase the risk to pedestrians and other vulnerable road users</p> |
| Objection 5 | <p>This is a Conservation Area and double yellow lines are always inappropriate in such a place. The negative visual impact will be considerable.</p> <p>The area is by a great margin the best entertainment area in Coventry. People come here because of its relaxing and peaceful character. There are much worse problems than difficult corners and the worst one is lack of parking. The second worse is speeding. There are a few idiots who treat Craven Street as a high speed Rat Run. It can be very dangerous.</p> <p>I am proposing therefore that instead of aggravating the parking problem by removing potential parking places we should solve the problem of the junctions by tackling several matters. Refers to use of road humps at specific locations, reduction to 20mph.</p> <p>Advise of history living in local area, and that proposals will not be favourable to me but I believe they are a good solution to a difficult problem. Making Mount Street and Lord Street one-way might provide a solution to the difficulty of negotiating the junctions with Craven street.</p> |
| Objection | Objection on behalf of CARTA, request that the double yellow lines that are due to be painted |

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| 6 | be of the minimum length legally permitted. Suggests 2.5m |
| Response to objection | <p>The double yellow lines at the junctions are proposed in accordance with the advice from the Highway Code in regard to parking at a junction. The Highway Code (243) states 'Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'. This is to provide visibility at a junction.</p> <p>Conservation does not mean double yellow lines cannot be installed, they are being installed to address issues relating to problems at the junctions, and as referred to, there are already double yellow lines in the area.</p> <p>It should be noted that whilst parking guidance is provided in the Highway Code, Parking Services cannot assist to enforce parking at a junction without the necessary traffic regulation order, if there are no restrictions present only the Police can enforce.</p> <p>Recommendation – Install restrictions as advertised</p> |

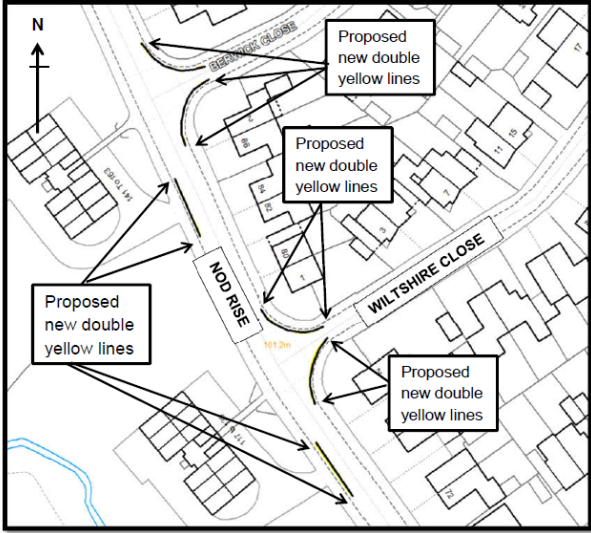
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| Location (Ward) | Dewsbury Ave /Barnack Ave (Wainbody) |
| Original Request | The double yellow lines were requested in a 203 signature petition. The additional restrictions were proposed following a meeting with Officers and the school. |
| Proposal | <p>Double yellow lines on northern side of road at mini roundabout and for junction protection at Barnack Avenue. In addition, a section of school time no waiting restriction is proposed to assist to improve safety around school by pedestrian exits</p>  |
| Objection 7 | Whilst we welcome anything that will make the area safer for children and adults alike, we feel the result could be to move the parking further up Hexworthy Avenue, to another dangerous junction, on a bend, at the Hexworthy Avenue shops. To a certain extent this is already happening |
| Response to objection | <p>There is the potential with the introduction of any waiting restriction that parking will transfer to other areas. If approved, once the waiting restrictions are installed, site visits can be undertaken to determine whether any additional restrictions are considered necessary and these could be added to a future waiting restriction review</p> <p>Recommendation – Install restrictions as advertised and monitor.</p> |

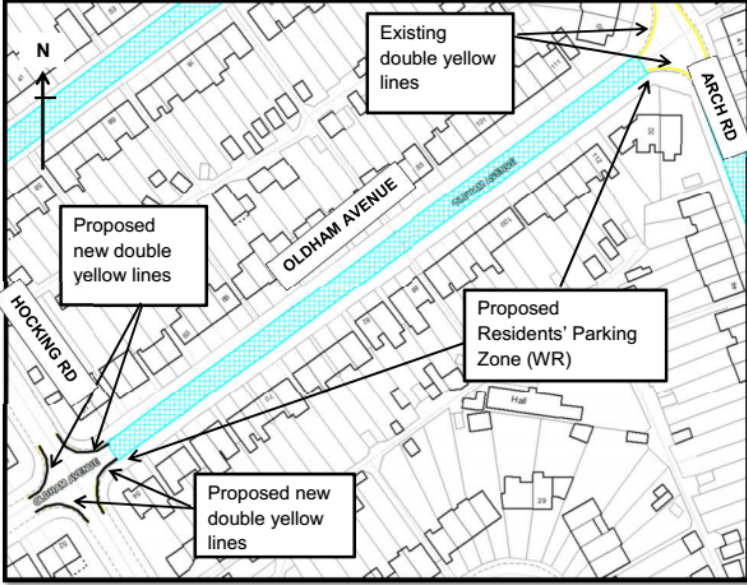
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| Location (Ward) | Hartlepool Road/Redcar Road/Stockton Road (St Michaels) |
| Original Request | Residents' parking scheme, times of operation Monday to Friday, 8am-6pm. The residents' parking scheme was requested in a 145 signature petition, the petitioners specifying the times that they would like the scheme to operate |
| Proposal | <p>Residents' parking scheme, times of operation Monday to Friday, 8am -6pm.</p>  <p>© Crown Copyright and database right 2018. Ordnance Survey 100026294.</p> |
| Objection 8 | <p>1)This proposed scheme would not resolve any parking issues as the vast majority of the vehicles that are parked on the roads are resident vehicles with very few visitor vehicles</p> <p>2)It is noted the scheme would operate between 8am and 6pm when the majority of residents are at work and there is plenty of parking available.</p> <p>3)Any pressures on parking (if any) could be easily resolved by reverting the double yellow lines back to how they were done previously and removing raised kerb areas which have been fitted after removing flower beds.</p> <p>4)There is no guarantee a parking space will be available</p> |
| Objection 9 | <p>I am concerned about the new permit proposals for Hartlepool Road ,Red car Road and Stockton Road .As there are already zig zags and yellow lanes on Harnall Lane East, this means that many customers that come to my shop will not be able to park anywhere. Consequently, customers will not come to my shop with issues of parking. For this reason, I would be losing out in my business</p> |
| Objection 10 | <p>I want to advise that I fully object such proposal of permit scheme and also that I have never been approached by who ever did a petition and neither have a number of residents in Stockton road??</p> <p>You will probably have on record that this proposal was also made a few years back and fully rejected by residents of all three streets. So I don't understand why Coventry council are wasting time and money again.</p> <p>The scheme offers no benefits to any resident on the streets or fix the main issue of parking after 6pm.</p> <p>There is never an issue of parking during the day. The issue occurs when everyone is home in the evening. No one comes from outside the residents on the street to specifically park here. In fact it residents of the streets that have to go park on other streets because there is not sufficient parking in the first place.</p> <p>The scheme does not open up any new parking for residents and your lovely parking wardens are here at the crack of dawn to police this for the unfortunate residents who</p> |

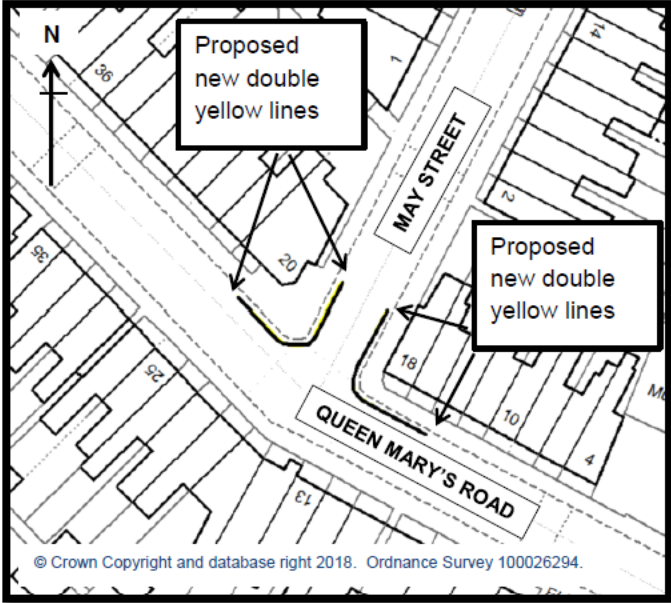
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| | <p>can't not find a space to park. Its a shame that Coventry council is wasting time and money on such proposals, rather than working on how to resolve and ease the parking situation. There are extensive yellow lines on this set on one way streets which offer no benefit or pose any safety concern if they were removed along with several flower beds. [refers to other streets which are similar, but with no double yellow lines] I would love the opportunity to speak with those involved in highway planning to understand there objection and reason why making simple changes is not viable to ease traffic flow in our streets and open up much needed parking spaces. A thorough review needs to be done for the current yellow lines and restriction in place on these street along with removal of beds scattered across the street offering no benefit and just causing an eyesore. I would like to request this as a proposal and have a face to face discussion. Unfortunately a large % of residents don't fully speak English or able to comprehend what is being suggested and offered in such detailed letters that you have posted. I have CC in local Councillors for this ward who are more than aware of the main problems around parking and I have no doubt that they would agree with me that a permit parking scheme will offer no benefit, improvement to parking in these streets and furthermore will add further cost for residents and then in long run be a financial burden on Coventry council which then you will add to and already over increased council tax bill to justify</p> |
| <p>Objection 11 (94 signature petition)</p> | <p>Proposed residents parking scheme – Hartlepool Rd, Redcar Rd & Stockton Rd We the residents living around the above mentioned properties strongly object to the application referred to above for the reasons that:</p> <ul style="list-style-type: none"> i) To get rid of flower beds ii) To keep the double yellow lines that is required and remove the double yellow lines that is not required to remove them iii) No guarantee of parking space iv) The times that you have put is 8am-6pm is the times when everybody is at work during the time <p>We have previously objected to this proposed scheme in January 2011 We the undersigned objected to this proposed scheme.</p> |
| <p>Response to objections</p> | <p>The scheme was proposed in response to a petition from local residents, the petition detailing the requested times of operation. Prior to submitting the petition, residents had spoken with Ward Councillors and Officers and had been made aware that a residents' parking scheme does not guarantee a space, or resolve issues if it is not non-residents' parking and the issues are due to lack of available space for the number of residents who park their cars.</p> <p>A review of the households which signed the petition show that at least 1 resident from 19% of properties on Hartlepool Road, 46% on Redcar Road & 67% on Stockton Road were in opposition to the proposed residents' parking scheme. However 29 households are represented on both the petition for and the petition against the parking scheme.</p> <p>Recommendation – Remove the proposal from the waiting restriction review, undertake further consultation and advertise the proposal once again if it is determined that 60% of households are still in favour of introducing a residents' parking scheme. This is one of the criteria for introducing a residents' parking scheme</p> |

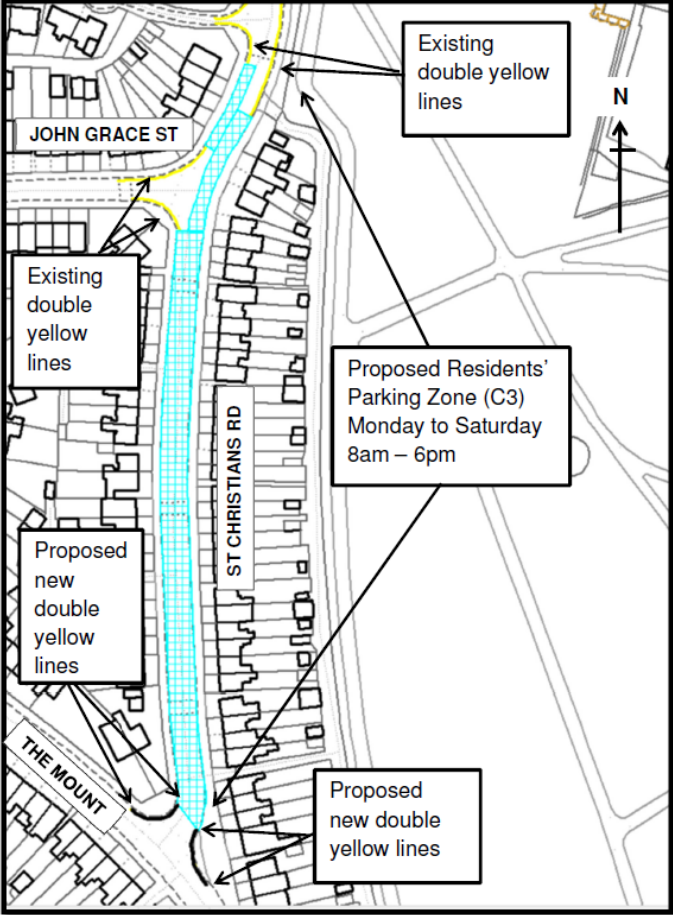
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| Location (Ward) | Nod Rise (Woodlands) |
| Original Request | Double yellow lines. Complaints received relating to visibility, concerns about parking on the bend and access issues at the flats. Requested by residents and supported by Ward Councillor |
| Proposal | <p>Double yellow lines on Nod Rise on the bend, at accesses to the flats and at junctions for junction protection</p>  |
| | Due to the number of objections that have been received (3) with similar reasons, the objections have been grouped together highlighting the main reasons for objecting to the proposal |
| Objections 12-14 | <p>Nod Rise has for many years suffered from increased traffic but more importantly increased speeding. This has been raised many times over the years at the Mount Nod Residents Association meetings to no avail!</p> <p>If the reason is for traffic calming, then this will have no effect (cars, buses, white vans. large delivery vehicles delivering to the local retail outlets regularly flout the speed limits. Indeed some cars and motor bikes often reach speeds of 60+ mpg). By double yellow lining only the one side of the road by the flats, once the speedsters realise that there is nothing to come into contact with as they travel round the bend they will use this section of the road as a new F1 Race track !!</p> <p>By only yellow lining the road outside the 'flats side', you will then encourage people to park on the 'houses side' where it is often already difficult to get off our drives. It will also create blind spots for the residents occupying the houses along this stretch of Nod Rise.</p> <p>These are genuine concerns for myself and my neighbours and hope that you will consider taking them on board - indeed it would make better sense if both sides of the road were to be "yellow lined" if waiting restrictions are the problem.</p> <p>When I reverse off my drive traffic is on top of me instantly as they fly round the bend by the bridge and look as me as if to say what are you doing as they slam their brakes on!</p> <p>Putting double yellow lines on the edge of the closes we agree with but we object to the long stretch along Nod Rise. The parked cars that side slow the traffic down putting yellow lines will just increase there speed! The cars that do park that side</p> |

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| | <p>will move to our side of the road which is the blind side no one parks this side for that reason! A bus hit a lady's car parked this side just recently that's why no one parks this side it's too dangerous!</p> <p>The problem would be better sorted coming down Nod Rise from Broad Lane where the cars are double parked all the time and even park in the bus stop!!</p> <p>Believe that the double yellow lines outside of the flats will be a waste of tax payers money as they will not solve any problem. The parked cars will just be shifted to the opposite side of the road, and instead other problems will be created such as a potential increase in the speed of cars using the road (highly likely from what we have witnessed in [] years living here) and more danger will be created for residents pulling off their driveways.</p> |
| <p>Response to objection</p> | <p>The proposals were based on complaints received relating to visibility, concerns about parking on the bend and access issues at the Flats. As the request related to the majority of the road, the whole road was considered and in case of the possibility of displacement of parking to other junctions, the proposal was extended to include double yellow lines for junction protection at the remaining junctions, the extent of the double yellow lines is in accordance with the guidance in the Highway Code.</p> <p>The proposals are not a response to speed concerns, but to issues relating to visibility.</p> <p>If approved, once the waiting restrictions are installed, site visits can be undertaken and together with any issues highlighted by local residents, used to determine whether any additional restrictions are considered necessary. Any new or extensions to existing waiting restrictions could be added to a future waiting restriction review.</p> <p>Recommendation – Install restrictions as advertised and continue to monitor.</p> |

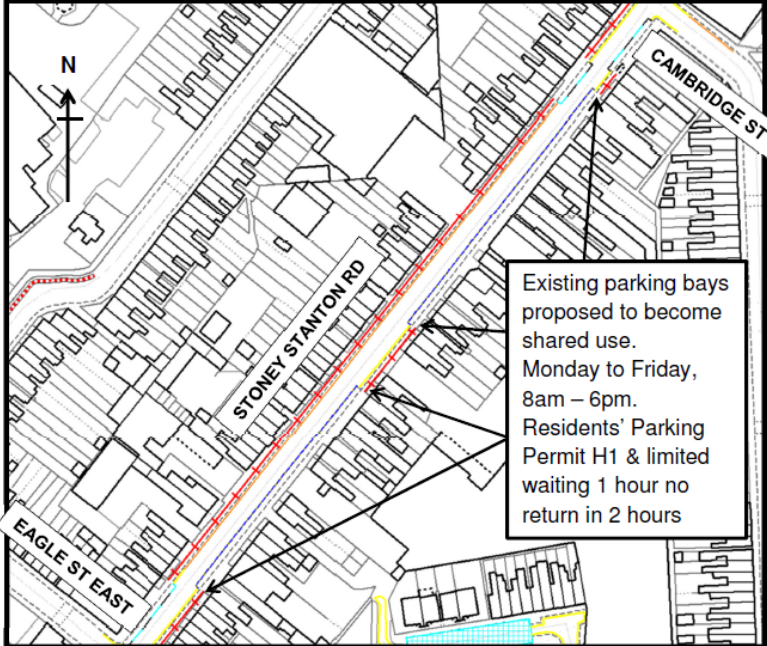
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| Location (Ward) | Nod Rise (by Wiltshire Court) (Woodlands) |
| Original Request | Double yellow lines. Complaints received relating to visibility, concerns about parking on the bend and access issues at the flats. Requested by residents and supported by Ward Councillor |
| Proposal | <p>Double yellow lines on Nod Rise on the bend, at accesses to the flats and at junctions for junction protection.</p>  <p><small>© Crown Copyright and database right 2018. Ordnance Survey 100026294.</small></p> |
| Objection 15 | <p>I am writing on behalf of the Directors and the residents of the block [Wiltshire Court]</p> <p>The help of the City Council in addressing the safety concerns when we exit from our premises at Wiltshire Court onto Nod Rise is very much appreciated.</p> <p>However, we wish to register an objection to the current proposal, although we very much support the principle of restricting parking around the hazardous areas. When we view the proposed double yellow line layout shown in the plan contained in your letter, several of us who live at Wiltshire court, who are drivers, think that the placing of the waiting restrictions do not extend far enough to create the safe exit we were hoping to achieve. We would, therefore, ask you to reconsider and increase the extent of the double yellow lines.</p> <p>We attach the accompanying two photographs and video which were previously shown to our local Councillor, and which show the potential hazards when vehicles are parked on the road.</p> |
| Response to objections | <p>If approved, once the waiting restrictions are installed, site visits can be undertaken and together with any issues highlighted by local residents, used to determine whether any additional restrictions are considered necessary. Any extensions to existing waiting restrictions could be added to a future waiting restriction review.</p> <p>Recommendation – Install restrictions as advertised and continue to monitor.</p> |

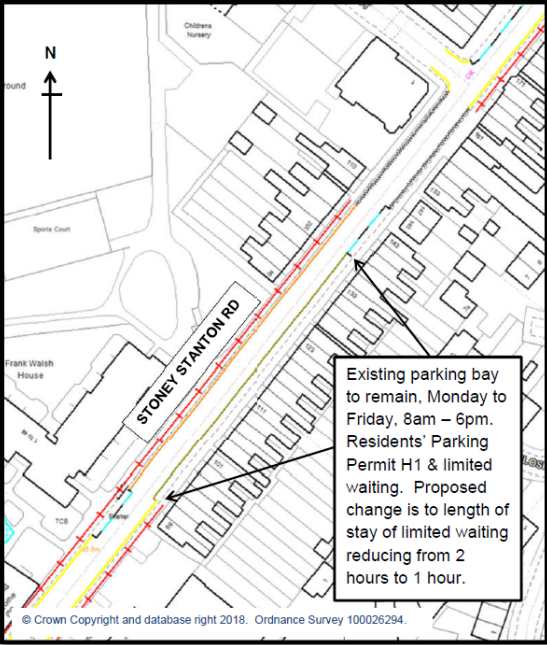
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| Location (Ward) | Oldham Avenue (Wyken) |
| Original Request | The residents' parking scheme was requested in a 46 signature petition, advising of issues relating to commuter parking associated with the hospital. Petition supported by Councillor Abbott. |
| Proposal | <p>Residents' Parking Scheme, times of operation 24 hours, 7 days a week.</p>  <p>© Crown Copyright and database right 2018. Ordnance Survey 100026294.</p> |
| Objection 16 | <p>As a bit of background, the HQ was given to Scouts by the builder of the surrounding houses when that work had finished in the 1950s. Because of the layout of our buildings, we have always used the gap between the houses in Oldham Avenue as our entrance both for people and the occasional loading of trailers and cars with camping equipment. Apart from the buildings the area is mostly covered by grass and cannot be used as a permanent carpark.</p> <p>In recent years, we have rented out our HQ during the day to playgroups which have served the local area. The current one has been with us for several years.</p> <p>Because of these activities, we have a need for parking on Oldham Avenue and are concerned that the parking is being restricted to residents as suggested by the scheme and therefore object to it being introduced.</p> <p>The current playgroup operates 5 days a week during school term. They have 5 leaders with cars, working at various times from 7:30am till 4:00pm Monday to Friday. When they are open, they have about 24 children dropped off and picked up during the day at the start and end of their sessions, some of who will travel by car.</p> <p>On the Scouting side, we have up to 3 leaders who come by car for meetings between 5:30pm and 9:00pm Tuesday to Friday. The Rainbows, Beavers, Cubs and Scouts have between 15 and 20 in each section and meet on different evenings. Many are dropped off and picked up by car. We also go to the HQ outside these times, e.g. at weekends, for maintenance work, grass cutting, etc.</p> |
| Response to objections | <p>Recommendation – Install restrictions as advertised, but with eligibility for the issue of permits to the Scout HQ, in accordance with policy, namely 3 residents' permits and 3 visitor permits, for users of the building during the day and for users in the evening. In addition, in accordance with similar situations in existing schemes, allow the provision of some short stay (20 minute) permits for drivers dropping off children at this location.</p> |

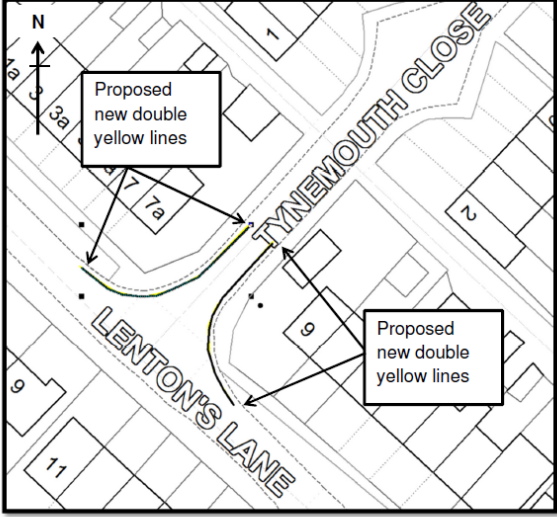
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| Location (Ward) | Queen Marys Rd/May St (Foleshill) |
| Original Request | Double yellow lines for junction protection due to issues with refuse collection. Requested by residents |
| Proposal | <p>Double yellow lines for junction protection.</p>  |
| Objection 17 | <p>Heard from another resident that double yellow lines will be marked on corner of queen marys rd and may st. I did not recive any letter about this as this effects our side of the parking. I Object to this as i am can not park any were near my house at night when i finish work by putting lines their it will increase the parking issue.</p> <p>Also i would like to know why our side of the residents were not consulted,these are the ones that would be most effected. I would like to know who signed any petition.</p> <p>As i have not signed any.The parking issue is just not on this corner of queen marys rd and may st.it is all over the city. So i object to this.</p> <p>Also i would like to why i was not consulted on this matter as it effects me directly? I did not recive any letter,nor did my neighbours</p> |
| Response to objection | <p>This issue was not raised in a petition</p> <p>When proposing new restrictions part of legal process requires that an advert is placed in the local press, in addition to this we place notices on street and we also write to properties that will be directly affected due to the double yellow lines being directly outside their frontage, the advertisement is the consultation.</p> <p>The proposals should resolve the access issues experienced by refuse collection due to parking at the junction and will also assist to improve safety.</p> <p>Recommendation – Install restrictions as advertised.</p> |

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| Location (Ward) | St Christians Rd Residents Parking Scheme (Cheylesmore) |
| Original Request | A residents' parking scheme was requested in a 53 signature petition, advising of issues relating to commuter parking and displacement of parking where other nearby residents' parking schemes had been installed. Petition supported by Councillor Bailey |
| Proposal | <p>Residents' parking scheme (zone C3) times of operation Monday to Friday, 8am-6pm and double yellow lines for junction protection at St Christians Road /The Mount</p>  <p>The map shows St Christians Rd running north-south. A blue hatched area along the road indicates the 'Proposed Residents' Parking Zone (C3) Monday to Saturday 8am - 6pm'. Yellow dashed lines indicate 'Existing double yellow lines' at the junctions with John Grace St and The Mount. Yellow solid lines indicate 'Proposed new double yellow lines' along the road. A north arrow is in the top right corner.</p> <p>© Crown Copyright and database right 2018. Ordnance Survey 100026294.</p> |
| Objection 18 | <p>If the proposed scheme is implemented, those motorists who day-time park in St Christians, will merely move into The Mount. The scheme will not resolve the problem, but simply transfer it to a different area. A number of vehicles are currently seen to be left in The Mount daily and cause inconvenience to residents. The transfer of vehicles to this area will only exacerbate an existing problem. Whilst I appreciate that my view is one of “Not in my backyard”, surely this is exactly what residents of St Christians are doing in attempting to rid themselves of a nuisance.</p> <p>I am of the view that residents' schemes will have to be introduced in an ever-increasing radius from the town centre, until they reach the distance where drivers will no longer be prepared to park and walk. Should a scheme be proposed to include those roads in East Cheylesmore as far out as to Daventry Road, to include such as The Mount, Barons Field, Gaileys, Purefoy and the various closes that run off them, I am likely to be in favour.</p> |
| Objection 19 | <p>We have lived in St Christians Road as owner-occupiers since [date] and in that time have had no problem whatsoever with non resident parking. There are times when the parking in the street is rather congested; however these times do not coincide with the opening hours of local shops and businesses, but rather with times when the majority of</p> |

| | |
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| | <p>residents are at home such as late evenings and Sundays. On weekdays, during the daytime, there are relatively few vehicles parking on the street and plenty of space for residents who are at home. We would invite the Council to observe the number of vehicles parked in the road at the times the permit scheme is proposed to run; whilst the end of St Christians Road nearest John Grace Street is slightly more congested, we would estimate that on weekdays and Saturdays there is usually space that would accommodate at least 10-15 more vehicles.</p> <p>St Christians Road is not close enough to the Daventry Road shops, City Centre or Railway Station for shoppers or commuters to use it for alternative parking. The Daventry Road shops are a 10 minute walk away, with a rather steep uphill climb on the return, and it is a minimum 20 minute walk to reach the main City Centre or the Railway Station. The only other businesses in proximity are those on Coventry University Technology Park which have their own ample on site parking. It is also noticeable that the parking bays outside the London Road cemetery on Quarryfield Lane, much closer to the city centre, are frequently empty.</p> <p>If the parking scheme were to be implemented in St Christians Road, our opinion is that it would be nothing more than a tax on the residents who need to park their vehicles in the street due to a general lack of off road parking. We are also concerned that such a restriction may adversely affect the value and saleability of our property.</p> <p>In addition, we question the validity of the petition that you have received. A piece of paper was initially put through our front door asking us to sign the petition [details provided] Four years ago, the residents of St Christians Road rejected such a scheme and there has been no noticeable change in the number of vehicles parking on the road since then. We request that the Council conducts an independent survey of the residents of St Christians Road, to ensure that the parking scheme is in fact what is wanted by the majority of residents and not something driven by the will of one extremely vocal resident.</p> <p>Please note that we do not object to the proposal for double yellow lines at the junction of St Christian's Road and The Mount. Our objection is solely directed toward the proposed residents' parking permit scheme.</p> |
| <p>Response</p> | <p>There are certain criteria which have to be met before the installation of a residents' parking scheme is considered, this includes at least 60% of the households must be in favour of a scheme and that of the available space for parking on street no more than 40% of the space should be available. Sufficient people had signed the petition and parking surveys were undertaken which showed that the criteria was met.</p> <p>There is the potential with the introduction of any residents' parking scheme that there will be a displacement of parking into other areas. Initially a large residents' parking scheme was consulted upon in the area relating to Cheylesmore East, Cheylesmore West and Earlsdon, but the scale of these schemes was reduced in response to consultation. However, new requests, via petitions, are now being received and these are dealt with on a case by case basis. When the relevant criteria are met, the legal process to install a scheme is commenced, subject to the consideration of objections. Therefore if there is transference of parking, there is the opportunity for residents to request schemes are extended.</p> <p>Recommendation – Install restrictions as advertised.</p> |

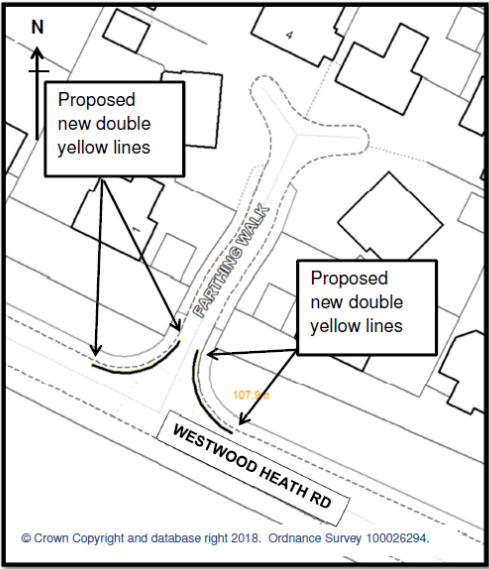
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| Location (Ward) | Stoney Stanton Road – Residents’ Parking Scheme (St Michaels) |
| Original Request | Residents’ parking scheme, requested in the same petition as the request for a scheme on Stockton Road, Redcar Road and Hartlepool Road. The petition was supported by the St Michaels Ward Councillors |
| Proposal | <p>Existing limited waiting parking bays to become shared use bays, combining limited waiting for 1 hour, no return in 2 hours, with Residents’ Permit Parking, Monday to Friday, 8am – 6pm (permit zone H1).</p>  <p>© Crown Copyright and database right 2018. Ordnance Survey 100026294.</p> |
| Objection 20 | [Advises is a business premises on Stoney Stanton Rd] Restrictions At the moment is working is gives chance for my customers to come and buy bus pased and newspaper And magazine and gas top up Electricity chargers All the indendence Shop haves been many years on Stoney Stanton Road if Residents parking Scheme is given many Shop and business and takeaway Restaurant will be close down it will be gost town on Stoney Stanton Road please help us save shops |
| Objection 21 | <p>You may be aware that this area is business thriving area. If this scheme goes ahead then the general public (customers) will not be able to find parking space, therefore the business will suffer. The customers will go where they are able to find parking spaces. Our City Centre has also suffered in the same way. Businesses have had to close, staff made unemployed and the area is dead. Our thriving businesses will suffer the same fate if this scheme is allowed to go ahead.</p> <p>I understand that it is not the Coventry City Council’s responsibility to provide on-street parking, but it is their responsibility to make sure that the businesses continue to thrive and prosper, therefore sustaining employment in the area.</p> |
| Response to objection | <p>The restrictions have been proposed in response to a petition.</p> <p>To try to balance the different needs in the area, shared use bays are proposed. These prevent all day commuter parking, allowing short stay 1 hour parking, whilst also allowing resident permit holders to park without restriction.</p> <p>Recommendation – Install restrictions as advertised</p> |

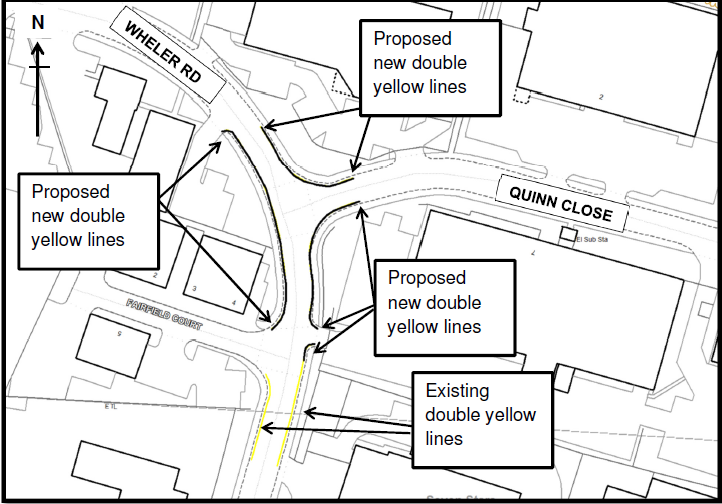
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| Location (Ward) | Stoney Stanton Road - limited waiting restriction (St Michaels) |
| Original Request | Change to limited waiting restriction proposed for consistency |
| Proposal | <p>Existing shared use parking bay (limited waiting & residents' parking) to remain in operation, but for consistency proposing to amend the limited waiting period from 2 hours to 1 hour so that all the shared use parking bays on Stoney Stanton Road have the same restriction.</p>  |
| Objection 22 | <p>I object to the waiting time reduced from 2 hours to 1 hour. People come to visit us, do work in the house, etc. 2 hours is OK, but less than this is not OK. Why should my guests get a parking ticket? Have I been here for an hour? What unnecessary pressure. This is not fair and I object strongly.</p> |
| Response to objection | <p>The amendment to the limited waiting restriction is proposed for consistency. These shared use bays are existing, but new shared use bays are being proposed nearby (south of Cambridge Street). Where the new bays are proposed, there is already limited waiting, with a stay limited to 1 hour, to provide a turnover of parking spaces. Due to changing demands it is proposed that these parking bays become shared use, enabling residents to park on street without restriction if they have a permit.</p> <p>As this will result in a very similar restriction nearby, whilst a driver should always check the times a restriction applies, to avoid confusion it has been proposed to amend the limited waiting time so that all the shared use bays on this section of road have the same restriction.</p> <p>Residents can obtain visitor permits to enable their visitors to stay longer than the limited waiting restriction permits.</p> <p>Recommendation – Install restrictions as advertised</p> |


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| Location (Ward) | Tynemouth Close/Lenton's Lane (Longford) |
| Original Request | Double yellow lines for junction protection due to issues with refuse collection and parking at entrance to Tynemouth Close. Requested by residents, supported by Ward Councillor |
| Proposal | <p>Double yellow lines for junction protection, extending 20 metres in to Tynemouth Close .</p>  <p>© Crown Copyright and database right 2018. Ordnance Survey 100026294.</p> |
| Objection 23 | <p>As far as I understand it the proposed lines are only to be placed in front and to the side of No. 7a &9. I do realise that it is not a duty of the Council to provide on street parking, however, it has been allowed for the entire time that these houses have been there, i.e since the 1960's and probably before. The parking is used by residence, but also by visitors and family of residence. The proposed site is used by visitors to myself, [personal circumstances described] visits never coincide with the bin lorries emptying the bins.</p> <p>[personal circumstances described and current parking situation] if you restrict the parking to such a degree you will force the cars to park further down and become more of an issue. The cars will have to move somewhere; they will not disappear. I can see the cars being parked further down Tynemouth and causing more access problems. Moving a problem to the side does not cure it.</p> <p>As far as I can see, the main hindrance was caused by several large vans parking at the entrance to Tynemouth on both sides, these Vans have not been there for a number of weeks now, seemingly since your last letter.</p> <p>As the problem is only for a very short window of time each week, would it not be fairer for all to put Parking restrictions in for specific times (like you do for the Ricoh Arena), say restrict 7am – 4pm on Thursdays only?</p> <p>This will give the bin lorries room to carry out their duty, but will also allow the residents and visitors to park for the rest of the week, thus curing the issue, not just moving it somewhere else.</p> <p>The restrictions will have to be policed one way or another, this way it will only need policing on a Thursday and not 7 days a week, surely that is a money saving solution too?</p> <p>I am confident that with a bit of co-operation from all, a much fairer and workable solution can be found.</p> |
| Response to objection | <p>Due to the issue of a number of vans (which are referred to in the objection) parking on Tynemouth Close causing difficulty with access, the proposal was for a longer length of double yellow lines than is normally provided solely for junction protection. If this issue has been resolved, the lines can be reduced to provide junction protection only. In accordance with the advice from the Highway Code in regard to parking at a</p> |

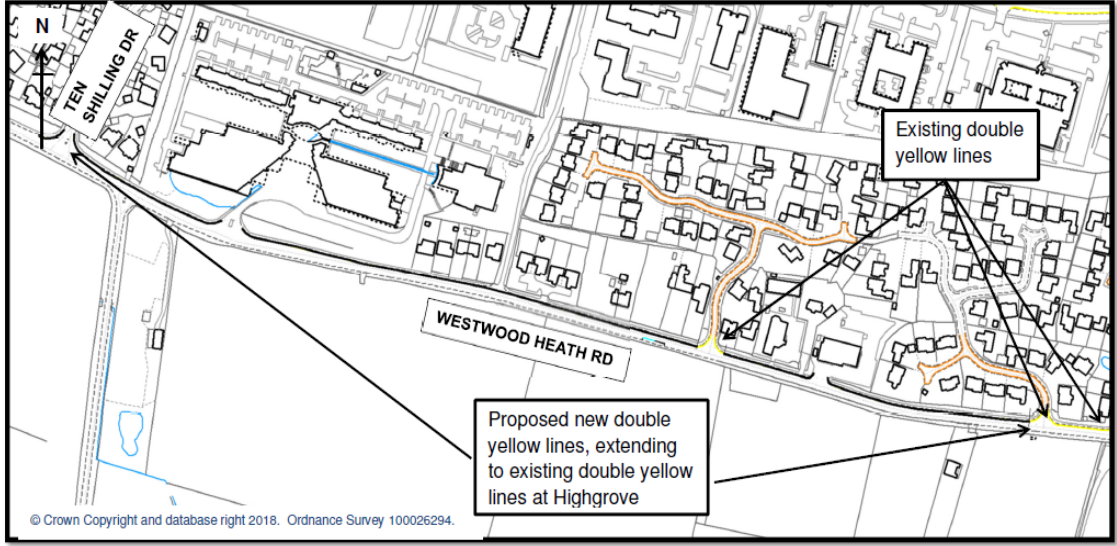
junction. The Highway Code (243) states 'Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'. This is to provide visibility at a junction.


Recommendation – Reduce the length of proposed double yellow lines on Tynemouth Close to 10 metres (currently 20 metres proposed) and monitor the situation. If the problem parking re-occurs, consider extending the double yellow lines into Tynemouth Close as part of a future waiting restriction review.

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| Location (Ward) | Westwood Heath Rd/Farthing Walk (Westwood) |
| Original Request | Double yellow lines are being proposed on the northern side of Westwood Heath Road from Highgrove to Ten Shilling Drive, to address problems due to parking affecting driver visibility. This was in response to residents' concerns. Due to the potential for displacement parking, double yellow lines for junction protection are proposed on the side road junctions along Westwood Heath Road where there are currently no restrictions. |
| Proposal | <p>Double yellow lines for junction protection.</p>  |
| Objection 24 | <p>We have never had any issues with people parking at this point [the junction] because it is quite evident that that the junction is NOT wide enough for any kind of parking. Also note that The Highway Code already covers parking distances from junction and perhaps this is what the Council should pursue instead of defacing areas with yellow paint.</p> <p>Secondly the introduction of these markings will effectively deface our property indirectly. It appears that the overall proposal of road markings in the area has been approached on a broad-brush basis which is very unprofessional, disrespectful and very inconsiderate of ourselves and many other residents. Our views have not been sought on these matter/s.</p> <p>These proposed works appears to be very much dictatorial by the Council and it's Officers without due consultation with affected residents.</p> <p>We request a full explanation with evidence of justification for such markings at this junction at the earliest opportunity before any work takes place.</p> |
| Response to objection | <p>Due to the new restrictions proposed in the area, in response to residents' concerns, there is the potential that drivers will move to new areas to park. The proposals are to try to prevent junction parking occurring and to be able to undertake any necessary enforcement action if this does take place.</p> <p>The Highway Code does advise not to park at junctions and the length of double yellow lines is in accordance with this guidance. However, the Parking Services Team cannot assist to enforce parking at a junction without the necessary traffic regulation order, only the Police can enforce.</p> <p>Recommendation – Install restrictions as advertised</p> |

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| Location (Ward) | Wheeler Rd / Quinn Close (Cheylesmore) |
| Original Request | Double yellow line requested to address access issues for HGVs, the issues was raised by local business |
| Proposal | <p>Double yellow lines for junction protection and on bend opposite junction to assist HGV movements</p>  <p>© Crown Copyright and database right 2017. Ordnance Survey 100026294.</p> |
| Objection 25 | <p>I have a few concerns about the proposals. Please be assured that I am very supportive of making the industrial estate safer and easier to use, however:</p> <p>Where I think the addition of double yellow lines around the corners at the entrance to Quinn Close would be of great benefit, I honestly think the ones on the opposite side (along Wheeler Road) are complete overkill.</p> <ul style="list-style-type: none"> ○ That junction is very wide and would not be hindered by cars parked opposite it <p>If you think that this is really the answer to the issues then I suggest that you need to think carefully about enforcement. There are yellow lines (marked “Existing double yellow lines” on your map) which are constantly being parked on and mainly by Mercedes Commercial Vehicles. I have never in 6 years of working on the estate seen anyone enforcing these</p> <p>Finally I take issue with the statement “However, I must advise it is not the duty of the City Council to provide on-street parking”</p> <ul style="list-style-type: none"> ○ I partially agree with this but surely you wish to promote business in the City? ○ Also we have a car park at the front of our building which we pay rates on and yet until very recently has been so full from just two of the five business in Fairfield Court that if you arrive after about 8.45 you could not get a space. How about we have these marked such that each unit has 4 spaces each (does that not seem fair?) |
| Response to objection | <p>The extent of the double yellow lines on Wheeler Road was investigated and the proposal based on vehicle tracks for a manoeuvring HGV, as this is the issue that had been highlighted as a problem due to the presence of parked vehicles.</p> <p>The issue of enforcing the existing restrictions has been passed on to our Parking Services Team.</p> <p>In regard to the car parking arrangements off the highway, this should be raised with the landlord.</p> <p>Recommendation – Install restrictions as advertised</p> |

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| Location (Ward) | Winsford Ave/The Jordans & Denham Ave (Whoberley) |
| Original Request | Double yellow lines were requested at the junction of Denham Avenue by residents supported by a Councillor. Installing lines at this junction could result in the displacement of parking to the junction opposite, therefore double yellow lines have been proposed at both junctions. |
| Proposal | <p>Double yellow lines for junction protection.</p>  <p><small>© Crown Copyright and database right 2017. Ordnance Survey 100026294.</small></p> |
| Objection 26 | <p>[Advises of personal circumstances and parking practices] I appreciate that your main concerns are to do with safety but I would like to object to the proposed changes:</p> <ul style="list-style-type: none"> • I am not aware of any accidents at The Jordans / Winsford Avenue. • If this junction is a problem, then why is the other junction of The Jordans / Winsford Avenue not having the same waiting restrictions. • The removal of parking spaces in The Jordans will only create more problems amongst residents over parking. <p>To help people who may have raised concerns about the junction, I would like you to consider the following alternative proposal</p> <p>There would be a better solution to the junction, which would also help residents in The Jordans, by turning it to a One-Way Road with entre into The Jordans at this junction at exit onto Winsford Avenue at the other junction. This would remove the need for waiting restrictions.</p> |
| Objection 27 | <p>[Advises of personal circumstances and length of time lived in area] Never been aware of any safety issues. Has concerns relating to/ for people who are dropped off in the area or have deliveries who will be effected by the double yellow lines. The police already have the powers to prosecute motorists for parking dangerously available to them 24 hours a day. There is a far wider parking problem in The Jordans, which can have an impact on the access of emergency vehicles, your proposal does not address this problem nor does it address the problem of residents elsewhere on the estate using The Jordans as an overnight car park</p> |
| Response to objection | <p>The introduction of a one way system can have a large impact on an area, this includes the potential for an increase in vehicle speeds as a driver does not have to anticipate or slow down for vehicles travelling in the opposite direction.</p> <p>It is still possible to drop people off and park to undertake deliveries on double yellow lines, providing in doing so a driver is not causing a danger or obstruction.</p> <p>The Highway Code advises not to park at junctions and the length of double yellow lines proposed is in accordance with this guidance. However, the Parking Services Team cannot assist to enforce parking at a junction without the necessary traffic regulation order, only the Police can enforce.</p> <p>Recommendation – Install restrictions as advertised.</p> |

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| Location (Ward) | Westwood Heath Rd (Westwood) |
| Original Request | Double yellow lines are being proposed on the northern side of Westwood Heath Road from Highgrove to Ten Shilling Drive, to address problems due to parking affecting driver visibility. This was in response to residents' concerns. Due to the potential for displacement parking, double yellow lines for junction protection are proposed on the side road junctions along Westwood Heath Road where there are currently no restrictions |
| Proposal |  |
| Concern – not objection 1 | <p>I notice in the order that Highgrove has been omitted, although Westwood Heath Rd - Ten Shilling Drive to Highgrove is referenced on a map.</p> <p>I do not object to double lines being painted along the length of the road, but it may well affect parking within Highgrove especially when football matches take place. The double lines at the entrance do not safeguard traffic entering or leaving due to poor visibility where they terminate at present. With no parking on one side of the Westwood Heath Road either traffic will park on the southern side or in the roads off it.</p> <p>I request that the double lines in Highgrove are additionally extended by 5 metres on both sides, to help safeguard.</p> |
| Concern – not objection 2 | <p>I fully understand that you are responding to certain issues and trying to remedy them, but as we all know, by only painting these double yellow lines on just the northern side of Westwood Heath Road and only up to Ten Shilling drive will only create a new problem of the same issues but just on the other side of the road. I appreciate in certain parts it may be better but in other parts it will definitely be worse, such as the parking at and around the Greek Church. This will now mean that the people will have to negotiate crossing a very busy road where it is known that the majority of vehicles speed and with it being in a 40mph zone, Ludicrous!</p> <p>you know Prevention is Better and Cheaper than implementing a cure! So by painting double yellow lines on both the North Side and South Side of Westwood Heath Road right up to Cromwell Lane Intersection not only solves any current issues but also prevents any future issues and there is only minimal disruption just on the one occasion whilst the work is carried out. Win Win!</p> |
| Response to concern | <p>Highgrove - The junction is already subject to no waiting at any time (double yellow lines) and there are existing restrictions within Highgrove.</p> <p>The situation will be monitored once the new restrictions have been installed and if additional restrictions are necessary they will be included in a future waiting restriction review.</p> |

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| Location (Ward) | Bassett Road/Three Spires Avenue (Bablake) |
| Proposal | <p>Double yellow lines for junction protection</p>  <p>© Crown Copyright and database right 2017. Ordnance Survey 100026294.</p> |
| Support 1 | <p>I wanted to write to you in support of this suggestion as I am a resident of Bassett Road and have frequently encountered difficulty with visibility when exiting Bassett Road by vehicle. I believe the proposed yellow lines will help reduce the risk of accidents as drivers will be able to see oncoming traffic.</p> |
| Support 2 | <p>I am a resident of Bassett Road and am emailing in support of this proposal.</p> <p>Bassett Road is a cul-de-sac opening out on to Three Spires Avenue and the width of one vehicle at this point. There is also a dip in Bassett Road to prevent vehicles skidding out in to Three Spires Avenue in icy weather. Cars and sometimes high-sided vans are often parked in Three Spires Avenue very close to the junction and sometimes at the very edge of Bassett Road thus obscuring vision when exiting Bassett Road. Sometimes there is no view at all of traffic on Three Spires Avenue. I am not the only person to find leaving the road a problem on occasions - it has been commented upon by visitors to my house. The problem is exacerbated by the fact that many drivers coming along Three Spires Avenue, some of whom are travelling very quickly, do not realise there is a junction as they cannot see it because of the parking or assume the drivers of cars moving on to the road from behind the parked vehicles can see them when they cannot because their vision is completely obscured.</p> <p>It is not only motorists who find a problem here, pedestrians also have their view obscured as another visitor to my house pointed out.</p> <p>Therefore I feel that this proposal is totally justified on safety grounds and urge that it is adopted. I would also urge that if the double yellow lines are laid down then they are enforced as otherwise I suspect from what happens elsewhere in the area they will be ignored.</p> |

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| Location (Ward) | Westwood Heath Rd (Westwood) |
| Proposal | Double yellow lines on the northern side of Westwood Heath Road from Highgrove to Ten Shilling Drive, to address problems due to parking affecting driver visibility. Due to the potential for displacement parking, double yellow lines for junction protection are proposed on the side road junctions along Westwood Heath Road where there are currently no restrictions |
| Support 1 | I wish to comment in support of the proposal. The proposal is clearly necessary in order to prevent what has become both road and pedestrian hazards in the area. Attached are images of what is a fairly typical parking situation along this section of road with vehicles dangerously blocking access driveways and pavement's and obstructing the flow of traffic |
| Support 2 | I have received Coventry City Council's notification letter about the proposed waiting restrictions on Westwood Heath Rd from High Groove to Tenshilling Drive. I am very pleased at the action. Hope this action will be taken in place |

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Cabinet Member for City Services

30 July 2018

Name of Cabinet Member:

Cabinet Member for City Services – Councillor J Innes

Director Approving Submission of the report:

Executive Director of Place

Ward(s) affected:

Bablake, Cheylesmore, Earlsdon, Longford, Whoberley, Woodlands, Wyken.

Title:

Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

Is this a key decision?

No. This report is for monitoring purposes only.

Executive Summary:

In accordance with the City Council's procedure for dealing with petitions, those relating to traffic management, road safety and highway maintenance issues are considered by the Cabinet Member for City Services.

In June 2015, amendments to the Petitions Scheme, which forms part of the Constitution, were approved in order to provide flexibility and streamline current practice. This change has reduced costs and bureaucracy and improved the service to the public.

These amendments allow for a petition to be dealt with or responded to by letter without being formally presented in a report to a Cabinet Member meeting.

In light of this, at the meeting of the Cabinet Member for Public Services on 15 March 2016, it was approved that a summary of those petitions received which were determined by letter, or where decisions are deferred pending further investigations, be reported to subsequent meetings of the Cabinet Member for Public Services (now amended to Cabinet Member for City Services), where appropriate, for monitoring and transparency purposes.

Appendix A sets out petitions received relating to the portfolio of the Cabinet Member for City Services and how officers propose to respond to them.

Recommendations:

Cabinet Member for City Services is recommended to endorse the actions being taken by officers as set out in Section 2 and Appendix A of the report in response to the petitions received.

List of Appendices included:

Appendix A – Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

Background Papers

None

Other useful documents:

Cabinet Member for Policing and Equalities Meeting 18 June 2015 - Rreport: Amendments to the Constitution – Proposed Amendments to the Petitions Scheme

A copy of the report is available at modern.gov.coventry.gov.uk.

Has it been or will it be considered by Scrutiny?

No

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

No

Report title: Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

1. Context (or background)

- 1.1 In accordance with the City Council's procedure for dealing with petitions, those relating to traffic management, road safety and highway maintenance issues are considered by the Cabinet Member for City Services.
- 1.2 Amendments to the Petitions Scheme, which forms part of the Constitution, were approved by the Cabinet Member for Policing and Equalities on 18 June 2015 and Full Council on 23 June 2015 in order to provide flexibility and streamline current practice.
- 1.3 These amendments allow a petition to be dealt with or responded to by letter without being formally presented in a report to a Cabinet Member meeting. The advantages of this change are two-fold; firstly, it saves taxpayers money by streamlining the process and reducing bureaucracy. Secondly it means that petitions can be dealt with and responded to quicker, improving the responsiveness of the service given to the public.
- 1.4 Each petition is still dealt with on an individual basis. The Cabinet Member considers advice from officers on appropriate action to respond to the petitioners' request, which in some circumstances, may be for the petition to be dealt with or responded to without the need for formal consideration at a Cabinet Member meeting. In such circumstances and with the approval of the Cabinet Member, written agreement is then sought from the relevant Councillor/Petition Organiser to proceed in this manner.

2. Options considered and recommended proposal

- 2.1 Officers will respond to the petitions received by determination letter or holding letter as set out in Appendix A of this report.
- 2.2 Where a holding letter is to be sent, this is because further investigation work is required of the matters raised. Details of the actions agreed are also included in Appendix A.
- 2.3 Once the matters have been investigated, a determination letter will be sent to the petition organiser or, if appropriate, a report will be submitted to a future Cabinet Member meeting, detailing the results of the investigations and subsequent recommended action.

3. Results of consultation undertaken

- 3.1 In the case of a petition being determined by letter, written agreement is sought from the relevant Petition Organiser and Councillor Sponsor to proceed in this manner. If they do not agree, a report responding to the petition will be prepared for consideration at a future Cabinet Member meeting. The Petition Organiser and Councillor Sponsor will be invited to attend this meeting where they will have the opportunity to speak on behalf of the petitioners.

4. Timetable for implementing this decision

- 4.1 Letters referred to in Appendix A will be sent out by the end of August 2018.

5. Comments from Executive Director of Resources

5.1 Financial implications

There are no specific financial implications arising from the recommendations within this report.

5.2 Legal implications

There are no specific legal implications arising from this report.

6. Other implications

6.1 How will this contribute to achievement of the Council's key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / Local Area Agreement (or Coventry Sustainable Community Strategy)?

Not applicable.

6.2 How is risk being managed?

Not applicable.

6.3 What is the impact on the organisation?

Determining petitions by letter enables petitioners' requests to be responded to more quickly and efficiently.

6.4 Equalities / EIA

There are no public sector equality duties which are of relevance.

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

Report author(s)

Name and job title:

Martin Wilkinson, Senior Officer - Traffic Management

Directorate:

Place

Tel and email contact:

024 7683 3265, martin.wilkinson@coventry.gov.uk

Enquiries should be directed to the above person.

| Contributor/approver name | Title | Directorate or organisation | Date doc sent out | Date response received or approved |
|----------------------------------|--|------------------------------------|--------------------------|---|
| Contributors: | | | | |
| Karen Seager | Head of Traffic and Network Management | Place | 18/07/18 | 19/07/18 |
| Rachel Goodyer | Traffic and Road Safety Manager | Place | 18/07/18 | 19/07/18 |
| Caron Archer | Principle Officer - Traffic Management | Place | 17/07/18 | 17/07/18 |

This report is published on the council's website: moderngov.coventry.gov.uk

Appendix A – Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

| Petition Title (date received / closed) | No. of signatures | Councillor Sponsor | Type of letter to be sent to petition organiser(s) and sponsor | Actions agreed | Date letter to be issued |
|--|------------------------------|-------------------------------|---|---|-------------------------------------|
| E105 - To Improve Road Safety in Coundon Wedge Drive and Allesley Village (15/04/18) | 51 | Councillor Kershaw | Holding | Currently reviewing signage to Lyons Park. Maintenance request has been sent to Highways. Crossing survey to be conducted. | August |
| E116 - Request for Adequate Crossing and Signage in Eastern Green (28/04/18) | 381 | N/A | Holding | Matter already under investigations. Any proposals will be subject to local consultation. | August |
| 1/18 - Objection to the Double Yellow Lines in Cheriton Close (22/05/18) | 23 | N/A | Determination | Objections were received and considered when the proposed waiting restrictions were advertised. Restrictions were approved as advertised. Therefore, no further action is proposed. | August |
| 53/17 – Request for Sleeping Policeman in Sutton Stop (23/04/18) | 14 | Councillor Harvard | Determination | Road is not adopted or under City Council ownership. Request should be directed to the landowner. It has not been possible to identify who the landowner is. | August |
| 54-17 & E124 – Road Safety Measures in the Vicinity of Earlsdon Primary School (24/04/18 & 25/05/18) | 230 | Councillor Taylor | Determination | Does not meet Safety Scheme criteria (no personal injury collisions in last three years). Additional warning signage to be installed. | August |
| E126 - Binley Business Park Traffic Problems (24/06/18) | 71 | N/A | Holding | Investigations currently underway. Outcome to be subject of consultation with business park tenants in the autumn. | August |

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| 5/18 - Request for Hermits Croft to be added to the Cheylesmore Residents Parking Scheme (21/06/18) | 19 | Councillor Bailey | Determination | Request meets criteria for residents' parking scheme. To be advertised as part of next waiting restriction review planned for August. | August |
| 4/18 - Safer Crossing to Co-op Store Earlsdon High Street (01/06/18) | 129 | Councillor Sandhu | Determination | Does not meet safety scheme criteria (two personal injury collisions in last three years). Location will continue to be monitored as part of annual collision review. Concerns have been referred to Parking Enforcement and Street Inspectors. | August |
| 25/16 - Request for Parking Restrictions on Hollyfast Road (between Coundon Green and 254 Hollyfast Road) (17/09/16) | 9 | Councillor Williams | Determination | Site visit undertaken. Dangerous parking witnessed on junction and adjacent to Hollyfast Primary School entrance where waiting restrictions are already in place. Request for additional patrols has been passed to Parking Services. | August |

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