

**Time and Date**

3.00 pm on Monday, 12th August 2019

Place

Committee Room 3 - Council House

Public Business

1. **Apologies**
2. **Declarations of Interests**
3. **Minutes** (Pages 3 - 12)
 - (a) To agree the minutes of the meeting held on 29th July 2019
 - (b) Matters Arising
4. **Objections to Proposed Waiting Restrictions (Variation 8)** (Pages 13 - 50)

Report of the Deputy Chief Executive (Place)

To consider a petition bearing 53 signatures objecting to proposed waiting restrictions on Mansel Street and Queen Marys Road. The petition has been submitted by Councillor B Kaur, a Foleshill Ward Councillor, who has been invited to the meeting for the consideration of this item along with the petition organiser.

(Note: Those who have submitted representations to the proposed waiting restrictions have been invited to attend the meeting for consideration of this matter)

5. **Outstanding Issues**

There are no outstanding issues

6. **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, 2 August 2019

Note: The person to contact about the agenda and documents for this meeting is Liz Knight / Michelle Salmon, Governance Services Officers, Tel: 024 7697 2644 /2643, Email: liz.knight@coventry.gov.uk / michelle.salmon@coventry.gov.uk

Membership:

Councillors P Hetherton (Cabinet Member)

Non-Voting Members:

Councillor G Lloyd (Deputy Cabinet Member)

Councillor T Mayer (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

Tel: 024 7697 2644 /2643

Email: liz.knight@coventry.gov.uk / michelle.salmon@coventry.gov.uk

Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at 3.00 pm on
Monday, 29 July 2019

Present:

Members: Councillor P Hetherton (Cabinet Member)

Other Members: Councillor G Lloyd (Deputy Cabinet Member)
Councillor J Lepoidevin (for the matters in minutes 16 and 18)
Councillor T Mayer (Shadow Cabinet Member)

Employees (by Directorate):

Place C Archer, T Cowley, N Cowper, R Goodyer, M Salmon

Apologies: There were no apologies

Public Business

13. Declarations of Interests

There were no disclosable pecuniary interests.

14. Minutes

The minutes of the meeting held on 17th June 2019. There were no matters arising.

15. Petition - Create a Safe Environment for Children Attending Edgwick Primary School

The Cabinet Member for City Services considered a report of the Deputy Chief Executive (Place) in response to a petition, received from a Foleshill Ward resident, that requested the creation of a safer environment for children attending Edgwick Primary School, by the introduction of a pelican crossing. The Petition Organiser had been invited to attend the meeting for consideration of the matter but was unable to attend.

The petition, bearing 8 e-signatures, read:

'We would like children to attend school and be able to cross the road with the implementation of a pelican crossing. There are two schools and a nursery where parents and children attempt to cross a busy main road. There have been occasions where there have been near misses due to increased traffic at that time, parked cars and lack of visibility'

In accordance with the City Council's procedure for dealing with petitions, those relating to road safety were heard by the Cabinet Member for City Services. The Cabinet Member had considered the 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 it was not currently proposed to install a pedestrian phase at the traffic lights at the junction of Foleshill Road, Cross Road and Ransom Road, but that the request would be considered by the Urban Traffic Management Control Team (the team that looked after traffic signals) for inclusion in a future year's Programme. On receipt of the determination letter, that provided an option to request a Cabinet Member report to be considered at a Cabinet Member meeting if so wished, the Petitioner Organiser advised they did not wish the petition to be progressed by letter and wanted the issue to be considered through a report to Cabinet Member for City Services. An Appendix to the report provided a site plan of the location and a further Appendix to the report provided a copy of the determination letter.

The report indicated that in addition to the petition, the School Business Manager and the Head Teacher had raised concerns about school gate parking issues on both Foleshill Road and Cross Road, officers therefore met the School Business Manager on site, to observe and discuss the issues.

There were existing restrictions prohibiting parking, however to try to assist to alleviate concerns and improve pedestrian safety, it was proposed to install flower planters as a physical measure to prevent parking and driving on the footway. It was intended that the children would take over the ongoing maintenance of the planters by choosing the plants and planting them.

The Council were also undertaking enforcement of School Keep Clears, where there were no stopping restrictions in operation, using a car with ANPR technology. This would assist to encourage drivers not to park on the markings.

Having considered the report and the comments made by Traffic Management Officers, the Cabinet Member agreed that the actions confirmed by determination letter to the petition spokesperson, as detailed in the report, be undertaken.

RESOLVED that the Cabinet Member for City Services:

- 1) Notes the petitioners' concerns.**
- 2) Notes that Officers are currently meeting with Edgwick Primary School regarding school time parking issues.**
- 3) Endorses that the actions confirmed by determination letter to the petition spokesperson, as detailed in paragraph 1.6 to 1.10 of the report, are undertaken.**

16. **Petition - Traffic Calming Measures on Broad Lane Between Banner Lane and Coventry Road**

The Cabinet Member for City Services considered a report of the Deputy Chief Executive (Place) that responded to a petition, submitted by Woodlands Ward Councillor Male, that requested traffic calming measures, including vehicle activated signs (VAS), on Broad Lane between Banner Lane and Coventry Road. As the Petition Organiser, Councillor Male, had been invited to attend the meeting for consideration of this matter but was unable to do so. Councillor Lepoidevin attended the meeting and spoke on behalf of the petitioners.

The petition, bearing 77 e-signatures, read:

'We the undersigned call upon Coventry City Council to consider traffic calming measures on Broad Lane, between Banner Lane and Coventry Road, including Vehicle Activated Signs (VAS). Following the recent installation of temporary VAS on Alderminster Rd, Mount Nod, I am calling upon Coventry City Council to consider their use on Broad Lane, particularly, between Banner Lane and Coventry Road. As a result of recent Speed Watch initiatives, supported by our local residents, ward Councillors and our Community Police Team, it is clear that speeding is a significant problem on this particular stretch of road'.

In accordance with the City Council's procedure for dealing with petitions, those relating to road safety were heard by the Cabinet Member for City Services. The Cabinet Member had considered the 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 investigations undertaken and the approved action in response to the issues raised. On receipt of the determination letter, that provided an option to request a Cabinet Member report to be considered at a Cabinet Member meeting if so wished, Councillor Male advised that he did not wish the petition to be progressed by letter and wanted the issue to be considered through a report at a Cabinet Member for City Services meeting. An Appendix to the report provided a site plan of the location and a further Appendix to the report provided a copy of the determination letter.

The report indicated that the approved action was that the location would continue to be monitored as part of the annual citywide personal recorded injury collision study and, in addition to local safety scheme works, the Traffic Management Team were investigating the possibility of trialling some alternative forms of rumble strips. Once a suitable feature of this type was identified, it was proposed that this section of Broad Lane became one of the trial locations.

Councillor Lepoidevin outlined the concerns raised by the petition confirming the significant problem with speeding vehicles and the many speed watches undertaken in the area, that highlighted the issue. Acknowledging the criteria for prioritising areas for further action, she expressed her concern that actual traffic accidents did not give an accurate picture of the situation which she felt was far greater than recorded. She confirmed that the speed watches had resulted in letters being sent by the Police to offending drivers, but that further action was needed to address the problem. Councillor Lepoidevin indicated that she and

Councillor Male were supportive of the proposal to install an alternative to rumble strips on this section of Broad Lane, as a trial location, however the installation of VAS should also be considered.

Having considered the report and the comments made by Councillor Lepoidevin and the Traffic Management Officers, the Cabinet Member agreed that the location would continue to be monitored as part of the annual citywide personal recorded injury collision study and investigations would continue for the possibility of trialling alternative forms of rumble strips which would be implemented on this section of Broad Lane as a trial location. In addition, the location would be added to the Mobile VAS Programme.

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 paragraphs 1.5 to 1.7 of the report, are undertaken.**
- 3) Add this location to the Mobile Vehicle Activated Sign Programme.**

17. Petition - To Implement Traffic Calming Measures Along Eastern Green Lane

The Cabinet Member for City Services considered a report of the Deputy Chief Executive (Place) in response to a petition, received from a Woodlands Ward resident, that requested traffic calming measures on Eastern Green Lane. The report considered Upper Eastern Green Lane which had centre carriageway hatched ladder markings along its full length coupled with 'SLOW' road markings and Lower Eastern Green Lane which already had physical traffic calming measures comprising speed cushions and a 20mph zone. The Petition Organiser, Mr Adey, attended the meeting for consideration of the matter and to speak on behalf of the petitioners.

The petition, bearing 8 e-signatures, read:

'This petition is being raised to request that the Council and its officers implement traffic calming measures along the length of Eastern Green Lane, in order to slow traffic to the limits prescribed and by doing so avoiding the opportunity for injury or near miss incidents to local residents. We would request more speed limit proactive signage and the review of other methods not only limited to signage i.e. the installation of safe crossing areas and road bollards to avoid people driving at speed along the centre of the road or indeed 'chicane' installations'.

In accordance with the City Council's procedure for dealing with petitions, those relating to parking and road safety were heard by the Cabinet Member for City Services. The Cabinet Member had considered the 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 of the importance of targeting road safety measures in the city. Coventry was continuing to work towards becoming a safer speed City and to ensure its funding was utilised carefully, personal injury collisions reported to the Police were used. A review of personal recorded injury collision history for Upper Eastern Green Lane had been reviewed and showed that there was one personal injury collision recorded on Upper Eastern Green Lane in the last three years therefore, did not meet the safety scheme criteria. Lower Eastern Green Lane already has a safety scheme in place comprising speed cushions and a 20mph zone. On receipt of the determination letter, that provided an option to request a Cabinet Member report to be considered at a Cabinet Member meeting if so wished, the Petition Organiser advised that they did not wish the petition to be progressed by letter and wanted the issue to be considered through a report at a Cabinet Member for City Services meeting. An Appendix to the report provided a site plan of the location and a further Appendix to the report provided a copy of the determination letter.

The report indicated that as the petitioners raised concerns about speeding, information detailing the Community Speed Watch initiative was also included in the determination letter. The Community Speed Watch initiative was a speed monitoring and awareness scheme that was co-ordinated by the Police and run by a group of local volunteers who used speed detection devices to monitor traffic and identify speeding drivers on a specific road or small area.

Mr Adey outlined the concerns raised by the petition confirming the significant problem with speeding vehicles. Acknowledging the criteria for prioritising areas for further action, he expressed his concern that actual traffic accidents did not give an accurate picture of the situation which he felt was far greater than recorded. He was concerned that recorded traffic accidents were the statistics used to assess the priority of an area for further action and that an alternative risk-based analysis would be a reasonable approach to adopt. He confirmed that Community Speed Watches were successful and that letters sent by the Police to offending drivers did have an effect.

Mr Adey emphasised the benefits of installing VAS in the area and discussed the cost of purchasing the units. He acknowledged the limited Council resources available that had to be carefully utilised and welcomed the investigation of funding alternatives.

Having considered the report and the comments made by Mr Adey and the Traffic Management Officers, the Cabinet Member decided that officers explore alternative funding for the purchase of VAS units and agreed that the actions confirmed by determination letter be undertaken.

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 paragraphs 1.6 and 1.7 of the report) are undertaken.**

18. **Petition - Repairs to the Road and Pavement in Leyland Road**

The Cabinet Member for City Services considered a report of the Deputy Chief Executive (Place) responding to a petition, bearing 43 signatures, that requested that the Council prioritise repairs to the road and pavements at Leyland Road. The Petition Organiser, Ms Heaven, and the Petition Sponsor, Councillor Lepoidevin, attended the meeting for consideration of the matter and to speak on behalf of the petitioners.

In accordance with the City Council's procedure for dealing with petitions, those relating to parking and road safety were heard by the Cabinet Member for City Services. The Cabinet Member had considered the 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 investigations undertaken and the approved action in response to the issues raised. On receipt of the determination letter, that provided an option to request a Cabinet Member report to be considered at a Cabinet Member meeting if so wished, the Petition Organiser advised that they did not wish the petition to be progressed by letter and wanted the issue to be considered through a report at a Cabinet Member for City Services meeting. An Appendix to the report provided a site plan of the location and a further Appendix to the report provided a copy of the determination letter.

The report indicated that records showed that the last annual programmed safety inspection took place on the 26th April 2019, at which time 2 number carriageway defects were identified as requiring repair and 1 number carriageway gully needed to be reset. Following receipt of the petition an engineer made a separate visit, on 13th May 2019, to make an assessment of the construction and overall condition of the road and pavements. It was noted that the road and the pavements were traditional bituminous/tarmac construction. Both the road and pavements were somewhat aged and although not aesthetically pleasing at the time of inspection there were no intervention level defects identified.

Given the current condition and usage, the recommended treatment would be to surface dress the road and slurry seal the pavements. If a priority score was reached they would be included in a future capital funded improvement programme, budget permitting. Until such time any defects would continue to be made safe at or above the intervention level, as identified.

Councillor Lepoidevin acknowledged the action that been undertaken and the data that had been obtained following site visits. She acknowledged the process for inclusion of Leyland Road in a future capital funded improvement programme and that any defects would continue to be made safe.

Having considered the report and the comments made by Councillor Lepoidevin and the Traffic Management Officers, the Cabinet Member decided that Leyland Road be included in a future capital funded improvement programme, as budget permitted and until such time the road and pavements continue to be monitored and any defects be made safe at the intervention level required.

RESOLVED that the Cabinet Member for City Services:

- 1) Notes the petitioners' concerns.**
- 2) Approves that the road and pavements in Leyland Road be held on Coventry City Council's forward programme list and agrees that their condition continue to be monitored and scored against all other similar sites citywide.**

19. Objection to Road Humps and 20mph Speed Limit Proposed as part of the Cheveral Avenue Local Safety Scheme

The Cabinet Member for City Services considered a report of the Deputy Chief Executive (Place) that sought consideration of an objection received to the Notices of Intent (NOI) for proposed raised features and an objection to the Traffic Regulation Order (TRO) to make amendments to the speed limit, as Part of the Cheveral Avenue Local Safety Scheme. An Appendix to the report provided a site plan of the location and details of the objections were set out in a further Appendix to the report. The objectors were invited to the meeting for consideration of the matter.

The personal recorded injury collisions that occurred on Coventry's roads were reviewed annually and a safety scheme programme was proposed to try to reduce the number of injury collisions that were occurring. In March 2019 Cabinet approved the 2019/2020 Transportation and Highway Maintenance Capital Programme (their minute 124/18 referred) which included the installation of a safety scheme on Cheveral Avenue and Jubilee Crescent.

The proposed local safety scheme included Cheveral Avenue, Jubilee Crescent and Catesby Road and the route had been identified due to the large number of injury collisions that were occurring; 22 in the last 3 years. The proposed scheme extended the existing 20mph limit, making it part of a larger 20 mph zone and used a mixture of measures including raised features such as speed cushions, road humps and raising an existing zebra crossing. Local residents had been consulted on the proposals and of the responses received, 84% were in favour of the scheme.

To enable the installation of raised features (road humps) and to change the speed limit of a road, legal processes had to be followed. On 20th June 2019, an NOI for the proposed raised features was advertised and on 27th June 2019 a TRO to make amendments to the speed limit was advertised. One objection was received to each of these notices. In accordance with the City Council's procedure for dealing with objections to NOIs and TROs, they were reported to the Cabinet Member for City Services for a decision as to how to proceed.

Mr Avery, objector to the Traffic Regulation Order (TRO) to make amendments to the speed limit, spoke in support of 20mph speed limits but indicated that he did not agree with the speed limit being introduced on a road by road and/or section of road basis in the City. He emphasised his support for the aspiration for a Coventry

to become a 20mph speed City and referred to the increased cost of installing many more signs associated with implementing reduced speed limits on roads

individually, which he felt was not cost effective. Further, he suggested that a City-wide 20mph speed limit would soon become common knowledge and have a real effect on safety.

Traffic Management Officers indicated that there were now many 20mph locations across the City. Individual roads needed traffic calming measures appropriate for the location, with some requiring measures in addition to reduced speed limits as signage alone wasn't always effective. The cost of enforcement associated with speed limits also had to be considered. Regular monitoring ensured that action was taken wherever possible, specific to the location and subject to criteria and funding. Cheveral Avenue required a local safety scheme due to the large number of injury collisions that had occurred.

The Cabinet Member referred to the work involved with wider implementation of 20mph speed limits in the City and suggested that an appropriate working group/task and finish group could be established to progress this. Having considered the report and the comments made by Mr Avery and the Traffic Management Officers and having regard to the support from local residents for the proposals, the Cabinet Member decided that the raised features and the proposed 20mph speed limit extension be implemented as part of the Cheveral Avenue Local Safety Scheme.

RESOLVED that the Cabinet Member for City Services:

- 1) Having considered the objection to the proposed use of raised features, approves that the raised features are installed on Cheveral Avenue.**
- 2) Having considered the objection to the proposed 20mph speed limit extension, approves that the City of Coventry (Catesby Road, Jubilee Crescent and Cheveral Avenue) (20mph Zone) Traffic Regulation Order 2019 is made operational.**

20. Highway Infrastructure Asset Management Plan

The Cabinet Member for City Services considered a report of the Deputy Chief Executive (Place), that sought approval of the updated Highway Infrastructure Asset Management Plan and sought approval of the version of the plan attached as Appendix 1 to the report, for implementation.

The Plan had been developed using the national guidance provided by the Government's Highway Maintenance Efficiency Programme (HMEP) and followed the HMEP principles which the highways team would apply when managing the Authority's highway assets.

The report brought forward the updated HIAMP which now also reflected the recommendations of the 2016 Well Managed Highway Infrastructure: A Code of Practice. The changes to the HIAMP included the formal adoption of a risk based approach to highway maintenance, a review and update of the road hierarchy, and the defining of Coventry's resilient highway network. The HIAMP would help the

Authority secure the highest band (band 3) under the Government's Department for Transport (DfT) Incentive Fund Scheme and it was increasingly being required as part of other funding bids. Its adoption therefore had financial benefits for the Authority.

The Cabinet approved the Coventry City Council Highway Asset Management Policy and Strategy in January 2016 (their minute 93/15 referred), these set out the Authority's long-term asset management approach to highway maintenance. Following the publication of 2016 Well Managed Highway Infrastructure: A Code of Practice, the HIAMP had been revised and updated to ensure compliance with the new code.

Infrastructure asset management planning was an established and widely recommended approach in highways and other sectors both in the UK and internationally. Asset management had been widely accepted by central and local government as a means of delivering a more efficient and effective approach to the maintenance of existing infrastructure. It enabled best use of limited resources by taking a long-term view of how highways were managed, focusing on outcomes by ensuring that funds were spent on activities that prevented, as far as possible, expensive short-term repairs. This made the best use of public money whilst minimising the risk involved in investing in highway maintenance.

The adoption of sound highway infrastructure asset management planning enabled the Council to drive efficiency in service delivery; manage demand; use data and information to establish maintenance needs, match maintenance needs to available funding, and prioritise investment to get the best overall network outcomes. The HIAMP would support the case for funding, enable effective communication with stakeholders, and enable a greater understanding of the contribution highway infrastructure assets made to economic prosperity and to local communities.

The national guidance issued by HMEP promoted a joined-up approach to determining how all highway infrastructure assets such as roads, bridges, streetlights etc. were managed. A suite of documents had been developed to reflect this: The Highway Infrastructure Asset Management Policy; The Highway Infrastructure Asset Management Strategy; and The Highway Infrastructure Asset Management Plan. This hierarchy of documents should be read and referenced as a set, in order to understand the background and reasoning for Coventry's approach to asset management and to how this would be delivered by the Highway Service. The Management Policy and the Strategy were provided in Appendices 3 and 4 to the report respectively.

The Cabinet Member acknowledged the role of anecdotal evidence from personal experiences and findings received from residents which, in addition to the Council's recorded data, was key to assisting in understanding where problems occurred.

The Deputy Cabinet Member thanked officers for all the work they had undertaken on the Plan and asked that thanks be passed onto them accordingly.

RESOLVED that the Cabinet Member for City Services:

- 1) Approves that the Highway Infrastructure Asset Management Plan appended as Appendix 1 to the report.**
- 2) Agrees that the Head of Highways, following consultation with the Cabinet Member for City Services, be authorised to make minor amendments to the Highway Infrastructure Asset Management Plan as are considered necessary to ensure it remains current and conforms to legislation.**

21. 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 sponsoring the Petition (if any) and/or the petition organiser/spokesperson could still request that their Petition be the subject of a Cabinet Member report.

Members 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.

RESOLVED that the actions being taken by officers as detailed in the Appendix to the report, in response to the Petitions received, be endorsed.

22. Outstanding Issues

There were no outstanding issues.

23. Any other items of Public Business

There were no other items of public business.

(Meeting closed at 4.30 pm)



Cabinet Member for City Services

12th August 2019

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

Bablake, Binley & Willenhall, Cheylesmore, Earlsdon, Foleshill, Longford, Radford, St Michael's, Sherbourne, Upper Stoke, Westwood, Whoberley, Woodlands.

Title:

Objections to Proposed Waiting Restrictions (Variation 8)

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 13th June 2019, a Traffic Regulation Order (TRO) relating to proposed new waiting restrictions and amendments to existing waiting restrictions was advertised. 40 objections were received (39 individual objections, and 1 petition). In addition, 8 responses in support of proposals and 4 comments 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; Benedictine Road, Broomfield Road (removal of double yellow lines), Bransford Avenue area, Browns Lane, Cross Road, Fleet Street, Gaveston Road/Westhill Road area, Margeson Close/Barbican Rise, Stratford Street/Milton Street/ William Arnold Close, Thornhill Road/Leicester Causeway.

3. Subject to recommendation 1, install restrictions as advertised at the Beaudesert Road/ Broomfield Road junction and review if any lengths of existing double yellow lines on Broomfield Road can be reduced further.
4. Subject to recommendation 1, approve the restrictions are not implemented on Dulverton Avenue/ Leyland Road, that give way markings are installed at the junction and monitoring is undertaken. In the event safety concerns relating to parking are raised or the Police advise of issues relating to dangerous or obstructive parking occurring, new proposals be advertised.
5. Subject to recommendation 1, approve a shorter length of double yellow lines are installed on Shorncliffe Road (at its junction with Eastbourne Close) than originally advertised, approx. 1.5m shorter on the western side of the junction and 1 metre shorter on the eastern side of the junction.
6. Subject to recommendation 1, approve the installation of the proposed double yellow lines as advertised on Hockley Lane and Lyndhurst Croft, monitor to see if transference of parking occurs and if this occurs consider extending the double yellow lines to cover the whole length of Lyndhurst Croft.
7. Subject to recommendation 1, approve that the proposed restriction on Station Avenue is not installed and consultation is undertaken with local residents and businesses.
8. Subject to recommendation 1. approve the installation of the waiting restrictions as advertised on Wilsons Lane, include the request for an extension of the existing double yellow lines in the next waiting restriction review.
9. Subject to recommendation 1 approve a shorter length of double yellow lines are installed on Woodhouse Close extending 10 metres for junction protection on the southern side of the road (even numbered side) and approx. 70 metres, as originally proposed, on the northern (odd numbered) side of the road.
10. Subject to considering the request, not an objection, to extend the proposed double yellow lines to be installed on Tile Hill Lane, approve an extension to the double yellow lines is advertised as part of the next waiting restriction review.
11. Subject to considering the request, not an objection, to extend the proposed double yellow lines to be installed on St Nicholas Close, approve that the parking is monitored once the proposed double yellow lines are installed and if parking issues arise an extension to the double yellow lines is advertised as part of a future waiting restriction review.
12. Subject to recommendations 1 to 11, 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 8)

1. Context (or background)

- 1.1 On 13th June 2019, a Traffic Regulation Order (TRO) relating to proposed new waiting restrictions and amendments to existing waiting restrictions was advertised. 40 objections were received (39 individual objections, and 1 petition). In addition, 8 responses in support of proposals and 4 comments 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 13th June 2019, advising that any formal objections should be made in writing by 4th July 2019. 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 40 objections were received (39 individual objections, and 1 petition). In addition, 8 responses in support of proposals and 4 comments 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 13th June 2019; 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:
 - 40 objections were received (39 individual objections and 1 petition).
 - 8 responses in support of proposals and 4 comments were also received.

3.2 The number of objections received were:

- 1 to proposal for Beaudesert Road/Broomfield Road
- 3 to proposal for Benedictine Road
- 3 to proposal for Beresford Avenue area (2 individual objections and 1 petition)
- 1 to proposal for Broomfield Road (double yellow line removal)
- 1 to proposal for Browns Lane
- 1 to proposal for Cross Road
- 3 to proposal for Dulverton Avenue/ Leyland Road
- 2 to proposal for Eastbourne Close/Shorncliffe Road
- 1 to proposal for Fleet Street
- 2 to proposal for Gaveston Road/Westhill Road area
- 1 to proposal for Lyndhurst Croft
- 1 to proposal for Margeson Close/Barbican Rise
- 12 to proposal for Station Avenue
- 1 to proposal for Stratford Street/Milton Street/ William Arnold Close
- 2 to proposal for Thornhill Rd/Leicester Causeway
- 1 to proposal for Wilsons Lane
- 3 to proposal for Woodhouse Close/ Princethorpe Way
- 1 to proposals in Earlsdon Area

3.3 The number of letters of support were:

- 1 to proposal for Benedictine Road
- 2 to proposal for Beresford Avenue area
- 1 to proposal for Marie Brock Close/ Tile Hill Lane
- 1 to proposal for St Nichols St
- 1 to proposal for Station Avenue
- 1 to proposal for Stratford Street/Milton Street/ William Arnold Close
- 1 to proposal for Wilsons Lane

3.4 The number of comments received were:

- 2 to proposal for Beresford Avenue area
- 1 to proposal for Margeson Close/Barbican Rise
- 1 to proposal for Woodhouse Close/ Princethorpe Way

3.5 An 82 signature petition has also been received requesting the introduction of a residents' parking scheme on Churchill Avenue and Fisher Road. These roads fall within the Beresford Avenue area, however the petition does not refer to any of the proposed restrictions advertised on 13th June and will therefore be considered separately.

3.6 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 September 2019.

5 Comments from Director of Finance and Corporate Services

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 Regulation 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 75270950


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: | | | | |
| Karen Seager | Strategic Lead, Transport and Highways Operations | Place | 01.08.2019 | 01.08.2019 |
| Rachel Goodyer | Traffic and Road Safety Manager | Place | 01.08.2019 | 01.08.2019 |
| Michelle Salmon | Governance Services Officer | Place | 01.08.2019 | 02.08.2019 |
| Names of approvers: (officers and members) | | | | |
| Graham Clark | Lead Accountant | Place | 01.08.2019 | 01.08.2019 |
| Rob Parkes | Team Leader | Place | 01.08.2019 | 01.08.2019 |
| Councillor P Hetherton | Cabinet Member for City Services | - | 01.08.2019 | 01.08.2019 |

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

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

| | |
|------------------------------|--|
| Location (Ward) | Beaudesert Road/Broomfield Road (Whoberley) |
| Original Request | Safety concerns raised by Ward Councillor, on behalf of residents, about parking at the junctions at both ends of Beaudesert Road. |
| Proposal | <p>Double yellow lines for junction protection, at both ends of Beaudesert Road (junctions with Broomfield Road and Kensington Road).</p>  |
| Objection 1 | <p>Can the following comments please be taken into consideration?-</p> <ul style="list-style-type: none"> • Comments regarding on site notices • Whilst we appreciate that there are a number of drivers who regularly park dangerously on this junction we feel that the remainder of the residents would be better served by these drivers being ticketed or prosecuted. • Drivers who park dangerously or illegally will do so regardless of double yellow lines. There are regularly cars parked for the whole weekend as drivers are aware that there are no traffic enforcement officers and that they are not likely to be ticketed [details of locations provided]. • The double yellow lines around the junction of Melbourne Road/Broomfield Road extend for a considerable distance – historically from when the Post Office was near to this junction. Has any consideration been given to reducing the length of these yellow lines to provide additional parking spaces for residents • Details provided relating to developments in the area and concerns relating to the potential impact on parking on street. • Has any consideration been given to introducing a Resident Parking Scheme for Broomfield Road with marked parking bays? We feel that this may be a way forward to both prevent the illegal parking and to also alleviate the impact that non-resident drivers have on the parking when attending Coventry Rugby for example. |
| 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. Many children use this junction on a route to Hearsall Primary School, there is a walkway accessed opposite the junction which shortens the walking route and vehicles parked at the junction effect the visibility for and of the children.</p> |

The photo below demonstrates parking that has been occurring. Whilst the Police have the necessary powers to take action if a driver is parked in a dangerous or obstructive manner, without the need for double yellow lines, the provision of double yellow lines will assist to highlight to drivers that this is a location where parking should not occur and the City Councils Civil Enforcement Officers (CEOs) will also be able to take enforcement action.



The comments in regard to drivers currently parking on existing double yellow lines has been passed to Parking Services

The extent of the restrictions on Broomfield Road near the junction with Melbourne Road will be reviewed to determine if reductions can be made; this is currently on going. A reduction to the extent of the existing double yellow lines near the junction with Earlsdon Avenue North has already been advertised as part of this latest proposal for changes to/new waiting restrictions.

It is not currently proposed to introduce a residents' parking scheme in this area. Residents' parking schemes do not guarantee a parking space, and in areas of high density housing there may be insufficient road space to accommodate the vehicles belonging to residents and their visitors

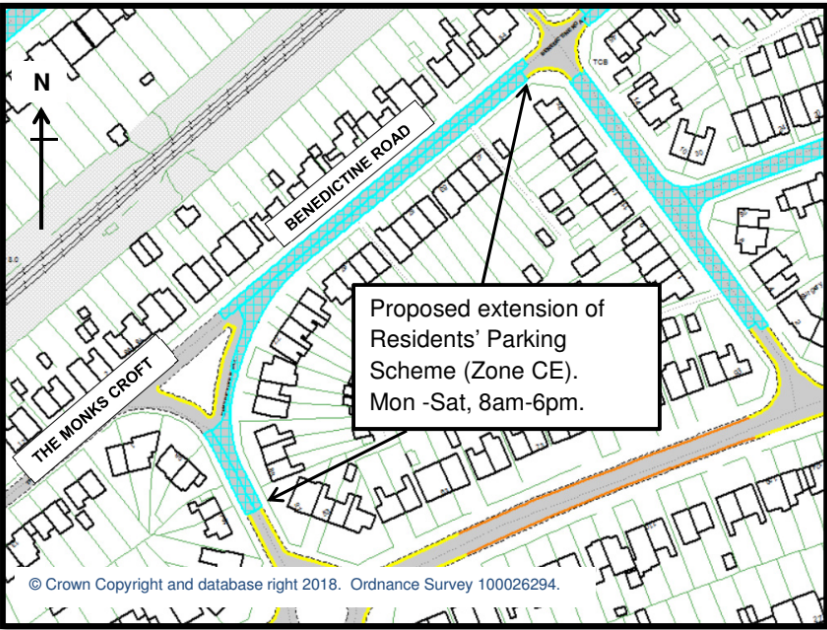
It is not a duty of the City Council to provide on street parking.

Recommendation – Install restrictions as advertised and review if any lengths of existing double yellow lines on Broomfield Road can be reduced.

| | |
|------------------------|---------------------------------------|
| Location (Ward) | Benedictine Road (Cheylesmore) |
|------------------------|---------------------------------------|

| | |
|-------------------------|---|
| Original Request | Petition received (32 signatures) supported by Councillor Bailey, requesting the extension of the existing Cheylesmore East (CE) residents' parking zone to include the whole of Benedictine Road due to issues with commuter parking |
|-------------------------|---|

| | |
|-----------------|--|
| Proposal | Extension of Cheylesmore East (CE) residents' parking zone, operating Monday – Saturday, 8am-6pm to include whole length of Benedictine Road |
|-----------------|--|



| | |
|--------------------|---|
| Objection 2 | <p>I'm not really happy about this. I have been a resident here for over [large number of years] and haven't encountered any problems with parking until recently. Most of the people who park on our roads during the week I believe belong to Coventry City Council. There might be other people from other organisations who park here but it is mainly from Coventry City Council who I have encountered.</p> |
|--------------------|---|

| | |
|--------------------|---|
| Objection 2 | <p>I did meet your fellow Councillor (Mr Roger Bailey) earlier today to voice my opinions against this scheme. Mr Bailey suggested that Private Owned car parks like NCP & at Skydome offer cheap parking before a certain time and also there is free parking at the War Memorial Park. If so then why isn't this advertised in the local media or through the social sites like Facebook, Instagram, Twitter, WhatsApp, etc.</p> |
|--------------------|---|

| | |
|--------------------|---|
| Objection 2 | <p>I believe the Council is responsible for this situation. This proposed scheme is causing friction amongst the neighbours here. It is not right for those people who object to this scheme to pay for it, even if this scheme is implemented. The amount of money is not the subject here but it's the principle. There haven't been any problems here until recently and you also state in your letter that it's not the Council's responsibility to provide on street parking. My question is then who's responsibility is it to provide on street parking.</p> |
|--------------------|---|

| | |
|--------------------|---|
| Objection 2 | <p>If this scheme is implemented, we will have to pay to park our own cars in front of our property and this problem will only get worse with those drivers parking somewhere else.</p> |
|--------------------|---|

| | |
|--------------------|--|
| Objection 2 | <p>I have noticed on the map provided on the letter not all of Benedictine Road will be implemented and certain parts will be excluded from this scheme. Is this fair to everyone?</p> |
|--------------------|--|

| | |
|--------------------|--|
| Objection 2 | <p>Please note there have been 3 unsuccessful attempts to extend the Parking scheme on this road.</p> |
|--------------------|--|

| | |
|--------------------|---|
| Objection 3 | <p>I am shocked that we are still discussing this despite already having declined this three times. I am aware of the petition but we declined to sign as we do not see a need for the scheme in this road for the following reasons.</p> |
|--------------------|---|

| | |
|-------------------------------------|--|
| | <p>1. We RARELY have anyone parked outside our house and if we do they are not in the way of our drive so do not cause a problem</p> <p>2. Any alleged problem with people parking in this street has only started since the council brought in the parking scheme</p> <p>3. The original problem started due to the council making parking within the city centre and station far more expensive that it should be for people needing to use their car for work. Surely some sort of reduction could be brought in to allow people to park close to their workplace or the station!!</p> <p>4. We already pay council tax and road tax so why now are you expecting us to pay to simply park outside our own house. It seems to be that we are being expected to pay more and receiving less for our money.</p> <p>I am extremely disappointed in the council. You have been told three times that we do not want this scheme yet you are still trying to push this onto us. Clearly this is just another money making scheme on the part of Coventry Council.</p> |
| <p>Objection 4</p> | <p>I'm writing to object to proposed changes to the parking on Benedictine Road, Coventry. The proposed order would extend the Residents Only parking scheme so that it was in effect on the whole of the road.</p> <p>I work for [name]. There are approximately 900 staff currently working in the two buildings, and there isn't enough on-site parking space for everyone. The [name] is unwilling to pay to build additional floors on the existing car park, which leaves workers with the option of parking and walking 10 minutes to work, or paying for parking nearby. Obviously not everyone would be able to afford to pay for private parking, and this is why people are willing to walk the extra distance to work. Benedictine Road is one of the few roads nearby where we can still park without a fee.</p> <p>I live on a road opposite a school, so I understand how frustrating it can be for other people to want to use your road to park on. However, I also accept that I no more own the piece of road outside my house than the parent taking their children to school.</p> <p>Ultimately, that is the real objection by residents on this road. I've been asked to move my car a number of times by residents simply because they wish to park their own car outside their house.</p> <p>I have attached a number of captioned photographs to this email. They show three photos from the part of Benedictine Road that currently has no permit parking restrictions, and three showing the part that already has permit-only parking. The photos show that the parking situation on both halves of the street are practically identical (without captions it would be difficult to tell them apart). The only real difference being that the latter will consist of cars owned by residents.</p> <p>I ask you to please take into account the following parts of my argument</p> <p>1: Giving exclusive parking rights to residents will not make the street safer, but simply result in different cars being parked in the same places.</p> <p>2: There is already insufficient parking available at the [name], and many workers cannot afford to pay for private parking if parking becomes more restricted in the area.</p> <p>3: Residents do not (and should not) have more rights to a piece of road they live near than people who live further away.</p> <p>4: If residents do want guaranteed parking they already have the option of paying the council for a drop curb onto a private driveway.</p> <p>5: If there are positions on Benedictine Road where parking is inappropriate, then applying double-yellow lines to those places would be effective opposed to allowing residents to park there.</p> |
| <p>Support 1</p> | <p>I am very much in favour of the parking scheme. I do hope it comes in this time.</p> |
| <p>Response to objection</p> | <p>Residents' parking schemes are introduced in response to issues raised by residents, or due to a proposed change/ development which may have an effect of increasing on-street parking by non-residents. The support of at least 60% of the households in the potential scheme area is required if a scheme is to be progressed. The petition demonstrated sufficient support, therefore the legal procedure to introduce a TRO for a residents' parking scheme was commenced. The advertisement of the TRO is not a guarantee that a scheme will be implemented as it is subject to the consideration</p> |

of any objections received.

The residents' parking scheme is not suggested as *'another money making scheme on the part of Coventry Council'* as it would not have been proposed to extend the scheme without the request being made from residents. The scheme has been proposed in accordance with policy.

The residents' parking scheme has not been proposed to address safety concerns, it has been posed to addresses parking issues raised by residents.

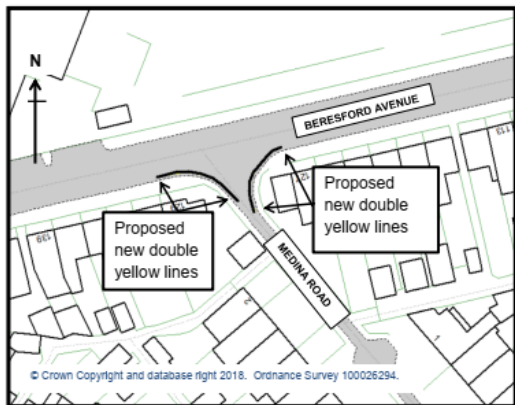
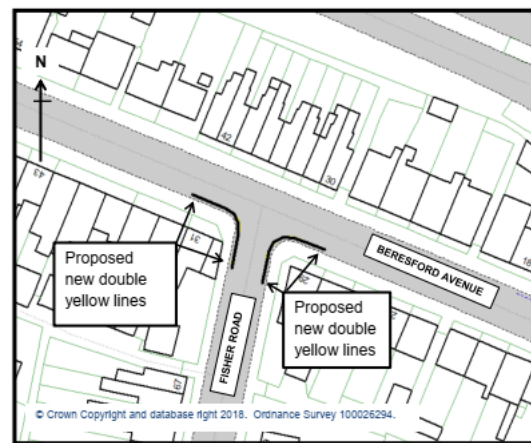
It is not a duty of the City Council to provide on street parking

Recommendation – Install as proposed, due to the volume of support demonstrated by residents who signed the petition.

| | |
|------------------------|--|
| Location (Ward) | Beresford Avenue Area (Foleshill) |
|------------------------|--|

| | |
|-------------------------|---|
| Original Request | Residents have raised concerns about parking in the area, advising that parking is occurring at junctions and on the footway, blocking visibility and making it difficult for drivers to safely exit junctions and for pedestrians to cross the road at the junctions and use the footways. |
|-------------------------|---|


| | |
|-----------------|--|
| Proposal | <p>Double yellow lines (no waiting at any time) proposed at junctions in the area, to improve visibility and access, for both drivers and pedestrians. Junctions where restrictions are proposed are: Beresford Ave/Medina Rd, Beresford Ave/Victory Rd, Churchill Ave /Mansel St, Fisher Rd/Kitchener Road, Fisher Rd/Churchill Ave, Fisher Rd/Beresford Ave, Queen Mary's Rd/Durbar Ave, Queen Marys Rd/Mansel St, Queen Marys Rd/Victory Rd, Ransom Rd/ Mansell St, Victory Rd/Curzon Ave/Ransom Rd, Victory Rd/Churchill Ave.</p> <p>The plans below show only the locations where the proposed double yellow lines have been objected to: Queen Marys Rd/Mansel St (objection 5) Beresford Ave/Fisher Road (objection 6), Beresford Ave/Medina Road (objection 7)</p> |
|-----------------|--|

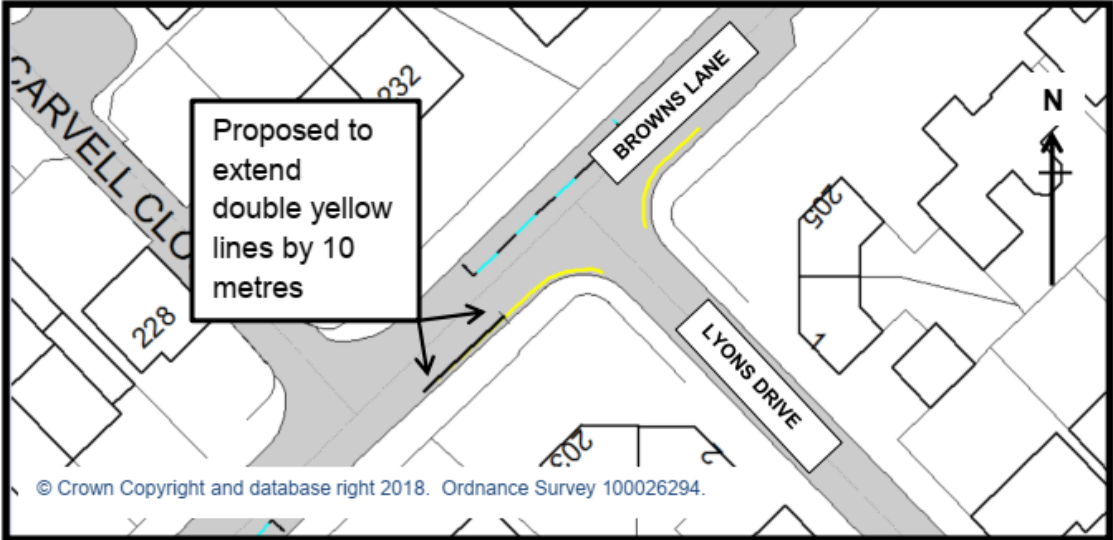


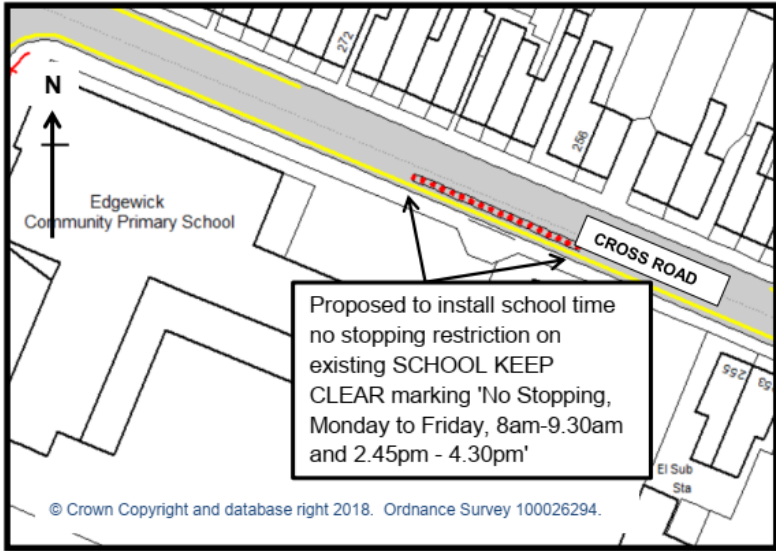
| | |
|------------------|---|
| Objection | The petition is a 53 signature petition, supported by Councillor Kaur which objects to the proposed |
|------------------|---|

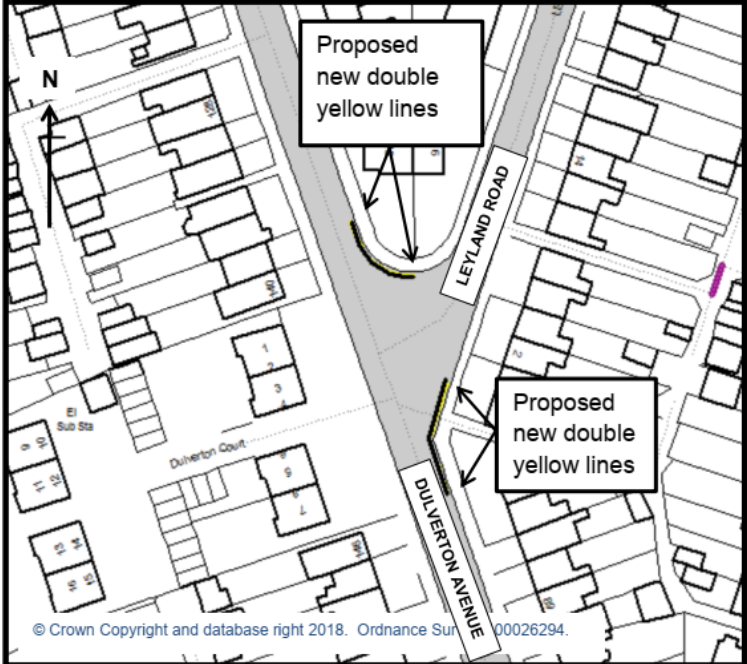
| | |
|---|--|
| <p>5 (53 signature petition)</p> | <p>double yellow lines at the Queen Marys Road /Mansel Street junction. The covering letter with the petition advises</p> <p>As residents of the streets concerned, we reject this proposed restriction. Since the introduction of a similar restriction on the junctions of May street, Ransom road and Queen Marys road; parking has become a major issue in the area. Residents are parking streets away and it is increasingly difficult to find a parking space late evenings. Adding the proposed restrictions on the corner of Mansel Street / Queen Marys road would make matters worse.</p> <p>Residents already have issues trying to find parking in these mentioned streets. At Churchill Avenue you will find vehicles double parked as there is no parking available in the area.</p> <p>Therefore on these grounds, attached is a list of residents apposed to these proposed restrictions and strongly object to the making of the orders as such. There are many other local residents who are also apposed to these plans to install double yellow lines.</p> <p>As a member of this community I have been asked by local residents to communicate with Traffic management and/or local authorities in order to stop the implementation of double yellow lines as proposed.</p> <p>This letter will also be emailed to local councillors so they can intervene and stop these proposed parking restrictions as per the wishes of local residents.</p> |
| <p>Objection 6</p> | <p>Objection to Beresford Ave/Fisher Road proposals. [personal details provided of resident and request that double yellow lines are not installed in front of their property]</p> |
| <p>Objection 7</p> | <p>I with other affected residents wish to lodge an objection to the proposed scheme of double yellow lines on the corners of Beresford Avenue/Medina Road, Coventry. The main points raised include (in no particular order) the following:</p> <ol style="list-style-type: none"> 1. There has been no meeting arranged with residents 2. No official letters were sent by the council (before the letter dated 12/06/19) to affected residents to highlight any issues so as to give residents time to take preventative action themselves and therefore be aware that there is an issue and to see if the issue(s) could be resolved by residents themselves 3. As far as we are aware only 3 residents have received letters; the proposed action will affect many more residents 4. Medina Road residents are not aware of any missed bin collection in the last year. However, there was an instance where a car was left parked on further down Medina Road (where no double yellow line is proposed) and the bin lorry had to return a little later when the car had been moved. 5. We accept that that the Highway Code does state that cars should not park on corners but then should this ruling be applied on all corners? Medina Road is also an extremely wide corner 6. Parking on the corners normally only occurs at night (although rarely) and it is normally by some residents of Medina Road and surrounding streets that do park there 7. The Medina Road corner is approximately 15 meters wide and does not really cause any issues with visibility for traffic 8. Beresford Avenue does not carry much traffic since it is closed at its end and Medina Road is a close and not a thoroughfare; hence traffic movement is very minimal on these two roads. 9. There has been no accident recorded on this corner 10. Residents also feel that this seems like a “blanket” order and that this is not the correct way to proceed since all cases are different 11. It is also felt that if all other measures such as allowing residents to take preventative action to ensure compliance then we should start with less drastic measures such as a single yellow line that only covers the corners with a restricted parking zone (timed i.e. no parking between 8am to 4pm Monday to Friday) 12. This action if it proceeds will devalue properties in the area 13. There will be a knock on effect on parking. The street is also a thoroughfare for Holbrooks Primary school on Beresford Avenue and at peak times (school drop off and pick up) all available spaces are fully utilised. |

| | |
|--|--|
| | <p>14. The plan on the rear of the letter shows the double yellow line location, it is noted that the diagram seems to show that the lines will come past the corner and across the main frontage of the property 129 Beresford Avenue and hence take away a perfectly compliant parking space in front of the actual house; this may be just an issue with the un-scaled drawing?</p> |
| Support 2 | <p>[Beresford Ave/Fisher Rd] Can I also request the same action to be duplicated at the junction of Fisher Road / Churchill Avenue. It is difficult to pull out of Fisher Road and the decision to merge on Churchill Avenue is done 'blindly'. This is more of a priority than the Beresford Avenue / Fisher Road junction.</p> <p>Further a residents parking scheme should be introduced for Beresford Avenue as supporters are parking for long periods of time for fixtures (both football and rugby) for long periods of time</p> |
| Support 3 | <p>I am extremely pleased to learn that action is being taken for the illegal parking in our area and hope that people respect the double yellow line and don't park there. Also I have request to make [personal situation described and request for extension of double yellow lines on Mansel Street]</p> |
| Summary Comment 1 | <p>Restrictions may cause transference of parking which may block access located on Victory road with is rear access to a number of houses, could double yellow lines be installed across gateway?</p> |
| Summary Comment 2 | <p>Whilst agreeing something needs to be don't urgently, are there not rules already applying to parking away from junctions? What means are proposed to alleviate the problem, at present cars and large vans often park across dropped kerbs, when park in both directions Beresford Ave/Fisher Rd, completely block the footpath, hardly room for pedestrians to cross, hopeless for wheelchairs. How will the restrictions be enforced? Some existing lines require maintenance.</p> |
| Response to objections and comments | <p>The proposals for double yellow lines for junction protection were in direct response to issues raised by residents regarding parking at and on junctions which is affecting driver visibility and the ability for pedestrians to cross the road at the junctions due to parked cars. The length of double yellow lines was proposed in accordance with the advice from the Highway Code regarding 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'</p> <p>As a junction should not be parked on, we would not propose a restriction that was less than 24 hours, as it would in effect be stating that it was acceptable to park at that location outside of the times the restriction operates.</p> <p>It is appreciated that parking is difficult in the area, but it is not a duty of the City Council to provide on street parking and safety concerns have been raised regarding where parking is taking place.</p> <p>Residents are consulted as part of the TRO process, including writing to directly affected residents. For junction protection schemes consultation is not undertaken in advance of the commencement of this process.</p> <p>In regard to the request for double yellow lines at Fisher Road/Churchill Avenue, these have also been proposed as part of this review and no objections have been received.</p> <p>Double yellow lines would not be proposed to protect a single access. However, as the highlighted access on Victory Road serves several properties an access protection marking will be installed</p> <p>Enforcement of any restrictions will be undertaken by the Council's Civil Enforcement Officers.</p> <p>Maintenance of the lining for the existing restrictions will be undertaken.</p> <p>Recommendation – Install the restrictions as advertised.</p> |

| | |
|------------------------------|--|
| Location (Ward) | Broomfield Road (Whoberley) |
| Original Request | Residents have raised concerns about the length of double yellow lines in the area and problems with finding on street parking spaces, mainly due to numbers of parked cars. |
| Proposal | <p>Proposed removal of approx. 24m of double yellow lines (no waiting at any time) at northern end of road (Earlsdon Ave North end) to increase on street parking provision. Traffic surveys were undertaken due to the proximity of the location to traffic signals to determine if the removal of any length of double yellow lines was possible.</p>  |
| Objection 8 | <p>Would it be possible to make a slight amendment for these changes in that by the alleyway between [house numbers] there is some form of “Keep Clear” or retain the lines for the width of the alleyway (approximately 1.5 Meters). My main reason for asking this is I use a motorbike to commute to work and I use this alleyway to park the bike in the rear garden, If the current double yellow lines are removed then there is the possibility that the alleyway would be blocked by cars parking directly in front of it making it impossible to use the alleyway to park the bike in the rear garden.</p> <p>As you may appreciate, leaving a motorbike on the road is very insecure and due to the incline / camber of the road it also makes very unstable as the bike would need to be parked at an angle pointing into the road which also could be a hazard for cars driving down from Earlsdon Avenue North as the reflectors on the bike would not show up during the nights</p> |
| Response to objection | <p>The extent of the removal of the double yellow lines was proposed after traffic surveys were undertaken so that parked vehicles should not affect the traffic signals. The proposals if implemented would result in the removal of the restriction in front of the alleyway as referred to and it is likely that this will result in a vehicle parking in this area making it difficult to manoeuvre a bike out of the entry, which is the concern of the objector.</p> <p>Unfortunately, we would not be able to install a keep clear as requested as it would not be the correct use of the marking nor would a small section of double yellow lines be retained. The options to address the issue would be either to have a dropped kerb installed as a vehicle should not parked across a dropped kerb, it would be creating an obstruction, or to remove a lesser extent of double yellow lines so the double yellow lines continue to extend from the junction up to and across where the entry is located. The second option would result in a removal of 10m of double yellow lines, rather than 24m increasing parking by only 2 spaces.</p> <p>Recommendation – Install restrictions as advertised, as this provides more on street parking.</p> |

| | |
|------------------------------|---|
| Location (Ward) | Browns Lane (Bablake) |
| Original Request | Request to extend existing double yellow lines at the junction with Lyons Drive due to parked cars creating visibility issues for drivers trying to exit Lyons Drive. |
| Proposal | <p>Proposed to extend the existing double yellow lines on the western side of the junction with Lyons Drive by approximately 10 metres.</p>  |
| Objection 9 | <p>I object to the proposal to extend the double yellow lines at the above location. The proposal would cause both myself and my neighbours inconvenience.</p> <p>I park in this location because I do not have parking directly outside of my own home. This is because of the yellow lined bus stop that traverses both 230 and 232 Browns Lane. There is no parking place between these houses and Carvell Close to the South West. Parking to the North East of these house would impact the speed reduction pinch point installed by the City Council in the recent past.</p> <p>The established junction of Browns Lane/Lyons Drive already has yellow lines that are sufficient to meet regulations and do not cause a dangerous impediment to the line of sight for traffic emerging from this junction.</p> <p>Purchasers of these recently built houses fronting Browns Lane knew full well that they were purchasing on a road junction before their purchase. They should not seek to impose an inconvenience on longer established residents. Furthermore, there is no direct access to the footpath from their own frontages because of landscaping conditions imposed as a condition of planning permission for the whole Lyons Drive Estate.</p> <p>I fail to see what benefit the proposal to extend the existing yellow lines would bring, other than the visual benefit of not seeing parked cars from their windows. In my view the proposal has no merit and I urge you to reject the request.</p> |
| Response to objection | <p>The double yellow lines were proposed in response to concerns raised regarding visibility when drivers were exiting Lyons Drive on to Browns Lane. An Officer visited the site to observe the situation and to undertake this manoeuvre. A vehicle was parked at this location during the site visit and impacted on visibility, making it difficult when exiting, therefore it was proposed to extend the existing double yellow lines provided for junction protection for safety reasons.</p> <p>It is not a duty of the City Council to provide on street parking.</p> <p>Recommendation – Install the restriction as advertised,</p> |

| | |
|-------------------------------|--|
| Location (Ward) | Cross Road (Foleshill) |
| Original Request | Officers have recently reviewed the existing School Keep Clear markings in the city and are currently implementing a programme to improve safety around schools by introducing new markings/installing school time no stopping restrictions on existing markings where there is currently no TRO. The proposals are to try to address school gate parking issues and concerns. |
| Proposal | <p>Installation of school time no stopping restriction (No Stopping, Monday to Friday, 8am-9.30am and 2.45pm - 4.30pm) on existing School Keep Clear marking.</p>  <p>© Crown Copyright and database right 2018. Ordnance Survey 100026294.</p> |
| Objection 10 | I'm not happy with the proposed no stopping restriction that you are going to put on cross road, we as resident already have a big problem parking outside our own homes and now you want to put parking restrictions in place, this is out of order, the parents who come and pick there kids up from that school cause a number of problem parking where ever they like no consideration for us residents. The school is the problem. I hope this no stopping restriction is on the side of the school and not on the side where people live and all we want to do is come home and park our cars outside our homes. Why haven't we been given resident parking only and permits. The parents of that school don't care where they park . This is so unfair. |
| Response to objections | <p>The proposed restriction does not further reduce any available on street parking. The no stopping restriction is proposed to be installed on the existing School Keep Clear marking directly outside one of the school gates. In addition to the School Keep Clear marking, there are existing double yellow lines (no waiting at any time) therefore the area should not currently be parked upon. The proposal is to further reinforce the restrictions and prevent drivers stopping in this area and using the School Keep Clear as a pick up and drop off point</p> <p>Recommendation – Install restriction as advertised</p> |

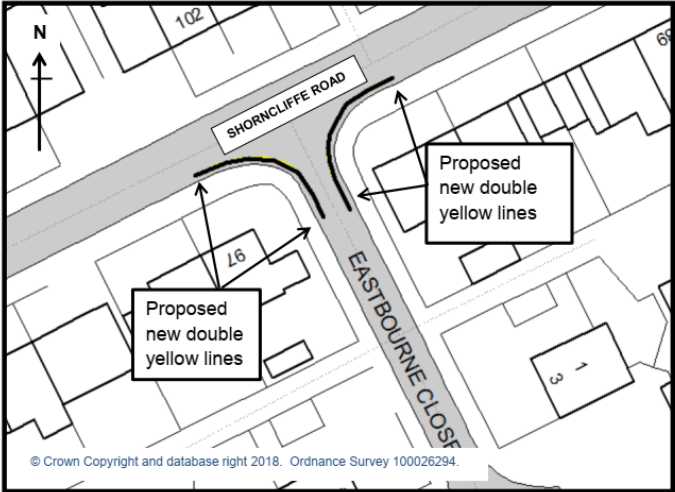
| | |
|------------------------------|--|
| Location (Ward) | Dulverton Avenue/ Leyland Road (Sherbourne) |
| Original Request | Resident concerns regarding vehicles parking on the corners of the junction |
| Proposal | <p>Double yellow lines (no waiting at any time) proposed for junction protection.</p>  |
| Objection 11 | <p>Basis of objection = as shown on attached plan (I've only shown issue on one side, but the principle applies to both sides): increase in visibility will only be 10 - 15m each side of junction with a loss of parking of 4 or 5 cars either side of junction (8 - 10 spaces total). Net gain in visibility is minimal at the expense of significant much needed parking. This must be weighed against the accident record of the junction - which from observation, I understand to be low. Hence, the proposed double yellow lining will cause residents much inconvenience with the loss of significant parking and will only provide minimal increase in junction visibility. Can this really be justified with the junctions accident record ?</p> |
| Objection 12 | <p>Would a junction halt line not give motorists much more time to consider their position at the junction. [Description relating to length of times live in area and no evidence of accidents at the junction]. Double yellow lines will impact heavily on at least seven parking spaces causing inconvenience. [Query regarding effect of double yellow lines outside a property on resale value]</p> |
| Objection 13 | <p>I live at XX and the proposed restriction takes away parking spaces used by me and my family and people living in the area. Every evening there are no spaces available and the restrictions will make things impossible. I have lived here for nearly [long length of time] and have never seen an accident or anyone have a problem at this junction. It is a big area with good visibility in all direction. It might help if white lines marking the junction could be paint like they have done at the junction Dulverton ave /Cranford This is same layout of junction. This would ensure vehicles are in the best position to see in all directions even when cars are parked</p> |
| Response to objection | <p>The proposal was made in response to concerns relating to parking at the junction. The length of double yellow lines proposed is in accordance with the advice from the Highway Code regarding 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. In addition, it is It is not a duty</p> |

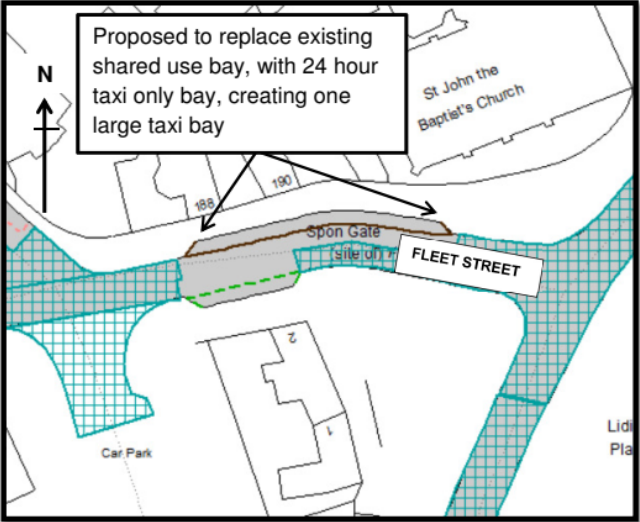
of the City Council to provide on street parking.

However, the junction of Dulverton Avenue/Leyland Road does not have the typical layout of a side road junction, the entrance into Leyland Road is very wide and drivers have more 'space' where they can position their vehicle when entering and exiting the road.

In considering the objections received, the layout of the road, and that the police have the necessary powers to take enforcement action if a vehicle is parked in a dangerous or obstructive manner without the need for waiting restrictions, it is proposed that give way markings are installed at the junction, with a centreline assisting drivers with their positioning, the proposed double yellow lines are not installed and the situation is monitored.


Recommendation – Do not install the proposed double yellow lines, install give way markings at the junction and monitor. If safety concerns are raised the proposed double yellow lines will be advertised again, in the meantime the police have the necessary powers to undertake enforcement if they consider dangerous or obstructive parking is occurring.

| | |
|-------------------------------|---|
| Location (Ward) | Eastbourne Close/Shorncliffe Road (Sherbourne) |
| Original Request | Residents concerns raised regarding access issues, especially for waste services and Ring & Ride services due to parking at junction. |
| Proposal | <p>Double yellow lines (no waiting at any time) proposed for junction protection</p>  |
| Objection 14 | <p>The proposed yellow lines would be outside our house. With [describes personal circumstances] we would find this a real inconvenience. One of the reasons we bought the house [no. of years] was due to the good parking outside the house. A drive would be very hard to do[reasons]</p> <p>We have never seen an accident or near miss so can not think this is the reason for the double yellow lines.</p> <p>I do not oppose the yellow lines on Eastbourne Close, I just feel they do not need to be at the front of our house. We are happy for it to be at the side, on Eastbourne Close.</p> |
| Objection 15 | <p>We would object to this as we have [describes personal circumstances] and not having my car outside the house would be very inconsiderate. I have no problem with the lines being on the corner as this is for safety but outside my house is excessive and not needed.</p> <p>Outside my house is not causing a problem to Eastbourne close so please be considerate when completing the lines so they do not cover outside the front of my house. Up to our path would be acceptable</p> |
| Response to objections | <p>The proposal was made in response to concerns relating to parking at the junction and the effect on access. The length of double yellow lines proposed is in accordance with the advice from the Highway Code regarding 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. In addition, it also assists with vehicles positioning to turn into the junction.</p> <p>It is not a duty of the City Council to provide on street parking.</p> <p>In response to the objections the proposed length of double yellow lines has been reviewed. It is considered possible to reduce the proposed length of the double yellow lines on Shorncliffe Road by approx. 1m on one side of the junction and 1.5m on the other. This would result in a space of approximately 5 metres (car length) remaining outside both corner houses, starting at the boundary with their neighbour. A driver parking on street must not park in a dangerous or obstructive manner and road space outside a property is not reserved for the householder.</p> <p>Recommendation – Install a shorter length of double yellow lines than originally advertised on Shorncliffe Road. Commencing 5 metres from the boundary of the corner houses and the neighbouring property.</p> |

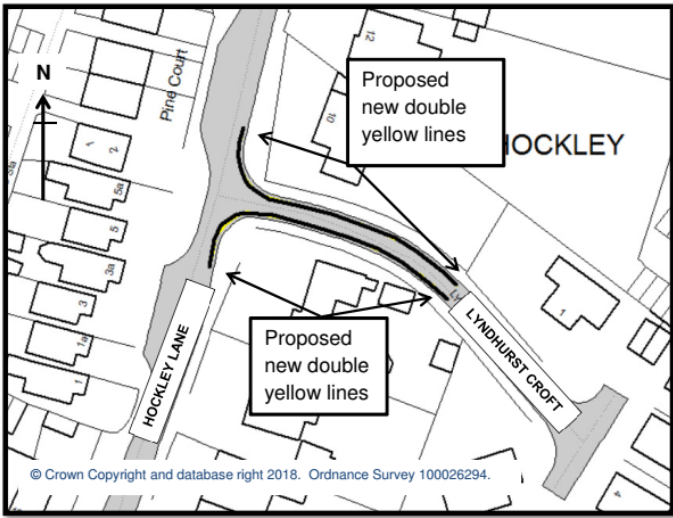
| | |
|-------------------------------|---|
| Location (Ward) | Fleet Street (St Michaels) |
| Original Request | Issues raised regarding the parking restrictions that are in operation outside 188 to St John the Baptist Church, as multiple restrictions are in operation. In addition, requests have been made for additional taxi parking. |
| Proposal | <p>To simplify the existing restriction which consists of a shared use pay & display bay/evening taxi bay and a 24 hour taxi rank and make the whole bay a 24 hour taxi rank forming a feeder rank to the existing taxi rank on Queen Victoria Road</p>  <p>© Crown Copyright and database right 2018. Ordnance Survey 100026294.</p> |
| Objection 16 | <p>From the diagram I am assuming the area you are referring to is opposite 190 Spon Street. Please can you confirm this as your letter refers to Fleet Street. Assuming I am correct I must firstly ask why the Council feel it is necessary to create this taxi rank in Spon Street. As I am sure you are aware the parking on the opposite side of the street becomes taxi parking only after 6pm. This will immediately limit parking for customers/visitors to Spon Street. This will in effect make the beginning of Fleet Street & Spon Street taxi parking only after 6pm. With the closure of Spon Street at the junction of Lower Holyhead Road later in the evening it means the only parking for people visiting the eating places further up the street to the small car park & Lower Holyhead Road. These 2 areas are already overflowing with cars in the evening so your proposal is adding to the chaos that ensues after 6pm in this area.</p> <p>As a retailer [] Spon Street my customers rely on street parking to visit my shop. We are already struggling with footfall in this area, mainly due to the anti-social behaviour we have to tolerate, now you are proposing to take away one of the benefits my customers can take advantage of when shopping with me.</p> <p>You are also expecting the street to put up with taxi engines continually running spewing out toxic fumes.</p> <p>It is recognised that as a city we have an excess of taxis. I'm guessing that this proposal is in an attempt to move the taxis that park on the pavement outside The Town Crier and in the loading bay of Ikea. Why not find somewhere that is not going to disrupt the economy of Spon Street any further.</p> <p>There are numerous free parking permits for the beginning of Spon Street/Fleet Street which already limit the amount of space available for customers/visitors. This proposal will reduce availability and on some days reduce it to nil! Incidentally, I do not bring a vehicle into Spon Street, my workplace, so my objections are not personal parking reasons.</p> |
| Response to objections | The proposal is to assist to simplify the waiting restrictions in the area. The proposal removes the section of shared use bay, which includes daytime pay & display parking for 4 cars and makes one large taxi rank which would form a feeder rank to the taxi rank located on Queen Victoria Road (outside New Look). The parking bay on the opposite side of Fleet Street |

would remain a Pay & Display bay, Pay and Display parking is also available on the nearby Lower Holyhead Road and there is the car park opposite the junction. The area outside the Town Crier would remain a disabled parking bay. The proposals do not make any changes to the existing evening parking arrangements.

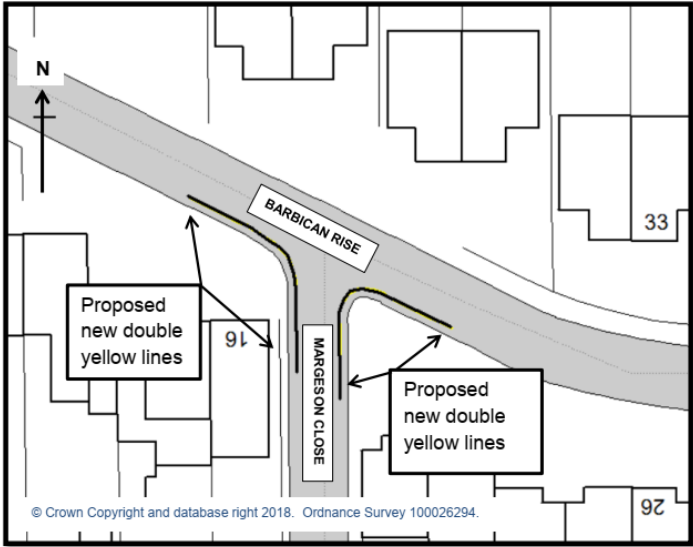
Recommendation – Install restrictions as advertised.


| | |
|-------------------------|--|
| Location (Ward) | Gaveston Road/Westhill Road area (Radford/Sherbourne) |
| Original Request | 122 signature petition, supported by Councillor Williams, requesting measures to address parking issues on Hollyfast Road, Westhill Road and Gaveston Road, relating to sporting activities on Bablake School playing fields |
| Proposal | <p>Double yellow lines (no waiting at any time) proposed for junction protection at Westhill Road, Hollyfast Road / Westhill Road, Gaveston Road / Woodclose Avenue, Gaveston Road / Welgarth Avenue.</p>  <p>The proposal consists of three maps showing the locations of proposed double yellow lines. The first map shows the junction of Westhill Road and Hollyfast Road, with labels for 'Proposed new double yellow lines' and 'Proposed to extend double yellow lines by 7.5 metres'. The second map shows the junction of Gaveston Road and Welgarth Avenue, with labels for 'Proposed new double yellow lines' and 'Proposed new double yellow lines'. The third map shows the junction of Gaveston Road and Woodclose Avenue, with labels for 'Proposed new double yellow lines' and 'Proposed new double yellow lines'. Each map includes a north arrow and a copyright notice: '© Crown Copyright and database right 2018. Ordnance Survey 100026294.'</p> |
| Objection 17 | <p>[]the proposal to extend the double yellow lines on Westhill rd, it is claimed that this is in response to a petition raised by residents raising concern about parking. As a resident who lives very close to this junction and will be affected by this more than most, and this is the first I have heard about these concerns I would like to know where I can view this "petition". I am pretty sure that my immediate neighbour who will be also affected even more than me has not raised any concerns, so I would be greatly interested what these concerns are.</p> <p>As far as I am aware and having lived here for over [large no of years] no one has ever complained of the constant problems caused by people randomly parking in great numbers in this area when attending the school sports events at the Bablake playing</p> |

| | |
|------------------------------|---|
| | fields, or by people attending events at Christ the King church, neither of which has sufficient on-site parking to cater for their requirements. So I am very interested as to what these sudden concerns are and suspect that they may be in connection with the proposal to build a new bowls facility in Gaveston rd which seems to have caused great consternation to some of the locals who would like this development stopped. |
| Objection 18 | This petition from residents, has not come to me. We had a problem a few months ago with Bablake school having a event, which caused a issue with parking on that day only . But this has not occurred again, I feel the chap who sent the photos to yourself has took the petition to his local church to get signatures. I would if it is possible to ask you to monitor this situation as the problem is not a everyday thing. |
| Response to objection | <p>The proposals were in response to the concerns raised in a petition, supported by a Ward Councillor, the petition was addressed through the petition scheme in accordance with the Petitions Procedure Rules.</p> <p>The introduction of double yellow lines for junction protection were 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'.</p> <p>An extension of approx. 7.5 metres to the existing double yellow lines on Westhill Road at the junction with Gaveston Road was proposed as the officer investigating the issues considered this would improve safety, as cars parked on the verge at this location restricted visibility</p> <p>Recommendation – Install restrictions as advertised.</p> |

| | |
|-------------------------|--|
| Location (Ward) | Lyndhurst Croft (Woodlands) |
| Original Request | Concerns raised by residents, supported by Ward Councillors, about access for Lyndhurst Croft due to parked vehicles |
| Proposal | <p>Double yellow lines (no waiting at any time) proposed for junction protection, extending approximately 40 metres into Lyndhurst Croft.</p>  |
| Objection 19 | <p>I have circulated the proposals to all residents in the Croft and will now attempt to set out the responses.</p> <p>I must emphasise that the feeling I get is that there is a real concern for safety at the junction in particular that it is used extensively by school children during term time. It is well used by other pedestrians, joggers and persons heading to and from Bannerbrook shopping area. Refuse vehicles need safe access as would emergency service vehicles.</p> <p>The Proposed No Waiting Zone. Firstly, the proposed double no waiting lines extending into</p> |

| | |
|------------------------|---|
| | <p>the junction would, if enforced, reduce the problem parking near to the junction and thereby would also reduce the hazards at the junction and therefore enhance safety. There is a general agreement that this would be a start to alleviating difficulties. On the down side of that is the concern that vehicles would then park near to the residences in the Croft and also may create further difficulties because of less space being available to park. It may create additional noise.</p> <p>Restricted Vision up Hockley Lane. The view up Hockley Lane towards Meriden would not be improved by just having the No Waiting area in the Croft. Vehicles are sometimes parked on a broad pavement outside No 10 Hockley Lane and when this happens, vision is restricted for drivers leaving the Croft, particularly in vehicles where the drivers' seat is lower. I have timed one incident where an obscured vehicle in Hockley Lane reached the centre of the junction in four seconds. At our site meeting, it was indicated that marking would be put in place but we are not aware of what they will be. Additionally, there is a hedge at the front of No 12 Hockley Lane that protrudes into the line of vision. We understood that its ownership was to be investigated but to date we have not been advised of the outcome.</p> <p>Pavement Parking. There seems to be a reluctance to reduce pavement parking with its attendant obstructions. I am aware that electricity cable, telephone cables and our main water supply runs under one of the pavements. The pavements are not reinforced as are the roads and if the ease of access that Virgin Media experienced when cable laying under pavements recently, then the pavements will start to decay and may lead to damage of underground services unless action is taken.</p> <p>Other suggestions from resident are:-</p> <ul style="list-style-type: none"> • Double yellow lines throughout the Croft. It is recognised that the parking restrictions would apply to all, including residents and visitors. • The introduction of Resident Parking Zone with facilities for the purchase of additional permits for visitors. I believe that this would normally be one per household. • No restriction on parking beyond proposed No Waiting Zone. This may encourage displacement parking • From the end of the proposed No Waiting area through remainder of the Croft, would it be possible to have a No Waiting zone between, for example, 10pm to 8am? This recognises that the Croft is a public thoroughfare but may go some way to reduce overnight and displacement parking. |
| <p>Response</p> | <p>The proposed double yellow lines extend for 10 metres each side of the junction on Hockley Lane (from the projected kerb line), this length was proposed as it is in accordance with the advice from the Highway Code regarding 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. The length the double yellow lines extend into Lyndhurst Croft was proposed in response to the concerns raised at the site meeting.</p> <p>There is the potential with the introduction of any new waiting restrictions that there may be transference of parking into other areas where no restrictions are present.</p> <p>It is not possible, as part of the current review, to extend the proposed restrictions to cover the whole of Lyndhurst Croft as this would be a substantial change and it would therefore be necessary to undertake the legal process again, including advertising the proposal and a 21 day objection period.</p> <p>A residents parking scheme would not be proposed in this location as the properties have off street parking and there is no attractor in the area.</p> <p>Recommendation – Install restrictions as advertised, monitor to see if transference of parking occurs and if this occurs consider extending the double yellow lines to cover the whole length of Lyndhurst Croft.</p> |

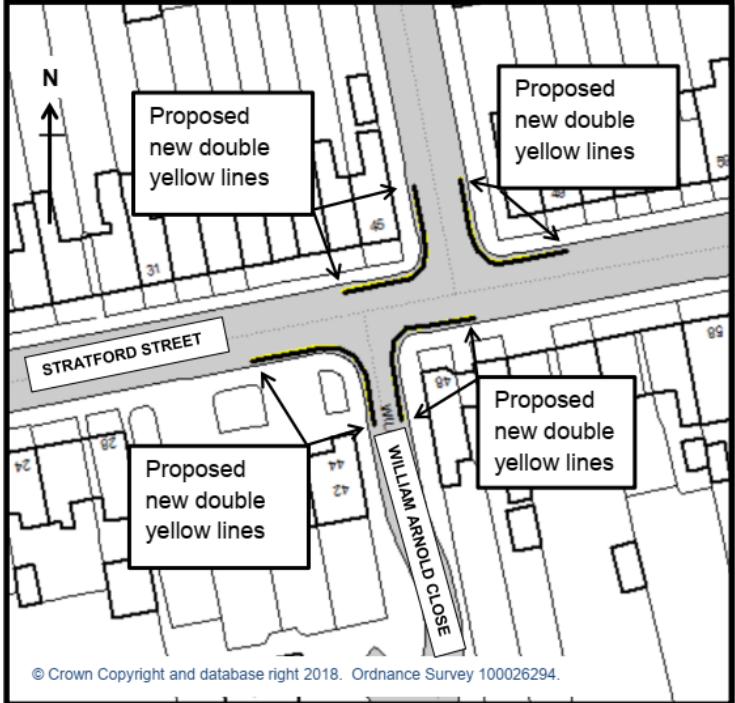
| | |
|--|--|
| Location (Ward) | Margeson Close/Barbican Rise (Wyken) |
| Original Request | Requested by resident due to concerns about vehicles parked on the corners of Margeson Close restricting access and preventing waste collection |
| Proposal | <p>Double yellow lines (no waiting at any time) proposed for junction protection</p>  |
| Objection 20 (supported by Ward Councillor) | <p>We have been residents at XX Barbican Rise for over [large no. of years], and therefore know the situation with the parking and how cars and lorries are able to manoeuvre back out the cul de sac via this junction.</p> <p>We currently park on the barbican rise side of this proposed restriction and there as been very little problems for cars, dustbin lorries, large delivery trucks navigating and parking on our road during this period of time until recently.</p> <p>This has been caused by [describes parking by another resident] Because of these cars constantly parked on the opposite side, vehicles and the dustbin lorries are unable to reverse out, not because of the where the proposed restrictions (we have been parking there for [long time] without a problem) but because of the vehicles parked on the opposite side.</p> <p>[Describes personal parking arrangements] Your proposed restrictions will not solve any problems because that is not the area that is effecting vehicles. It needs to be on the other side so vehicles are able to reverse out easily without all the cars parked there. I do not see why we should have to have parking restrictions applied [] which actually is not going to solve any problems. It is actually the opposite side which I have marked on my picture (please find attached) as reference, is the problem, and [refers to operation of a business]</p> <p>I am not objecting this proposed restrictions because I will be loosing my car park space, but for the reasons of the proposed restrictions actually do not solve any issues, it is actually the opposite side that needs it, so all vehicles from large to small are able to reverse out.</p> |
| Comment 3 | Considers double yellow lines also need to be put opposite the junction with Margeson Close as there are regularly cars parked there which makes it difficult for people coming out of the close |
| Response to objection | <p>The proposal was made in response to concerns relating to parking at the junction and the effect on access. The length of double yellow lines proposed is in accordance with the advice from the Highway Code regarding 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'. To assist with vehicles positioning to turn into the junction.</p> <p>It is not proposed to reduce the restriction in this area.</p> <p>Recommendation – Install restrictions as advertised</p> |

| | |
|-------------------------|---|
| Location (Ward) | Station Avenue (Westwood) |
| Original Request | Resident, support by Ward Councillor, raised safety concerns regarding access and visibility due to parking on Station Avenue |
| Proposal | <p>Double yellow lines (no waiting at any time) on east side of road. From bus stop lay-by to existing double yellow lines opposite Rex Close</p>  |
| Objections 21-28 | <p>Due to the number of objections that have been received (12) with similar reasons, the objections have been grouped together highlighting the main reasons for objecting to the proposal</p> <p>I am pleased that there is a proposal to install double yellow lines in Station Avenue in response to safety and access concerns raised by residents. My concern is that six houses on the even side are not to be included in this plan so safety and access will remain a problem for these residents</p> <p>I don't understand why all residents on both sides of the street do not have equal rights? I live in a row of 7 houses on the even numbered side of the street who will be seriously compromised with even more safety and access concerns than present</p> <p>Please explain to me why we on the even side of the street have been excluded from this Order? It is already difficult, and sometimes dangerous for me to access and exit my home due to people obstructing my driveway. Also we are now frequently having cars parked on the pavement all day by people using Tile Hill Railway Station. Pedestrians are also unsafe at times due to the obstruction of vehicles.</p> <p>[Restriction] affixed to one side of Station Avenue only, and quite frankly I am appalled</p> <p>Since the Tile Hill Station railway road was built, it seems that everyone uses this route as a quick way to by-pass the A45 into either Coventry or Birmingham. Morning and evening times Station Avenue becomes a motorway.</p> |

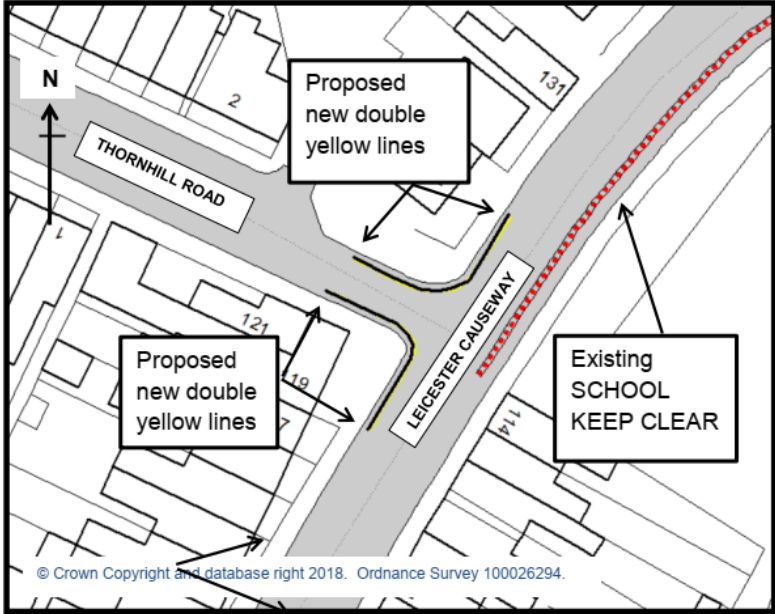
| | |
|--------------------------------|---|
| | <p>The centre of Coventry has had extensive modifications to its traffic structure over the last six years, driven by the concept of shared spaces, and generally they have worked quite well. I suggest that the notions used could be applied here to retain the character of the 'village' which is actually quite nice.</p> <p>The local shopping street is one of the very few convenient and welcoming experiences in Coventry. It forms a significant part of the character of the area and makes Station Avenue a pleasant place to live.</p> <p>There is the issue of daily long-term parking for commuters who leave via the railway station. They park outside private houses and some local residents have responded by parking on the street instead of their drives out of anger and desperation. This issue could be addressed in other ways. It is not easy but settling disputes between selfish people never is. There are ways to do it and the community would gain much from solving this problem instead of turning their road into a race track by painting it with yellow lines.</p> <p>This is a group objection from residents of Rex Close, (9 households listed) Our objections are as follows -</p> <ol style="list-style-type: none"> 1. The plan does not address the problem of the traffic congestion or why the upsurge in the parking on Station Ave has happened, it simply moves the problem of parking to the even numbers of Station Ave and Rex Close, causing safety and access concerns. 2. Enforcement of the proposal. We are well aware of the abuse of cars on the double yellow lines recently installed in Rex Close -access to the close has been denied due to such parking on several occasions in the last year. 3. This proposal restricts even further access to local shops - the chip shop on Station Ave reports a drastic fall in customers, and the hair salon two doors down is now only open three days a week. There are further stories too numerous to place here. If these facilities close, are we as council tax payers going to see a cut in the local monthly rate? <p>The restriction of parking in the Bell Pub grounds, people working at the packaging plant on the old Peugeot site leaving their cars on Station Ave and Rex Close all day, railway passengers facing restricted parking at Tile Hill Station, and last and certainly not least - the doctors surgery, which is always the elephant in the room when rogue parking on Station Ave and Rex Close is discussed.</p> |
| <p>Objections 29-32</p> | <p>We [Federation of Small Businesses] would like to respond on behalf of the small businesses and our members that could potentially be impacted by this [proposal]. We understand that this is a response to safety concerns and access issues raised by local residents. While visibility and road safety are of paramount importance we would like to raise awareness of the potential impact that the introduction of the parking measures could have on the number of local small businesses that operate on this road. We understand there are around five local small businesses, employing a number of people that could be affected by these proposals which could result in reduced footfall and lack of access.</p> <p>One of these businesses Tile Hill Footcare, is the longest established podiatry practice in Coventry having been in operation for over 30 years. During this time it has built up a local client base and has overseen an increased in demand, with the business now open for appointments five days a week. The business provides a vital health service for local residents, many of whom will be elderly or have mobility issues, and therefore would benefit from close access to the business when attending their appointments. Client appointments generally last between 30 minutes to 1 hour. There is concern that installing double yellow lines and therefore restricting access, could be damaging to the local businesses and in the case of this particular business result in many of these clients elsewhere across the City, therefore increasing travel distances.</p> <p>We also believe that a review of time restrictions of existing on-street parking, rather than the introduction of double yellow lines would also be effective for the local businesses.</p> |

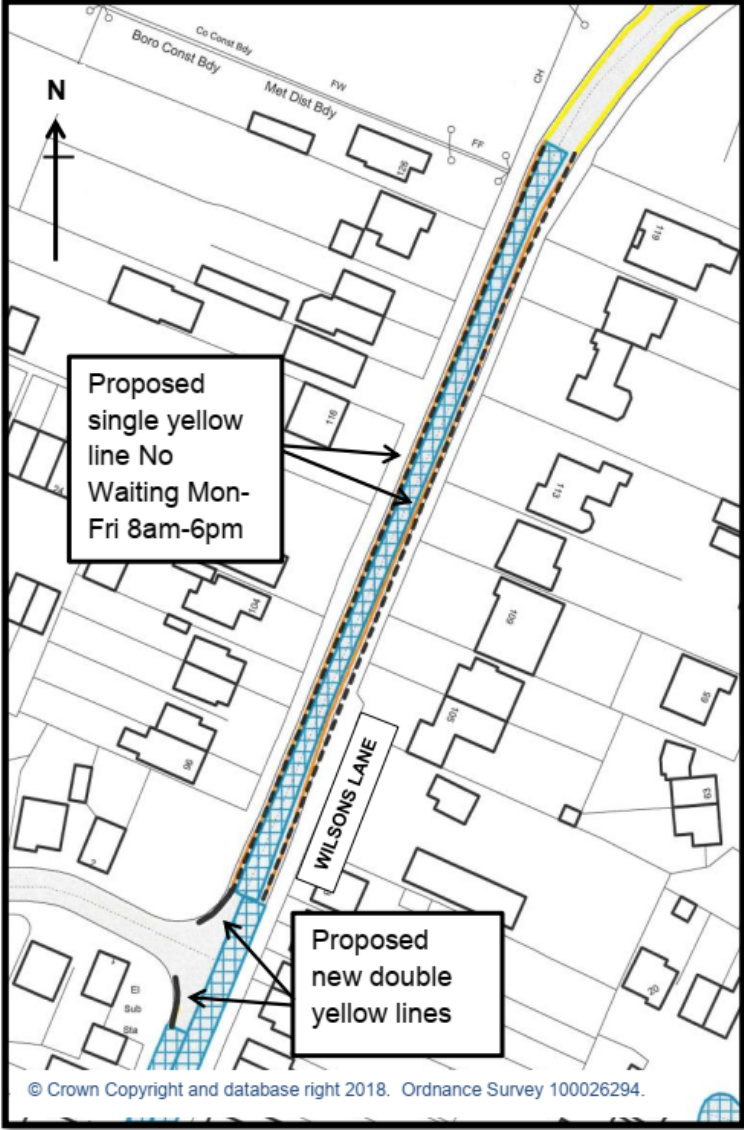
| | |
|-------------------------|--|
| | <p>For example, provision of a limited number of spaces with time restrictions of 1 hour may be sufficient for consumers and clients of the local businesses impacted. This will help encourage and provide sufficient flexibility for shoppers who visit these businesses to 'pop-in and out'</p> <p>We're disappointed to here the news of double yellow lines as we feel this will actually cause even more damage to not only our business but the businesses around us. Ever since the car park at the Bell Inn has been changed to a pay and display it has hit our business hard and we have lost a lot of trade due to our customers now not having somewhere to park. Because of the car park having changed to a pay and display it does mean that more people are parking their cars on the road either side and leaving them there for the day - clearly to walk down to the train station.</p> <p>What we wanted to request from the council was a lay-by at the front of the row of shops on station avenue. The businesses start from the chemist (Mistry pharmacy) to the chiropodist (Tile hill footcare & podiatry). With a lay-by installed it would give customers for all of the businesses a place to park. We feel this would benefit us greatly.</p> <p>I appreciate the need for some form of waiting restrictions along Station Avenue on the grounds of safety and allowing residents access to their houses. However, the main consequence will be that residents and commuters (a number of whom leave cars parked all day on the road) will now instead leave their cars on the even numbered side, severely blocking access to the business This will mean, in simple terms that eventually all our trade will be affected badly and long term established businesses may have to close.</p> <p>A problem which i, and the other businesses will now face is a reduction in the number of available spaces for customers . As you may be aware some commuters for the station leave their cars all day along station avenue, and block the free flow for visiting customers to park closely to the five businesses located there</p> <p>This is clearly a more complex scenario than perhaps initially perceived and we would welcome further discussion to bring about a compromise.</p> <p>This plan could close my business as myself, staff and clients have no where to park! If a fee was put onto the parking at Tile hill station, we would not have so many cars parked on Station Avenue! Is there anything that can be done to help a small business like mine?</p> <p>One other suggestion I would like to add is the idea of creating a small layby/ pull in for a strict limited waiting period. It could stretch from outside my premises (on the even numbered side) up to the beginning of, or end of the Bell Pub car park. This would make it safer for all customers and visitors to the shops and allow more road width for passing traffic.</p> |
| <p>Support 4</p> | <p>I live on Station Avenue and support the need for double yellow lines. Councillors Marcus Lapsa and Tim Mayer are also in support.</p> <p>Safety is the main issue, families are unable to see at all pulling out of their driveways, and are allot of the time unable to get on their own driveways, this is increased due to the Bell Inn now being a pay and display car park and its patrons are now parking on the road along train commuters. Pedestrians are regularly made to walk on the road due to parking on the pavement.</p> <p>The residents association has published that if the road is not congested it will increase traffic speed – I would suggest that this will increase pollution even more in rush hour periods (when Eastern green, Cromwell lane, Red Lane and Westwood Heath developments are complete) Speed bumps along Station Avenue could be a solution to this in the future?</p> |

| | |
|-------------------------------------|--|
| | <p>Businesses – all have parking but maybe it would be better off if there was a 1 hour wait parking on the opposite side of the road (outside the Bell Inn)? At the moment train commuters and pub patrons all park there for long periods of time, this stops customer using local shops. We want to support the local businesses but we also want to be safe. Homes further down the road have expressed worries that car will park outside their homes whilst I (more than anyone) can understand their worries, the 1 hour parking should alleviate that, and I would suggest they can apply for double yellows.</p> <p>Future proof the road – Eastern Green, Cromwell Lane, Red Lane and Westwood Heath have very large developments in the pipeline– we are in the middle of a thorough fare that is already very busy at peak times this will increase substantially we need to make sure that everyone is safe.</p> |
| <p>Response to objection</p> | <p>There are a number of competing demands for either the provision of parking or the removal of parking on Station Avenue and the proposal was made to try to balance the competing demands of residents and businesses.</p> <p>The responses received from the residents on the western (even numbered) side of the road are requesting the introduction of double yellows and the businesses on the same side of the road are requesting the introduction of time limited parking and the creation of a layby.</p> <p>The available road space is limited and the provision of parking bays would potentially cause congestion on the road. The installation of a layby would require that adequate footway width remains for pedestrians. Funding also has to be considered and there is not sufficient budget allocated for waiting restrictions for the creation of laybys.</p> <p>Recommendation – do not install the restrictions and undertake consultation with the local residents and businesses.</p> |

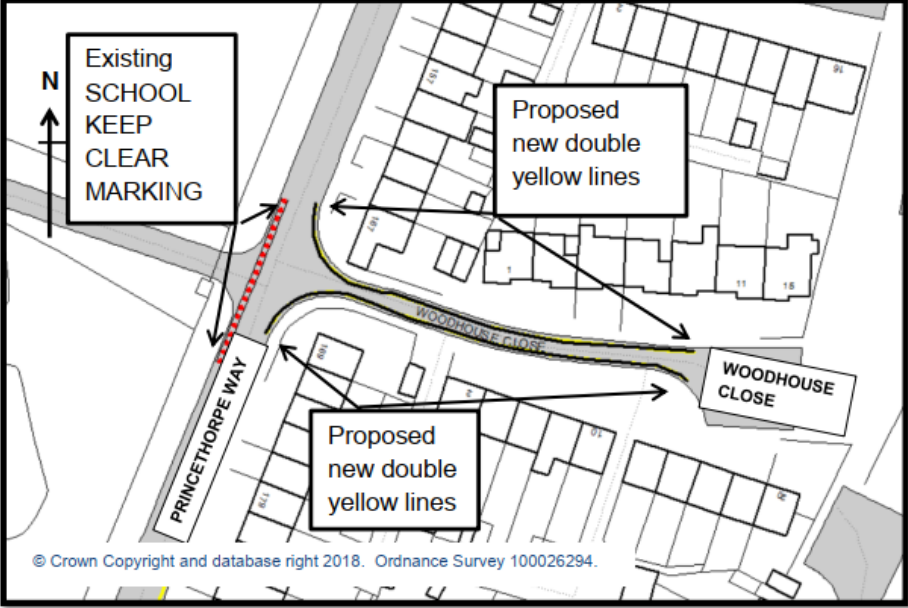
| | |
|--------------------------------|--|
| <p>Location (Ward)</p> | <p>Stratford Street/Milton Street/ William Arnold Close (Upper Stoke)</p> |
| <p>Original Request</p> | <p>Safety concerns raised by resident that parking on the junction was restricting visibility</p> |
| <p>Proposal</p> | <p>Proposed double yellow lines (no waiting at any time) for junction protection</p>  <p>© Crown Copyright and database right 2018. Ordnance Survey 100026294.</p> |

| | |
|-------------------------------------|--|
| <p>Objection 33</p> | <p>I understand the reason for double yellow lines on these junctions. My objection is the extent of the lines in Stratford Street, in particular in front of 48 / 48A.</p> <p>There is a drop kerb between 48 & 48A and in front of 50 (to allow garage access). This already prevents parking without permission.</p> <p>The owner of 48A [describes circumstances]. With the extent of the proposed yellow lines, anyone parking in front of 48A could effectively obstruct or block access to [another] garage.</p> <p>I propose a minor amendment – that the yellow lines stop at the edge of 48 (the corner house) before the drop kerb between 48 & 48A.</p> <p>I would also suggest the same principle be used on the other corners of Stratford Street / Milton Street thus allowing on-street parking in front of 43 and 49. Many residents try to park in front of their own houses to be good neighbours. My proposal would allow for this and create a little extra space for safe parking.</p> <p>The major issue with parking in Stratford Street and Milton Street is the number of cars (some untaxed) awaiting repair; vans and tow trucks (currently 4) being parked and often left for days. These clearly relate to commercial businesses – mainly the garages in Stoke Row Industrial Estate – but also, in at least one case, to a private house. Frequently it is these vehicles that block the corners. To date the Council and other Agencies appear powerless to prevent this underlying problem.</p> |
| <p>Support 4</p> | <p>I would like to welcome the proposed double yellow lines at Stratford Street / Milton Street / William Arnold Close junctions.</p> <p>[Describes personal circumstances]. The junction [William Arnold Close] is frequently parked carelessly by large vans and other vehicles. I have had several near misses that could have resulted in an accident, as the oncoming view in both directions has been obscured. I fully support the proposed yellow lines. If you can look at making these streets resident's parking scheme area, that would be even better. The reason for this, there are several mechanics on Stoke Row often leave un-road worthy vehicles parked here as well as recovery vehicles, causing a shortage of parking and vehicles of this size parked in a residential area.</p> |
| <p>Response to objection</p> | <p>The restrictions were proposed in response to road safety concerns about parked vehicles causing visibility issues. The length of double yellow lines proposed is in accordance with the advice from the Highway Code regarding 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'.</p> <p>It is known that in this area parking is difficult and appreciated that residents do try to be good neighbours and park in front of their own properties. The restrictions have been reviewed taking in to consideration the minor amendment requested. However, due to the layout of the road, the location where it is requested the double yellow lines are not installed being opposite a junction and the short distance where parking would be prohibited if the requested changes were made, which would not be as effective in increasing visibility, it is proposed that the double yellow lines are installed as advertised.</p> <p>Recommendation – Install restrictions as advertised</p> |

| | |
|-------------------------------|--|
| Location (Ward) | Thornhill Rd/Leicester Causeway (Foleshill) |
| Original Request | Requested by Waste Services due to access issues when undertaking refuse collection. |
| Proposal | <p>Double yellow lines (no waiting at any time) proposed for junction protection</p>  |
| Objection 34 | <p>I would like express my concern and object to this proposal. This proposal is in response to access concerns for refuse collection. The council have already place parking restrictions on the corners of Newland Road, Ena Road, Thornhill Road, this has not helped access for refuse collection, and therefore i feel this restriction you are proposing is not going to help resolve the problem. I would like to kindly request the council to use smaller trucks for collecting refuse in this area or remove the narrow area of the roads in these three roads concerned. This area suffers from lack of parking space as it is and any restriction would have impact on resident's car parking.</p> |
| Objection 35 | <p>I would like express my concern and object to this proposal. The reason is that area suffers from lack of parking space as it is and any restriction would have impact on resident's car parking. Instead, I would kindly request the council to narrow the foot path at this junction on Throhnhill Road and at the junction on Newland Road to help the vehicle circulation. I sincerely hope that the council will take this into consideration and not install the double yellow line</p> |
| Response to objections | <p>The double yellow lines were proposed in response to issues raised by Waste Services relating to difficulties with access. Thornhill Road is one way (heading towards Leicester Causeway), it is part of a U-shaped road arrangement consisting of Newland Road, Ena Road and Thornhill Road. The build outs that are referred to have been in place many years and would have been installed as traffic calming features, as often drivers can speed up on one way roads as they are not anticipating oncoming traffic, therefore it is not proposed to remove these features.</p> <p>The area where the double yellow lines are proposed, is an area where the road has been narrowed, therefore vehicles parked in this area will affect access, especially for larger vehicles. There are also mature trees located in this area. It is not proposed to make any changes to the alignment of the road in this area, therefore the double yellow lines have been proposed to address the access issue created by parked vehicles.</p> <p>Recommendation – install the restrictions as advertised.</p> |

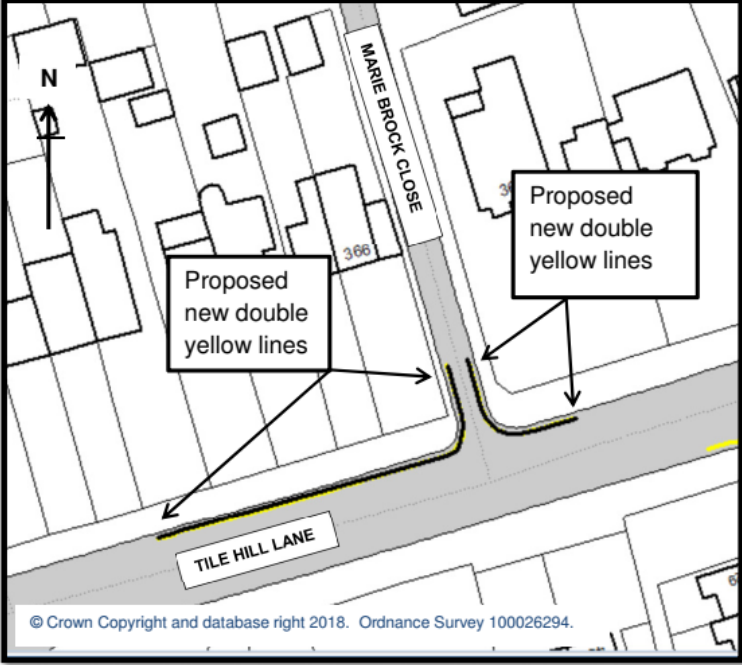
| | |
|-------------------------|--|
| Location (Ward) | Wilsons Lane (Longford) |
| Original Request | Residents have raised safety concerns about commuter parking for a nearby NHS building, they advise parking is occurring on both sides of the road causing visibility and access issues. |
| Proposal | <p>Double yellow lines (no waiting at any time) for junction protection on Wilsons Lane each side of the junction with Old Farm Lane and 'No Waiting, Monday to Friday, 8am-6pm, from the junction northwards up to the existing double yellow lines. Outside the hours of operation of the waiting prohibition the Event Day Residents' Parking restriction will continue to operate.</p>  |
| Objection 36 | <p>I appreciate that the council isn't obligated to provide on street parking but the proposed restriction has been the result of nearby businesses staff using the road as a car park to park whilst at work. This was a direct result of yellow lines being installed further up the road, thus moving the problem from one part of the road to another.</p> <p>The new proposed restrictions will do exactly the same, move the problem further down the road and into the cul de sac. This will result in the same problems of access for emergency vehicles, public transport and safety issues.</p> <p>I would like to propose the council consider making the road a residents permit holder zone only at all times instead of just during events. This will alleviate the issues permanently and as all residents have residents and visitor permits would not cause issues for family visitors.</p> |

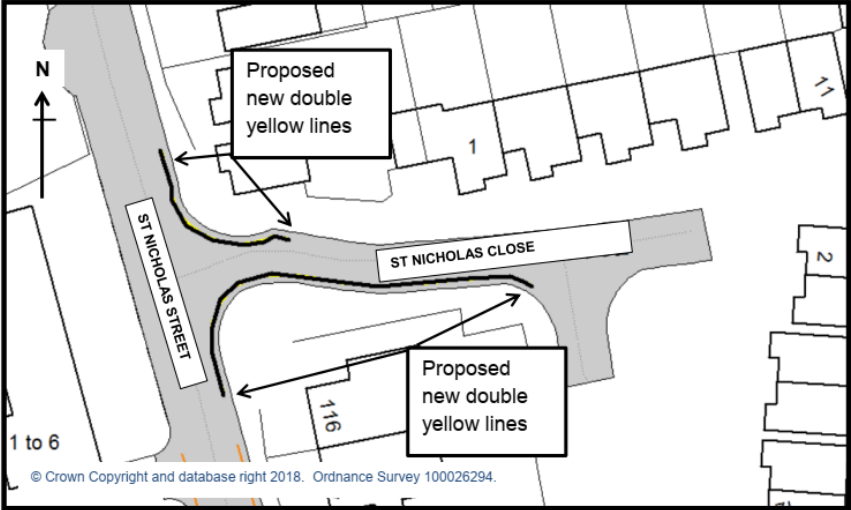
| | |
|-------------------------------------|--|
| <p>Support 6</p> | <p>I live at xx wilsons lane and am very grateful for the new proposed parking restrictions but was wandering if there could be double yellow lines [describes area where extension of existin double yellow lines requested] as we have had numerous close calls with speeding cars from both directions . we cannot see when pulling out from the driveway [personal circumstances described] I would be very grateful if you would consider this as an option for us .</p> |
| <p>Response to objection</p> | <p>The proposal was made in response to residents’ concerns, the times of the restrictions proposed to try to address the commuter parking issue and lessen the impact on evening and weekend parking for residents and their visitors, as opposed to an alternative solution of installing double yellow lines. The existing event day residents’ parking restriction is to continue to operate outside of the no waiting times.</p> <p>There is the possibility that the installation of new restrictions will result in the transference of the parking problem, depending how far drivers are willing to park away and walk to their destination.</p> <p>Residents’ parking schemes are considered in areas where non-resident parking is occurring due to an attractor, such as in this instance and where there is little off-street parking. However, it appears that most residents have available off street parking. Residents’ parking schemes are introduced in response to issues raised by residents and 60% of households in a potential scheme area have to be in favour of a scheme, before it will be progressed. No other requests have been received for residents’ parking on Wilsons Lane.</p> <p>The request for additional double yellow lines could be added to the next waiting restriction review as the area highlighted is in close proximity to a bend.</p> <p>Recommendation – install the restrictions as advertised and add the request for an extension of the existing double yellow lines to the next waiting restriction review.</p> |

| | |
|-------------------------|---|
| Location (Ward) | Woodhouse Close/ Princethorpe Way (Binley & Willenhall) |
| Original Request | Residents advise parking is resulting in missed refuse collections. |
| Proposal | <p>Double yellow lines (no waiting at any time) for junction protection, extending approx. 70 metres into Woodhouse Close</p>  |
| Objection 37 | <p>While I welcome it in principal, I feel it is going a bit too far. With reference to Woodhouse Close only, we need a restriction only on one side of the road. The residents on the even-numbered side do not have off road parking and most of them park outside their houses. The issue we have in the Close is that others come and park on the other side too, hence restricting access for emergency services and the like. Effectively, what we need is double yellows as planned on the odd-numbered side, and up to the first rear garages access on the even-numbered side. Could this revision be considered please, as the existing plan would cause difficulties for the residents on the even-numbered side?</p> |
| Objection 38 | <p>I strongly appose the plan to put yellow lines on both sides of the road. I understand the council have stated in the letter that they are not responsible for providing parking outside a persons house however by putting the double yellow lines on both sides is going to increase pressure to find a parking space. [Describes personal circumstances and parking arrangements]. Access seems to only be an issue during school let out times as parents seem to park where they want and it can be stressful. I think double yellows on the corners and one side of the road would improve the situation greatly as it will stop people double parking at the bottom and reducing access.</p> <p>Parking in the area is always been stressful [circumstances described] I fear that people will be force to park on the grass opposite and this will ruin the area and cause other issues not only for the school but residents.</p> <p>I urge you to please consider this action and understand residents know something needs to improve however this action is a little extreme</p> |
| Objection 39 | <p>[Personal circumstances described]. I dont think it is necessary to put them [double yellow lines] that far around [on Princethorpe Way] as you are. [Describes impact of restrictions on how currently park] please don't take my only bit of independence I have away from me.</p> |

| | |
|------------------------------|--|
| Comment 4 | <p>Not an objection, but some thoughts and observations</p> <p>1) If enacted as described, the cars outside 2-10 will have to go somewhere else and will cause a different problem.(2) Personal details. Agree that parking further down on the north side can also cause an issue.(4) Has putting double yellows on the north side only been considered? (5) Understand entirely if the issue is the way cars take up half or more of the pavement.</p> |
| Response to objection | <p>The proposed restrictions extending into Woodhouse Close were in response to the issues raised by residents.</p> <p>In considering the objections a more phased approach could be considered to monitor the effect of any restrictions as they are introduced. It is recommended that the double yellow lines for junction protection are installed, but that the double yellow lines do not extend as far into Woodhouse Close as originally proposed. If it is approved that this recommendation is implemented the double yellow lines could extend on one side of the Close, the situation could be monitored and if future issues arise due to parking additional double yellow lines could be proposed/advertised in the future.</p> <p>Recommendation – Install a shorter length of double yellow lines than originally proposed. Implement the restrictions as proposed on Princethorpe Way. On Woodhouse Close extend the double yellow lines 10 metres on the southern side of the road (even numbered side) and 70 metres, as originally proposed, on the northern (odd numbered) side of the road.</p> |

| Location (Ward) | Earlsdon Area (Earlsdon) |
|------------------------------|---|
| Objection 40 | <p>As a resident of Westwood Road, I wish to raise a concern about the proposed traffic order that will put into effect changes to waiting and parking restrictions in our vicinity.</p> <p>I understand entirely local residents' concerns about the difficulty of getting in and out of roads caused by careless parking. What does surprise me is that the proposed changes do not include Westwood Road, which has equally bad problems - if not worse. It is well recognised by residents that Westwood Road is often used by commuters who park in the road and then walk through the alleyway to Spencer Park and from there to the station. Furthermore, the junction between Westwood Road and Kensington Road is constantly congested and at times blocked by commercial and private vehicles trying to manoeuvre around each other.</p> <p>It would seem evident that if waiting restrictions are imposed in adjoining streets but not in Westwood, then parking and manoeuvring will be made considerably worse in our street. I feel that if notices of the changes had been posted in Westwood Road then many of my neighbours would have had the same reaction as me, but most neighbours that I have spoken with were completely unaware of the proposed order. On learning of it they agreed that it would have a detrimental effect our road.</p> <p>Therefore, if these changes are to be implemented then I would ask that Westwood Road is included in the scheme.</p> |
| Response to objection | <p>The proposed changes to waiting resections nearest to Westwood Road are a reduction of double yellow lines on Highland Road and the introduction of double yellow lines at both end junctions of Beaudesert Road; these changes are unlikely to impact on Westwood Road.</p> <p>If there are concerns about parking at the junction of Westwood, these can be investigated.</p> <p>Recommendation – no further changes to the waiting restrictions other than those highlight in this report are recommended.</p> |

| | |
|------------------------|--|
| Location (Ward) | Marie Brock Close/Tile Hill Lane (Westwood) |
| Proposal | <p>Double yellow lines (no waiting at any time) proposed for junction protection, extending westwards approx. 40m on Tile Hill Lane in response to concerns regarding parked vehicles restricting visibility when exiting the side road.</p>  <p>The map shows the junction of Marie Brock Close and Tile Hill Lane. A north arrow is located in the top left corner. Two callout boxes with arrows point to the proposed double yellow lines: one on the westward extension of Tile Hill Lane and another at the junction. The map also shows building footprints and street names. A copyright notice at the bottom of the map reads: © Crown Copyright and database right 2018. Ordnance Survey 100026294.</p> |
| Support 7 | <p>This will be a great help for safety. Please could the yellow lines [be extended on Tile Hill Lane, also describes parking issues] numerous times [we] have had near collisions as we can't see past the parked vehicle. We would greatly appreciate it.</p> |
| Response | <p>It is not possible to extend the length of double yellow lines on Tile Hill Lane as part of this review as the proposal needs to be advertised and any objections considered. Therefore it is proposed that an extension to the double yellow lines be considered as part of the next waiting restriction review.</p> |

| Location (Ward) | St. Nicholas Street (Radford) |
|-------------------------|---|
| <p>Proposal</p> | <p>Residents advise parking on the junction of St Nicholas Street/St Nicholas Close and on St Nicholas Close is causing access issues and also affecting Waste Services. Double yellow lines (no waiting at any time) are therefore proposed for junction protection, extending approx. 30 metres on the southern side of St Nicholas Close.</p>  |
| <p>Support 6</p> | <p>Firstly, be advised I support [the changes] completely.</p> <p>Secondly, I would like to draw to your attention one potential issue. The proposed yellow lines starting at the front of 116 St Nicholas Street and extending into the close as far as the minor right hand turn are fine. However, on the side starting outside 118 St Nicholas Street and coming into the close as far as the corner extends leaves a stretch of road without yellow lines, and might simply have the effect of moving the parking from one side of the road to the other. I would like to ask the lines be extended down to the dropped kerb for the garages adjacent to number 1 St Nicholas Close.</p> <p>The problem being rectified by the installation of the yellow lines is that the entrance road to the close is very narrow, and when cars are parked there, Emergency vehicles can't get in, as well as the refuse lorries, and sometimes the residents cannot drive their cars in.</p> |
| <p>Response</p> | <p>With the installation of any waiting restrictions there is the potential for transference of parking. However, it is not possible to install more double yellow lines on St Nicholas Close as part of this review, as the proposal needs to be advertised and any objections considered. It is proposed that the situation is monitored once the restriction is installed and if changes to where parking occurs causes issues, that an increase in the double yellow lines is advertised as part of a future review.</p> |

This page is intentionally left blank