

**Time and Date**

10.00 am on Wednesday, 21st October, 2020

**Place**

This Meeting will be held remotely. The meeting can be viewed live by pasting this link into your browser: <https://youtu.be/jyn1ol1roXg>

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**Public Business**

1. **Apologies**
2. **Declarations of Interests**
3. **Minutes** (Pages 3 - 6)
  - (a) To agree the minutes of the meeting held on 7th September 2020
  - (b) Matters Arising
4. **Objections to Proposed Waiting Restrictions - Variation 9** (Pages 7 - 56)  
Report of the Director of Transportation and Highways
5. **Proposed Closure of Council Operated Car Parks** (Pages 57 - 66)  
Report of the Director of Transportation and Highways
6. **Outstanding Issues**  
There are no outstanding issues
7. **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

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Julie Newman. Director of Law and Governance, Council House, Coventry

Tuesday, 13 October 2020

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) and G Lloyd (Deputy Cabinet Member)

By invitation: Councillor M Heaven (Shadow Cabinet Member)

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 2.00 pm on**  
**Monday, 7 September 2020**

Present:

Members: Councillor P Hetherton (Cabinet Member)  
Councillor G Lloyd (Deputy Cabinet Member)  
Councillor M Heaven (Shadow Cabinet Member)

Other Members: Councillor G Williams (for the matter in minute 10)

Employees (by Service):

Law and Governance L Knight, R Parkes, M Salmon

Transportation and Highways P Bowman, P Howarth, J Seddon

Apologies: There were no apologies

## **Public Business**

### **8. Declarations of Interests**

There were no disclosable pecuniary interests.

### **9. Minutes**

The minutes of the meeting held on 15<sup>th</sup> June 2020 were agreed as a true record. There were no matters arising.

### **10. Petitions - Stop the Coundon Cycleway and Support the Coundon Cycleway**

The Cabinet Member for City Services considered a report of the Director of Transportation and Highways in response to petitions received relating to the construction of a cycle tack in the Coundon area of the City.

Coundon Cycleway would be a 2.75km long segregated cycleway connecting the City Centre with Coundon Green. It was part of the Local Air Quality Action Plan (LAQAP) approved by Cabinet on 21st July 2020 (their minute 16/20 referred). The LAQAP was a package of measures that the Government had directed the Council to implement in order to comply with the legal obligation to ensure air quality compliance (specifically nitrogen dioxide levels) in the shortest possible time.

A petition bearing 156 e-signatures had been received, supported by Councillor G Williams, a Bablake Ward Councillor, requesting that the Council stop plans to build Coundon Cycleway without face to face meetings. A counter petition of 398

e-signatures had also been received in support of the cycleway. Councillor Williams and the petition organiser for the petition in support of the cycleway attended the meeting and spoke on behalf of the petitioners. The petition organiser for Stop the Coundon Cycleway was unable to attend the meeting.

The Council held a public consultation between Monday 1st June 2020 and Sunday 5th July 2020 regarding how the cycleway would fit within the street. Due to Covid-19 restrictions, which remain ongoing, the consultation was entirely online, via phone and through leaflet drops, as no face to face sessions could be held.

The level of engagement was significant with around 2500 participants visiting the webpages. There was also an on-line public event held via Microsoft Teams.

As a result of the consultation, many amendments have been incorporated into the scheme design.

The scheme is being fully funded from the Air Quality Implementation Fund capital grant, worth £24.5 million, which was received in March 2020.

Councillor Williams, the Councillor Sponsor for the petition requesting that the Council stop the Coundon Cycleway, attended the meeting and spoke on behalf of the petitioners. He confirmed that the petitioners were not against cycling and were very much in support of promoting cycling in the City which they acknowledged was an alternative form of transportation that promoted health and wellbeing and supported improved air quality as an alternative to motor driven vehicles. Councillor Williams referred to a small number of residents in the Westhill Road part of the Coundon Cycleway that would be directly affected by the proposals. He was concerned that they would be required to pave their front garden to be able to park thus losing their garden amenity. The situation was exacerbated by the location of mature trees on the pavement fronting the properties. He requested that further discussion take place with the affected residents to establish possible solutions for them, whilst not preventing the progress of the Cycleway proposals.

Mr I Court, the petition organiser for the petition to support the Coundon Cycleway, attended the meeting and spoke on behalf of the petitioners. As a keen cyclist, he provided the Cabinet Member with a comparative of the Coundon Cycleway proposals, which he described as 'as good as any he had experienced', to many cycle routes he had experienced around the world. He fully supported the proposals as a safe route for cyclists and its benefits to the future of the City. Mr Court was an advocate of cycling as a means of health and wellbeing and for the improvements it made to the environment as an alternative form of travel and expressed his support for further cycle route installations in the City.

Having considered the report, the comments made by Officers, and the representations from Councillor Williams and the Petition Organiser, the Cabinet Member agreed that the Coundon Cycleway was an important part of the Local Air Quality Action Plan to ensure improved air quality in the Coundon area and to meet Governance requirements for air quality compliance. She noted the amendments incorporated into the scheme, following the public consultation and agreed to the scheme and the construction of the cycle track.

The Cabinet Member further requested that discussion continued with the directly affected residents of Westhill Road and that a meeting be arranged with the residents to which the Cabinet Member for City Services, the Deputy Cabinet Member for City Services, Councillor Williams and officers would be invited, to discuss any potential options to alleviate their concerns.

**RESOLVED the Cabinet Member for City Services:**

- 1) Notes the first petitioners concerns and the second petitioners support.**
- 2) Notes the high quantity and value of feedback received during the public consultation period and the amendments to the scheme that have been made as a result.**
- 3) Subject to recommendations 1) and 2) above, approves the scheme and the construction of the cycletrack.**
- 4) Notes the advertising of Traffic Regulation Orders to enhance the safety of users of the highway and particularly the cycletrack.**
- 5) Agrees that a meeting be arranged for the Cabinet Member for City Services, the Deputy Cabinet Member for City Services, Councillor Williams and officers to meet with the directly affected residents of Westhill Road, to discuss any potential options to alleviate their concerns.**

**11. Proposed Car Park - Charterhouse Drive**

The Cabinet Member for City Services considered a report of the Director of Transportation and Highways on proposals for the management of the newly constructed car park in Charterhouse drive, part of The Charterhouse Heritage Park.

Coventry City Council, in conjunction with Historic Trust Coventry had recently undertaken the redevelopment of The Charterhouse Heritage Park and the surrounding land off London Rd, as a visitor and conference centre, wedding venue, café and restaurant and community heritage park. The scheme also included the construction of a public car park. The report focused on the management and operation of this car park. An Appendix to the report provided a plan of the site and location of the car park.

The Council would manage and operate the facility on a temporary basis until the end of the 2020/21 financial year, at which time it would transfer to and be managed by Historic Trust Coventry. However, before implementing any changes to the car parking arrangements, including the introduction of parking charges and the enforcement of parking restrictions, the Council was required to advertise the proposed changes and make the necessary amendments to the Off-Street Parking Places Order.

The Cabinet Member spoke about The Charterhouse Heritage Park and the surrounding land off London Rd, which she had recently visited and outlined her support for the car park proposals which formed part of the site.

**RESOLVED that the Cabinet Member for City Services approves that:**

- 1) Charterhouse Car Park is managed and operated by the Council as a pay and display car park on a temporary basis until 31 March 2021.**
- 2) Subject to recommendation 1) above, Charterhouse Car Park is added to the Council's Off-street Parking Places Order.**
- 3) The tariff structure that is introduced at Charterhouse Car Park is similar to the charging regime in other Council operated suburban / out of town public car parks.**

**12. Outstanding Issues**

There were no outstanding issues.

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

There were no other items of public business.

(Meeting closed at 2.35 pm)

Cabinet Member for City Services

21<sup>st</sup> October 2020

**Name of Cabinet Member:**

Cabinet Member for City Services – Councillor P Hetherton

**Director Approving Submission of the report:**

Director of Transportation and Highways

**Ward(s) affected:**

Bablake, Cheylesmore, Earlsdon, Foleshill, Henley, Holbrook, Longford, Lower Stoke, St Michael's, Sherbourne, Upper Stoke, Whoberley, Woodlands.

**Title:**

Objections to Proposed Waiting Restrictions (Variation 9)

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**Is this a key decision?**

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

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**Executive Summary:**

Waiting restrictions within Coventry are reviewed on a regular basis. On 27<sup>th</sup> February 2020, a Traffic Regulation Order (TRO) relating to proposed new waiting restrictions and amendments to existing waiting restrictions was advertised. 74 objections were received. In addition, 19 responses in support of proposals and 6 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; Alfall Road/Geoffrey Close, Congleton Close/Lythalls Lane, Cornelius Street, Eastlands Grove, Evenlode Crescent, Harefield Road/Beaconsfield Road, Mellowship Road/Upper Eastern Green Lane, Pelham Bend /Summerhill Lane, Shornccliffe Road/Rosslyn Ave, Silverdale Close/Foxford Crescent, The Monks Croft, The Mount, Wallace Road/ Sadler Road/ Links Road/ Bruce Road.

3. Subject to recommendation 1, approve the restrictions are implemented on Black Price Avenue as advertised, but not implemented on Leaf Lane from its junction with Black Prince Avenue to its junction with the A444.
4. Subject to recommendation 1, approve the installation of the double yellow lines for junction protection at the junctions of Cameron Close with Mackenzie Close and Halifax Close. Approve the Controlled Parking Zone is not installed, that more traffic monitoring at school entry and exit times is undertaken and to consult again with residents about possible parking restrictions if necessary.
5. Subject to recommendation 1, approve the implementation of the restrictions as advertised at Delage Close/Anderton Road and note Anderton Road is already part of a review to determine if additional double yellow lines are to be proposed on the bend.
6. Subject to recommendation 1, approve the implementation of restrictions as advertised at Esher Drive and William Bristow Road and that an extension to the double yellow lines on William Bristow Road ( 6.5 metres on the northern side and 4.5 metres on the southern side of the junction) is advertised as part of the next waiting restriction review.
7. Subject to recommendation 1, approve the implementation of the restrictions as advertised at Keppel Street and include double yellow lines for junction protection at Keppel Street/Cambridge Street and Keppel Street/Wright Street junctions as part of the next waiting restriction review.
8. Subject to recommendation 1, approve the implementation of the restrictions as advertised at Knoll Drive/Lupton Avenue, monitor following implementation and consult with residents about a possible extension to the waiting restrictions.
9. Subject to recommendation 1, approve the implementation of the restrictions as advertised at Newton Close/Pandora Road and consult with residents about possible additional waiting restrictions.
10. Subject to recommendation 1, approve the implementation of the restriction as advertised at Pangfield Park/Pyt Park and include an extension to the double yellow lines on both sides of Pyt Park (up to the boundary of nos. 4 and 6 Pyt Park) and double yellow lines for junction protection at the Allesley Hall Drive/ Pangfield Park junction as part of the next waiting restriction review.
11. Subject to recommendation 1, approve the implementation of the Residents' Parking Scheme as advertised on Purefoy Road and include a proposal for double yellow lines on the north eastern side of Queen Isabel's Road/ Galeys Road for junction protection as part of the next waiting restriction review.
12. Subject to recommendation 1, approve the installation of a reduced extent of double yellow lines on Morland Road, reducing the extent to 5 metres (not the 10 metres originally proposed) each side of the junction with Romford Road. Install as proposed on Romford Road. Once installed, monitor and if future concerns are raised, consider extending the double yellow lines.

13. Subject to recommendation 1, approve the installation of a residents' parking scheme on St Agatha's Road, St Ann's Road, St Osburg's Road and St Michael's Road and consult with residents of Brays Lane once more to determine if there is sufficient support for a residents' parking scheme. If sufficient support is received, include the proposal for a residents' parking scheme on Brays lane in the next waiting restriction review.
14. Subject to recommendation 1, approve the installation of a reduced extent of double yellow lines on The Jordans, reducing the extent by 6 metres on the north east corner of the junction, outside no. 59. Once installed monitor and if future concerns are raised consider extending the double yellow lines.
15. Subject to recommendations 1 to 14, 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:**

Cabinet Member for City Services Report: Petition – Request for Residents' Parking Scheme in Benedictine Road to be extended to The Monks Croft (heard 2<sup>nd</sup> December 2019)

**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 9)

**1. Context (or background)**

- 1.1 On 27<sup>th</sup> February 2020, a Traffic Regulation Order (TRO) relating to proposed new waiting restrictions and amendments to existing waiting restrictions was advertised. 74 objections were received. In addition, 19 responses in support of proposals and 6 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 and from petitions requesting residents' parking schemes.
- 1.4 As part of the statutory procedure, the Traffic Regulation Order was advertised in the local press on 27<sup>th</sup> February 2020 advising that any formal objections should be made in writing by 19<sup>th</sup> March 2020. Notices were also posted on lamp columns in the area of the proposed restrictions and letters were 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 74 objections were received. In addition, 19 responses in support of proposals and 6 comments were also received. Some of these responses were received after the objection closing date. However, these are still included in the report as they were received prior to the report being finalised. 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.
- 2.4 The locations where no objections have been received, but letters of support or comments have been received, will be installed. Any requests for other changes to waiting restrictions as part of the letters of support or comments will be consider as part of future reviews.

**3. Results of consultation undertaken**

- 3.1 The proposed TRO for the waiting restrictions was advertised in the Coventry Telegraph on 27<sup>th</sup> February 2020; 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:

- 74 objections were received (1 objection referred to 2 different proposals).
- 19 responses in support of proposals and 6 comments were also received.

### 3.2 The number of objections received were:

- 2 to proposal for Alfall Rd/Geoffrey Close
- 1 to proposal for Black Prince Ave, Leaf Lane, Haddon End
- 26 to proposal for Cameron Close area (RPZ)
- 1 to proposal for Congleton Close/Lythalls Lane
- 2 to proposal for Cornelius Street
- 1 to proposal for Delage Close /Anderton Road
- 1 to proposal for Eastlands Grove
- 1 to proposal for Esher Drive/William Bristow Road
- 1 to proposal for Evenlode Crescent
- 2 to proposal for Harefield Road/Beaconsfield Road
- 1 to proposal for Keppel Street
- 3 to proposal for Knoll Drive/Lupton Avenue
- 1 to proposal for Mellowship Road/Upper Eastern Green Lane
- 2 to proposal for Newton Close/Pandora Road
- 1 to proposal for Pangfield Park/ Pyt Park & Victoria Court
- 2 to proposal for Pelham Bend /Summerhill Lane
- 1 to proposal for Purefoy Rd\*
- 2 to proposal for Romford Road/Morland Road
- 13 to proposal for St Agatha's Rd/St Michael's Rd Area (Residents' Parking Scheme)
- 2 to proposal for Shorncliffe Road/Rosslyn Avenue
- 2 to proposal for Silverdale Close/Foxford Crescent
- 3 to proposal for The Jordans
- 2 to proposal for The Monks Croft & Benedictine Road (part)
- 1 to proposal for The Mount\*
- 1 to proposal for Wallace Road/ Sadler Road/ Links Road/ Bruce Road

\* objection to The Mount and Purefoy Road is one objection relating to 2 locations.

### The number of letters of support were:

- 1 to proposal for Brindle Avenue
- 2 to proposal for Cameron Close Area (RPZ)
- 1 to proposal for Dartmouth Road
- 4 to proposal for Eastlands Grove
- 1 to proposal for Grange Road/Thomas Biddle Lane
- 1 to proposal for Harefield Road/Beaconsfield Road
- 2 to proposal for Knoll Drive/Lupton Avenue
- 1 to proposal for Pangfield Park/ Pyt Park & Victoria Court
- 1 to proposal for St Nicholas Close
- 1 to proposal for Washbrook Lane
- 1 to proposal for Wallace Road/ Sadler Road/ Links Road/ Bruce Road
- 1 to proposals for Westwood Ward
- 1 to proposal for Willenhall Lane
- 1 to proposal for Wilsons Lane

### The number of comments received were:

- 1 to proposal for Cornelius Street
- 1 to proposal for Eastland Grove
- 1 to proposal for Gardenia Drive/Birmingham Road
- 1 to proposal for Keppel Street
- 1 to proposal for Newton Close/Pandora Road
- 1 to proposal for Washbrook Lane

Appendix A details a summary of the objections for each proposal, including any letters of support or comments also received, 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 December 2020.

#### **5 Comments from Director of Finance and Comments from the Director of Law and Governance**

##### 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 the Council Plan**

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) Climate Change and 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:**024 75270950, [caron.archer@coventry.gov.uk](mailto:caron.archer@coventry.gov.uk)

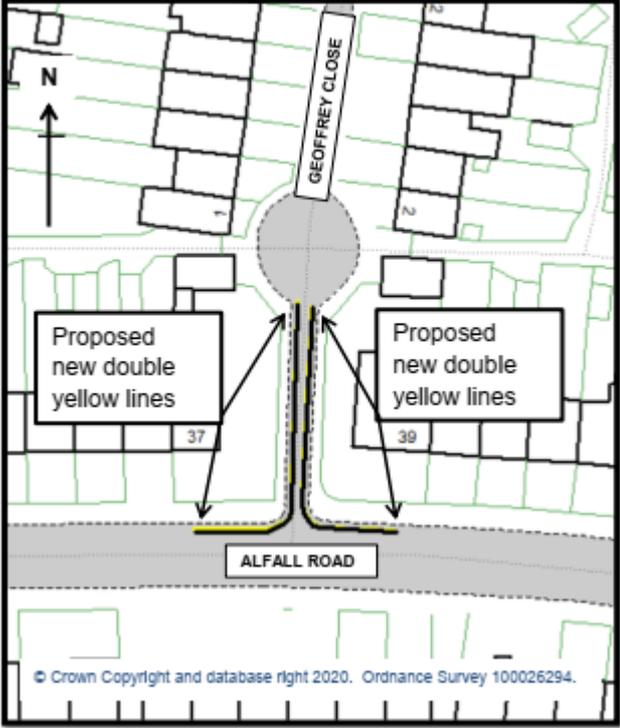
Enquiries should be directed to the above person.

<b>Contributor/approver name</b>	<b>Title</b>	<b>Service or Organisation</b>	<b>Date doc sent out</b>	<b>Date response received or approved</b>
<b>Contributors:</b>				
Greg Payne	Head of Traffic & Network Management	Transportation & Highways	07/10/2020	
Rachel Goodyer	Traffic & Road Safety Manager	Transportation & Highways	07/10/2020	13/10/2020
Liz Knight	Governance Services Officer	Law and Governance	07/10/2020	08/10/2020
<b>Names of approvers: (officers and members)</b>				
Graham Clark	Lead Accountant	Finance	07/10/2020	08/10/2020
Rob Parkes	Team Leader	Law and Governance	07/10/2020	09/10/2020
Councillor P Hetherton	Cabinet Member for City Services		07/10/2020	12/10/2020

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

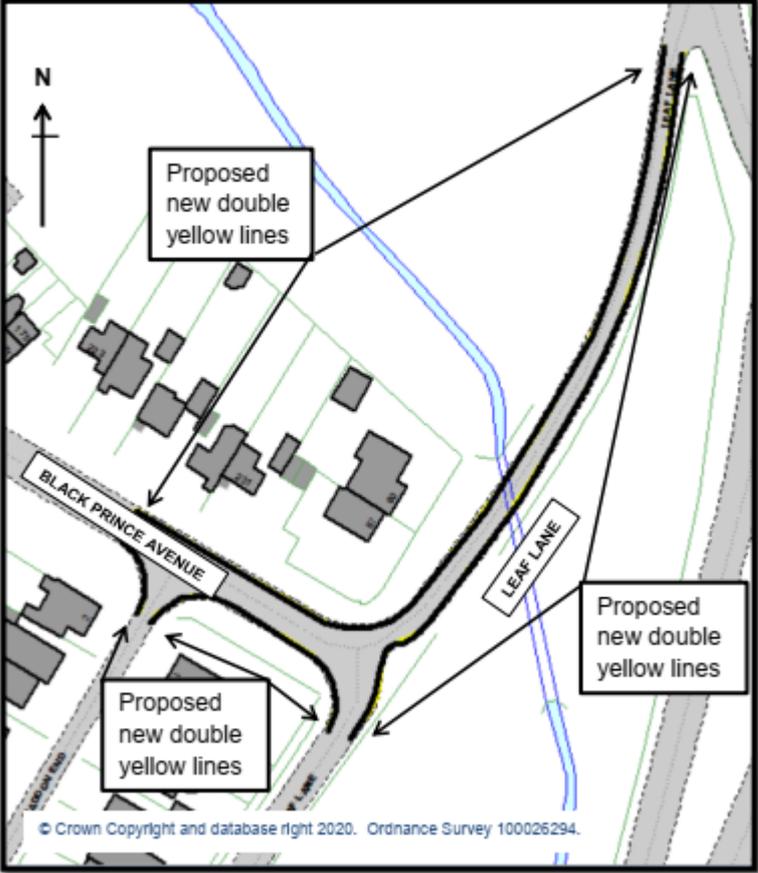
<p><b>Location (Ward)</b></p>	<p><b>Alfall Rd/Geoffrey Close (Upper Stoke)</b></p>
<p><b>Original Request</b></p>	<p>Safety concerns raised by resident about parking at the junction and visibility.</p>
<p><b>Proposal</b></p>	<p>Double yellow lines for junction protection, extending into Geoffrey Close due to narrow road width.</p> 
<p><b>Objection 1 &amp; 2</b></p>	<p>The issues raised are similar and have been summarised below so as not to identify the objectors</p> <p>Loss of parking which will affect value of property.          Where is it suggested that people who currently use these spaces should park?          Neither refuse lorries or emergency vehicles have a problem gaining access into the close, so why do the restrictions extend so far in to the close.          In the event of this going forward, will be seeking compensation for inconvenience and devaluation of property/the value of my property will decrease and this is a major concern.          This will become a barrier when I wish to sell my house in the future.          Surely, such proposals should have discussed with us beforehand.          Questioning the reasoning behind restricting parking, as none previously. Consider all being affected greatly because of the lack of confidence of one driver in Geoffrey Close who decided it was necessary.</p>
<p><b>Response to objection</b></p>	<p>The double yellow lines are 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'. This is to provide visibility at a junction. In addition to the junction protection the proposed double yellow lines extend further into Geoffrey Close due to the narrow width of the road. If a vehicle parks at this location it either prevents access to the close or parks on the footway obstructing pedestrians – as demonstrated in photo below</p>



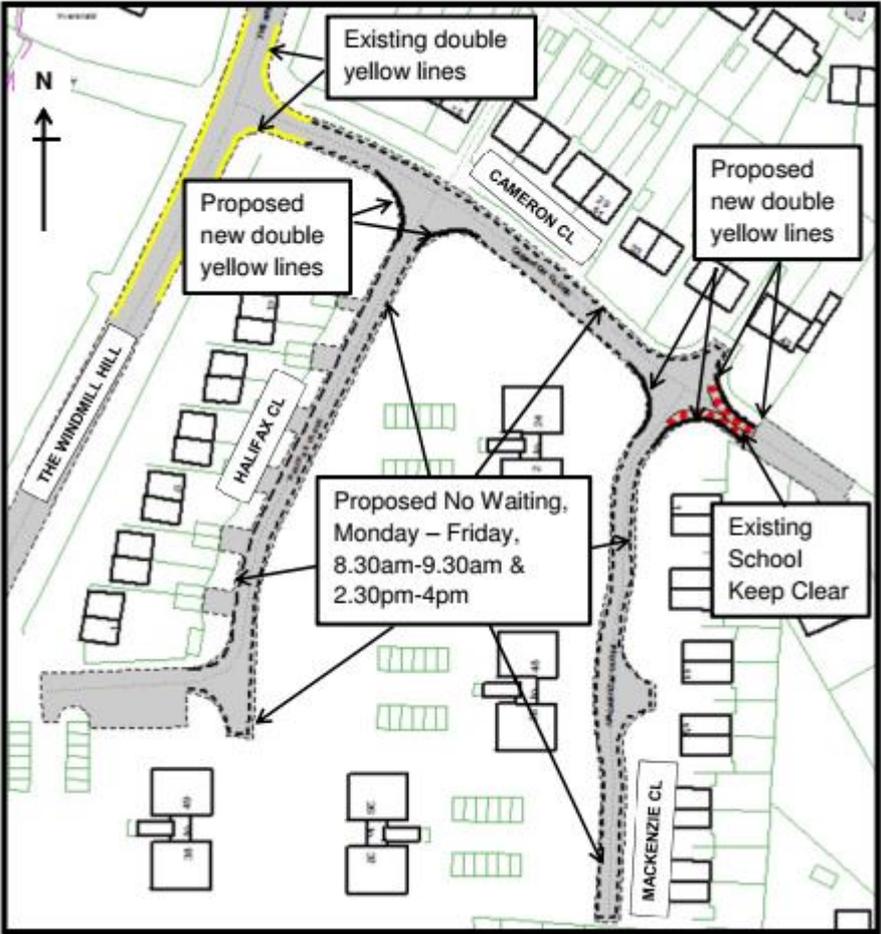
It is not a duty of the City Council to provide on street parking and the installation of waiting restrictions on the public highway is not an event for which compensation is payable.

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.

**Recommendation** – Install restrictions as advertised.

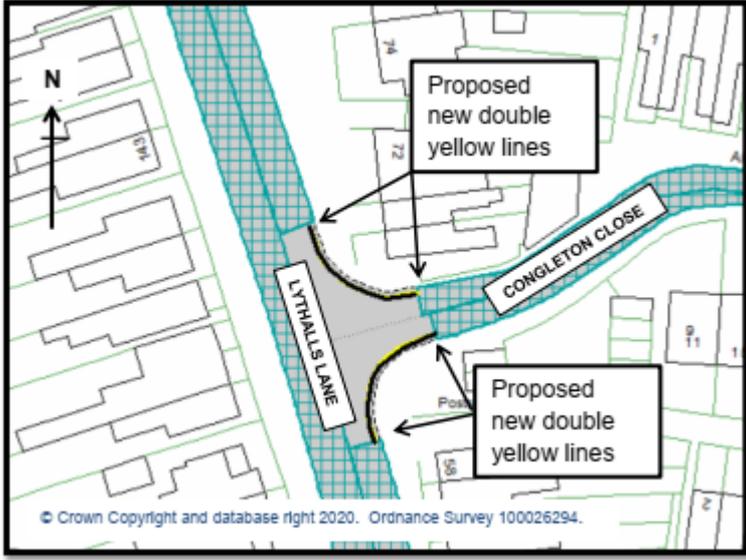
<b>Location (Ward)</b>	<b>Black Prince Ave, Leaf Lane, Haddon End (Cheylesmore)</b>
<b>Original Request</b>	Petition received (16 signatures) supported by Councillor Bailey, requesting the installation of double yellow lines from the junction of Black Prince Avenue/Leaf Lane up to Haddon End due to concerns about parked cars affecting visibility.
<b>Proposal</b>	<p>Double yellow lines for junction protection, extending along Black Prince Avenue and Leaf Lane.</p> 
<b>Objection 3</b>	<p>With reference to the proposal to put double yellow lines on the junction of Leaf Lane, Black Prince Avenue and Haddon End, I would like to make the following points:</p> <ul style="list-style-type: none"> <li>• No one parks on Black Prince Avenue where you are proposing to put the lines!</li> <li>• No one parks on the one way slip road of Leaf Lane – ever!</li> <li>• Very few people park in Haddon End, and the ones that do are all residents there.</li> </ul> <p>[Information relating to personal understanding of where current request came from]. In 2016 when the JLR bridge was being built there were a lot of JLR employees parking along Black Prince Avenue, which a few people took issue with.</p> <p>My issue with this proposal is that it is a complete waste of money. I cannot understand why the Council would spend money putting yellow lines where there isn't an issue anymore. Does the Council do any type of survey before agreeing to this sort of thing? Surely there must be more worthy causes, where there is a genuine parking problem. I have taken a few photo's* of the junction at all different times of the day, and as you can see from the attached, there is no issue here. I can't believe that the Council has money to waste and I'm sure that the good residents of Coventry would find this to be a very wasteful use of their Councils funds. I wonder therefore if you could tell me what the justification is for this proposal?</p> <p>*photos available to view at meeting and also sent to Cabinet Member for City Services prior to meeting</p>

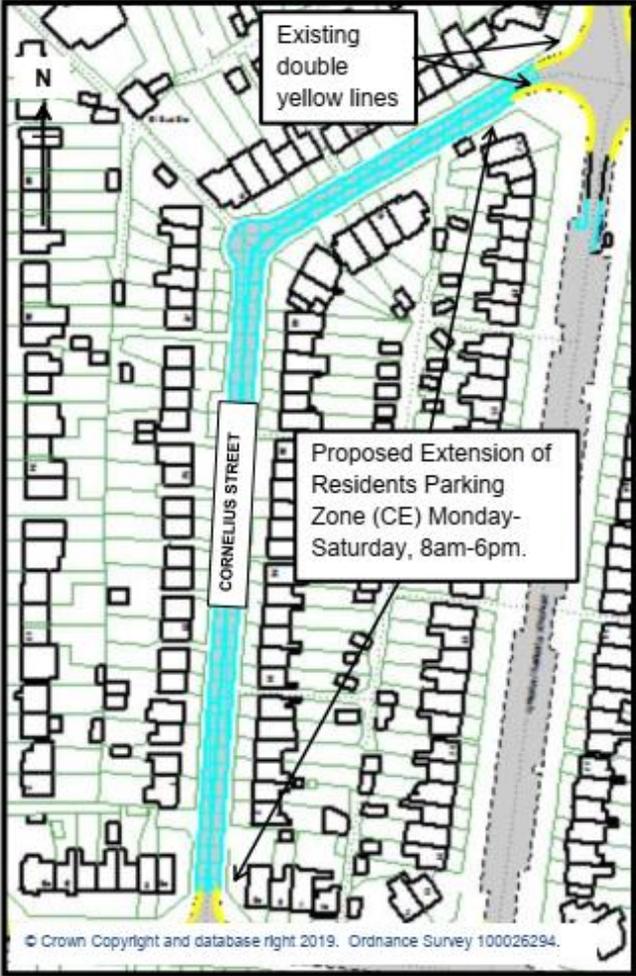
<p><b>Response to objection</b></p>	<p>The proposal is in direct response to the issues raised in a petition by local residents. Residents observe the situation on the road where they live daily and as several residents have signed the petition, advising of concerns, the proposals are to try to address the issues raised.</p> <p>The proposals protect the junctions of Black Prince Avenue with both Haddon End and Leaf Lane. The extents have then been extended to cover both sides of Black Prince Avenue; an issue raised in the petition.</p> <p>The original proposal did not request double yellow lines on Leaf Lane (other than at the junction), the proposal was extended as the introduction of waiting restrictions can result in the transference of parking problems and therefore measures were taken to prevent parking on this section of Leaf Lane. However, it is proposed to remove the section of Leaf Lane from its junction with Black Prince Avenue to its junction with the A444 as this section of road has different rules relating to enforcement, therefore this section of Leaf Lane will be monitored and if parking problems occur new proposals will be advertised.</p> <p><b>Recommendation</b> – Install a reduced extent of double yellow lines, removing the section of double yellows proposed on Leaf Lane from its junction with Black Prince Avenue to its junction with the A444.</p>
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<b>Location (Ward)</b>	<b>Cameron Close Area - Controlled Parking Zone (Bablake)</b>	
<b>Original Request</b>	Residents, supported by a Councillor, raised concerns about school gate parking issues. Following site visits, including meeting some residents, a consultation was undertaken on 3 options: 1) Controlled Parking Zone - No waiting, Monday to Friday, 8.30am-9.30am & 2.30pm- 4pm. 2) Double yellow lines (No Waiting at Any Time) at the junctions and also on sections of Mackenzie Close. 3) Do nothing/no changes. 62 responses were received; the majority (65%) supported option 1, the Controlled Parking Zone.	
<b>Proposal</b>	<p>Controlled parking zone (CPZ) to include Cameron Close, Halifax Close and Mackenzie Close. No Waiting, Monday-Friday, 8.30am-9.30am &amp; 2.30pm-4pm and double yellow lines for junction protection</p> 	
	Due to the number of objections that have been received (26) with similar reasons, the objections have been grouped together highlighting the main reasons for objecting to the proposal	
<b>Objections 4 - 29</b>	The following are the issues raised in the objections. The number relates to the number of objections which have raised the same or a similar issue.	
	Why do residents (and their visitors) have to be affected. This will make it more difficult for residents. They will have to move their cars if parked on the road.	14
	If this does go ahead could we have parking permits (1 response requested free permits, 1 requested a reduced price or free for pensioners)	6
	The alternative parking place will be on The Windmill Hill/Browns Lane which is a very busy road. Concerns raised included child safety, crossing the road, obstruction created by parked cars	15
	Parents dropping off children will move to the areas adjacent to the proposed restrictions	8
	Need to consider other parking arrangements for parents to use to drop off children to Allesley School [areas suggested are not adopted highway]	4

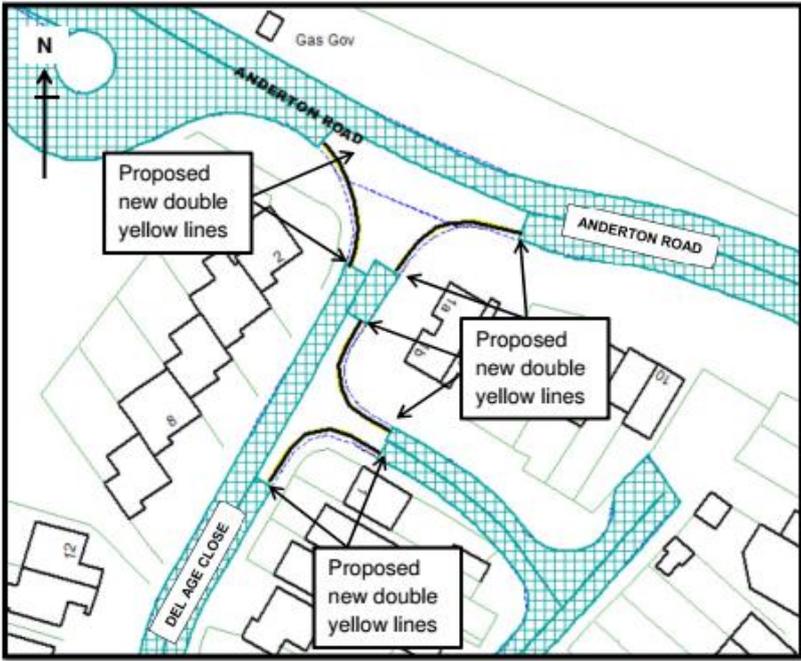
	The problem is due to increased intake of pupils at the school, with no regard to traffic implications	2
	The times are wrong – the restrictions should not operate in the school holidays	2
	The congestion only occurs twice a day for at a maximum of 2hrs. and only during term time	2
	There are already parking problems in Cameron Close brought about by the residents themselves and the number of residents that have 2 cars per household.	1
	These 2 roads offer safe parking for parents to drop their children off at school each day/ our main concern should be for the safety of the children	2
	Greatest concern is by the existing School Keep Clear as parents drop off older children and use the area as a turning circle, but there is not enough space to do this safely. The proposal doesn't combat this issue. Consider this issue could get worse as more parents feel the need to drop their children off instead of parking and walking them into school.	1
	Concerned as already have parent/carers parking in the private car park of the apartments to which residents have to pay maintenance for the up keep	1
	<p>Alternative proposals suggested by objectors include:</p> <ul style="list-style-type: none"> <li>• Keeping existing restrictions</li> <li>• School who could help with a drop off zone or staggered times maybe</li> <li>• Extended double yellow lines, not the single yellow lines</li> <li>• Extend yellow lines along the entire side of Cameron Close to join up with what has been proposed i.e. on the right-hand side as you come in from The Windmill Hill</li> <li>• The single yellow line should be only on one side of the roads therefore allowing those parents who do genuinely have to drive some parking space while also still leaving access for residents and essential services</li> <li>• Double yellows at junction (as proposed)</li> <li>• Consider introducing similar parking restriction measures in Barnfield and Flynt avenue so as not to add to what is already a problem in these side streets.</li> </ul>	
<b>Support 1</b>	<p>We hope the restrictions go ahead, but expect there will be objections from the maisonettes, which do have garages.</p> <p>At school times the traffic is horrendous, especially in the afternoon, in Halifax Close, top end of Cameron Close and Mackenzie Close they park across driveways, on the bends and over the pavements and pedestrians cannot pass. They have even parked on driveways. Any emergency vehicle, at school times, would have difficulty gaining access.</p>	
<b>Support 2</b>	I do not propose to object to the proposals. I look forward again to having the ability to walk on the pavement and having access to ones property without the constraints of school traffic blocking a small cul de sac	
<b>Response to objection</b>	<p>Due to the number of objections received a meeting was held with Ward Councillors to obtain their views based on their local knowledge representing residents' concerns/interests.</p> <p>Many of the concerns raised relate to the impact of the proposed restrictions on the residents and the safety of children</p> <p>Since the original consultation, due to the Corona virus, the school are currently 'staggering' entry and exit times which has changed the intensity of the parking. It is therefore proposed to only install the proposed double yellow lines for junction protection and not to install the controlled parking zone and to undertake further monitoring once we return to more typical school time arrangements and consult again with residents once this has been completed.</p> <p><b>Recommendation</b> – Install the double yellow lines for junction protection at the junctions of Cameron Close with Mackenzie Close and Halifax Close. Do not install the Controlled Parking Zone. Undertake more traffic monitoring at school entry and exit times and consult again with residents.</p>	

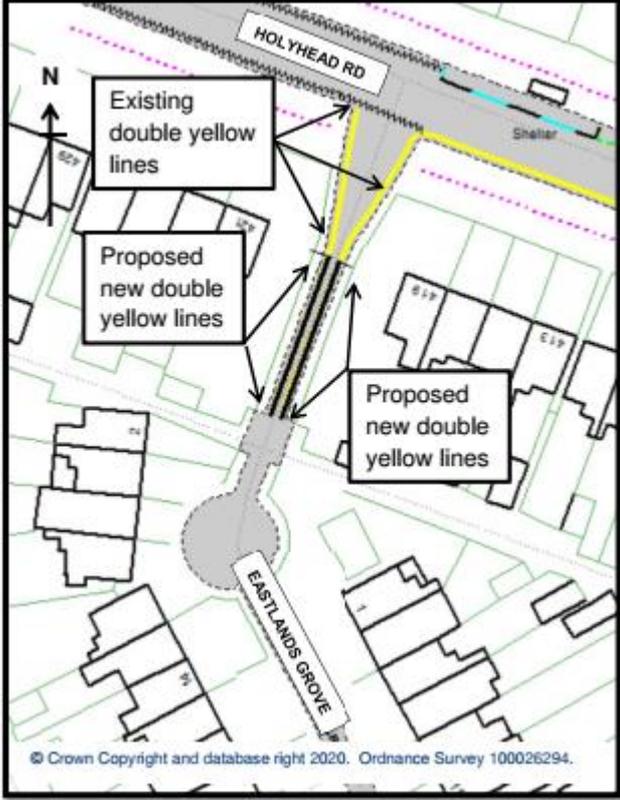
**Appendix A – Summary of proposed restrictions, objections, letters of support and responses**

<p><b>Location (Ward)</b></p>	<p><b>Congleton Close/Lythalls Lane (Foleshill)</b></p>
<p><b>Original Request</b></p>	<p>Resident raised concerns about parking at the junction causing obstruction</p>
<p><b>Proposal</b></p>	<p>Proposed double yellow lines (no waiting at any time) for junction protection.</p> 
<p><b>Objection 30</b></p>	<p>I object to the proposal of the double yellow lines you are proposing to put on the corner of Lythalls Lane and Congleton close. The reason is we will have problems parking our vehicles. At the moment we are already having problems finding spaces to park at Lythalls Lane and putting these Yellow lines will make the parking issue more worse. Some of the houses near by where I live has multiple occupants. So there are more cars than usual.</p>
<p><b>Response to objection</b></p>	<p>The double yellow lines are proposed in accordance with the advice from the Highway Code about parking at a junction. The Highway Code (243) states ‘Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space’. This is to provide visibility at a junction.</p> <p>It is not a duty of the City Council to provide on street parking.</p> <p><b>Recommendation</b> – Install restrictions as advertised</p>

<b>Location (Ward)</b>	<b>Cornelius Street (Cheylesmore)</b>
<b>Original Request</b>	Petition received (59 signatures) supported by Councillor Brown, requesting Cornelius Street is included in the Cheylesmore East Residents' Parking Scheme (CE)
<b>Proposal</b>	<p>Extend the existing Cheylesmore East Residents' Parking Scheme (CE) operating Monday to Saturday, 8am-6pm, to include Cornelius Street</p>  <p>The map shows Cornelius Street with existing double yellow lines on the right side. A cyan shaded area indicates the proposed extension of the Residents Parking Zone (CE) Monday-Saturday, 8am-6pm, covering the entire length of Cornelius Street. A north arrow is in the top left corner. The map is credited to Ordnance Survey 100026294.</p>
<b>Objection 31</b>	<p>There is absolutely no requirement for [Parking Scheme] during the day - come and see.</p> <p>In the morning a large proportion of the parked cars leave with their owners to work. This means there are plenty of spaces as a general rule (there are of course always exceptions during holiday periods), some people do come and park in the street and walk to their place of work, return later and drive out, but as stated it rarely causes a problem.</p> <p>If this is put in it will mean every household with a car (which I would suggest is every one) having to pay at least £20 every three years - not a lot I agree but just one more expense. I say at least £20 every three years as I am sure we all have visitors occasionally so we would have to purchase at least one additional visitor permit.</p> <p>The times when parking can be more difficult is in the evening when all those people working come back and look to park and I myself have found on a few occasions having to park a distance from my property - however that is the nature of the beast!</p> <p>If any restriction were to be put in place it would be far more sensible to have it from 6pm to 8am as there are times when people leave cars parked for a few days - but again that is not at all often.</p>

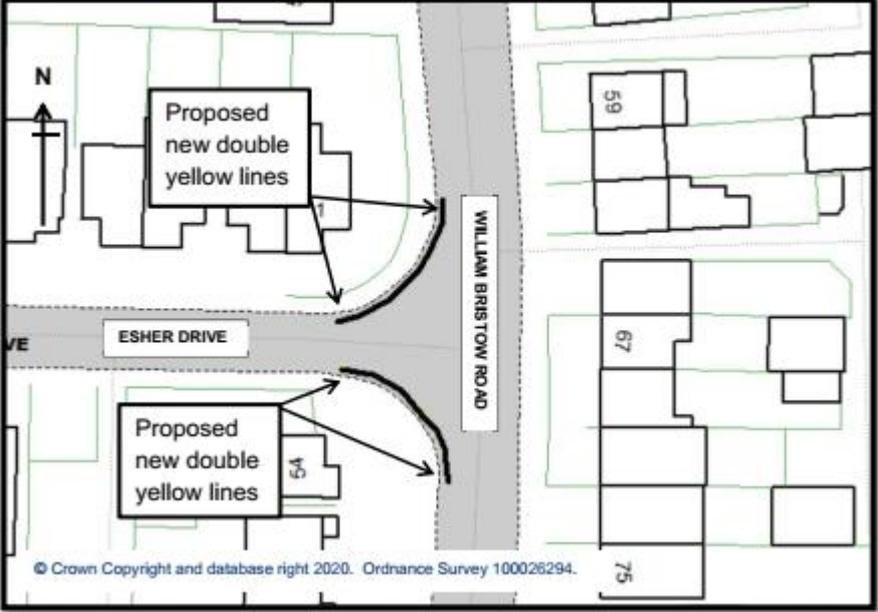
<p><b>Objection 32</b></p>	<p>My objections are based on the following:-</p> <p>Whilst from time to time cars can parked inconsiderately, the scale of the problem is exaggerated. [photos provided]</p> <p>This scheme attacks the symptoms and does not address the root cause. Speaking to "parkers and walkers", most of them work in the city centre, some in low paid jobs, but not all. But almost all report that they park in our street because the parking provided in the city centre is either not enough or too expensive. For those on low wages, this seems to be a real issue. Simply adding Cornelius Street to the parking restrictions will just cause these people to find a new street to park in and will shift any problems to another area. The root cause of the price of parking needs to be addressed.</p> <p>I see no reason why I should have to pay to park outside my own house. This is a scheme we don't want and have not requested but seem to be forced in to.</p> <p>Although we have an off street parking space we would require two permits to take account of times when we do not use the drive, [personal details regarding regular visitor and requirement for visitor permit]. This represents a significant cost to us.</p> <p>This scheme must be scrapped and the council should start to do their job by addressing the root cause of the problem rather than trying to implement a sticking plaster solution.</p>
<p><b>Comment 1</b></p>	<p>The main parkers work at either the NHS on Quinton Road or attend the University. However, the amount of parked cars varies throughout the day and is at its worst from 10:00 - 18:30 every day. [photo's provided]</p> <p>Parking restrictions between 18:00-08:00 is completely detrimental to all those residents who live in the street and furthermore would only benefit those who either work nights or parkers during the day to go to work or University.</p> <p>If I go out during the day, I know I will be unable to park in the street upon my return. Also, we cannot have visitors during the day, [personal details], with other streets being included in the Residents Parking Scheme, there will be no available parking in the vicinity.</p> <p>Finally, what checks are being carried out to ensure that those objecting to the restrictions actually live in the street?</p>
<p><b>Response to objections</b></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. In addition, parking surveys are undertaken as another criterion is there must be less than 40% of on-street parking spaces available during the daytime. The petition demonstrated sufficient residents' support, and the parking surveys a lack of available parking, 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 of any objections received.</p> <p>Whilst it is not a duty of the City Council to provide on street parking, it is recognised that a residents' parking scheme can impact on the daily life of residents, including the cost of permits, that is why a scheme is only proposed in areas where there is at least 60% of households in favour. 66% of households on Cornelius Street were in favour.</p> <p>The introduction of a residents' parking scheme can result in a transference of the parking issues into other areas. It is not currently proposed to make changes to parking in the city centre. It would not have been proposed to extend the existing residents' parking scheme without the request being made from residents.</p> <p>All objections are considered, whether from residents or non-residents.</p> <p><b>Recommendation</b> – Install as proposed, due to the volume of support demonstrated by residents who signed the petition.</p>

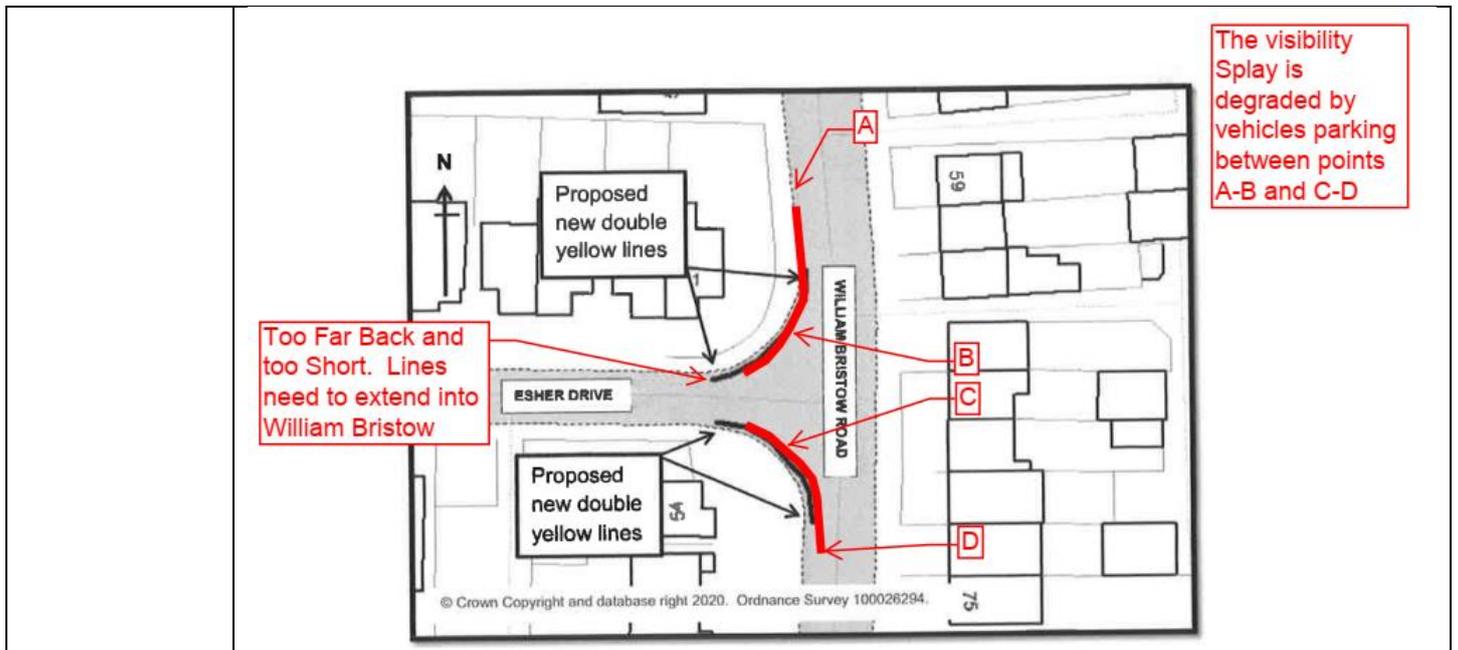
<b>Location (Ward)</b>	<b>Delage Close /Anderton Rd (Longford)</b>
<b>Original Request</b>	Concerns raised by residents regarding parking on the junction.
<b>Proposal</b>	<p>Proposed double yellow lines (no waiting at any time) for junction protection (2 junctions)</p>  <p>© Crown Copyright and database right 2020. Ordnance Survey 100026294.</p>
<b>Objection 33</b>	<p>It should be around all corner on delage close and bottom of the street and and bends near number 11 as it too dangerous as people park cars on the bends which is causing the issues</p> <p>What you should do is, double lines [whole street] on delage close which will be better as people can park in driveway which will help emergency services and bin collectors which can't get past due to cars parked on bends on delage close Coventry this problem is been long overdue but you need to do more and add more double lines around this street and around bends in the middle. Also Anderton road should be double line around the bends as well which you did not cover on maps</p> <p>Please revisit the street and see for yourself after 6pm and you will see the differential regards parking around here.</p>
<b>Response to objections</b>	<p>The proposals are in direct response to an issue raised about parking on the junction.</p> <p>A review has been undertaken of Delage Close which has shown that 1 bin collection was missed in the last 12 months. A review of the recorded personal injury collision history of both Delage Close and Anderton Road shows that there have been no recorded injury collisions in the last 3 years.</p> <p>Delage Close is a cul de sac and taking into consideration the above reviews, it is not proposed to install additional double yellow lines, other than the proposed junction protection. However, it will continue to be monitored. A review of Anderton Road is already being undertaken to determine if additional double yellow lines are to be proposed on the bend</p> <p><b>Recommendation</b> – Install restriction as advertised at Delage Close/Anderton Road and note Anderton Road is already part of a review to determine if additional double yellow lines are to be proposed on the bend</p>

<b>Location (Ward)</b>	<b>Eastlands Grove (Sherbourne)</b>
<b>Original Request</b>	Resident concerned that vehicles are parked blocking access and affecting bin collections
<b>Proposal</b>	<p>Extension of existing double yellow lines at junction extending a further 20 metres into Eastlands Grove.</p> 
<b>Objection 34</b>	<p>The objector has requested their letter is kept private. Therefore, a brief summary of the issues raised has been provided and the full letter provided to the Cabinet Member to consider.</p> <p>The proposed restrictions would remove space where residents' visitors park. Restrictions would impact on value of property There are issues relating to bin collection, often due to visitors to Holyhead Road properties parking on the road overnight.</p>
	Due to the responses in support that have been received (4) with similar reasons, these have been grouped together highlighting and reasons for supporting the proposal
<b>Support 3 - 6</b>	<p>Support as: Have I been concerned that emergency vehicles cannot get down due to parked cars. Parking is an issue for waste collections</p> <p>Addition issues raised included: Request for bollards on the verge on Holyhead Road, at the Eastlands Grove junction, to prevent parking on the verge. Concern that the parking issue may move further along the road and question if lines could be extended to whole road</p>
<b>Comment 2</b>	Double yellow lines will resolve some parking issues, but I fear it will encourage cars to pull on the grass verges either side of the 'T' junction of Eastlands Grove entering Holyhead Rd. This is so dangerous when trying to pull out on to a busy Holyhead Road.

	<p>it possible to insert some wooden posts that are not too unsightly to prevent cars parking in this dangerous manner.</p>
<p><b>Response to objection</b></p>	<p>The proposal was made in response to concerns that parking was blocking access and affecting bin collections. The entrance into Eastlands Grove is narrow and the lines were extended as parking in this location either restricts access to the close or a vehicle is parked on the footway obstructing pedestrians</p> <p>It is not a duty of the City Council to provide on street parking; any vehicle parking in the area of the proposed double yellow lines restricts access, whether or not a visitor to a resident</p> <p><b>Recommendation</b> – Install restriction as advertised.</p>

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

<p><b>Location (Ward)</b></p>	<p><b>Esher Drive/William Bristow Road (Bablake)</b></p>
<p><b>Original Request</b></p>	<p>Resident raised concerns about parking on the junction.</p>
<p><b>Proposal</b></p>	<p>Double yellow lines (no waiting at any time) proposed for junction protection</p> 
<p><b>Objection 35</b></p>	<p>It would appear that the intention is to apply double Yellow lines around the corner of Esher Drive and into that road way. I can categorically confirm that I have never seen a car parked directly on this curve and could also get statements from residents to this effect.</p> <p>The proposed position does not rectify the main issue. The Parking on William Bristow Road in close proximity to the opening to Esher Drive is the main concern. This is due to the fact that the Visibility Splay needed to access and exit Esher Drive is obscured by parked vehicles. Furthermore, Esher Drive is on a slight curve and on a gradient. As such the field of vision that a driver or pedestrian has follows the fence line of No.1 Esher drive to the North or Property Frontage to the South. Please see attached FIG.2 [To be available at the meeting]. The Red Arrows showing the extent of Vision from the car (Shown Blue). The Car needs to be positioned within William Bristow (See car position shown Green – Right Hand Turn) to have an unobscured view up and down the carriageway as shown by the blue arrows.</p> <p>The photos attached to FIG.1 show the type of obstruction present. [To be available at the meeting]</p> <p>I would suggest that either you or your colleagues revisit the proposed position of the Yellow Lines. This may require a site visit to establish the correct and functional location of the proposed Yellow lines. There may be further issues with parking on Esher Drive that could be considered but this would need to be addressed with the residents of the road directly [Reference to plan and diagrams attached]</p> <p>You may take this as formal objection to the position of the proposal but not to the proposal to apply yellow lines itself. The Issue would not be addressed by the current proposed position but a revised position to include the areas highlighted may prove to be a better use of public funds that also aid both Road and Pedestrian safety.</p>



**Response to objections**

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.

In response to the objection the proposed length of double yellow lines has been reviewed. It is not proposed to reduce the length of double yellow in Esher Drive as this prevents parking close to the junction. It is noted the objector advises that this section of the road is not parked on, therefore the double yellow lines will assist to reinforce this situation.

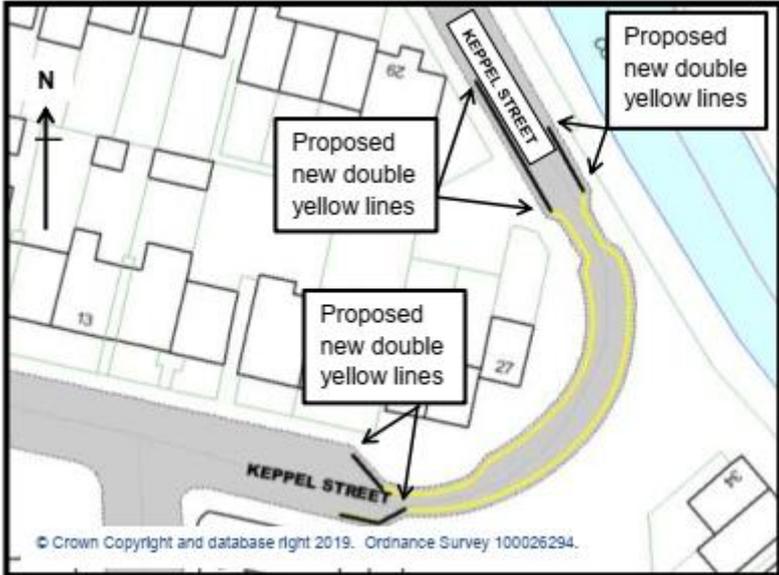
In response to the request to extend the double yellow lines on William Bristow Road, it is not possible to do so as part of these proposals. However, an extension of the double yellow lines will be advertised as part of the next waiting restriction review.

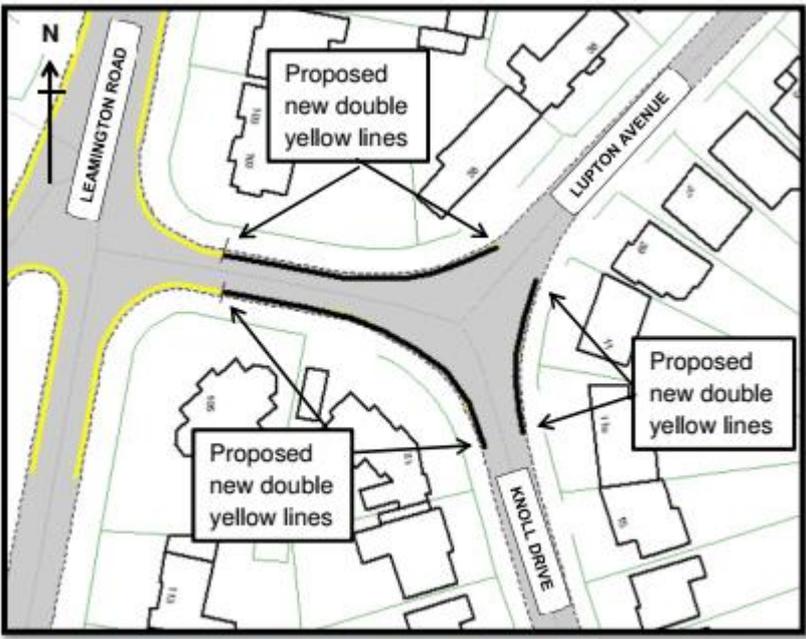
**Recommendation** – Install the restriction as advertised, and as part of the next waiting restriction review, propose an extension to the double yellow lines on William Bristow Road of 6.5 metres on the northern side of the junction and 4.5 metres on the southern side of the junction.

<b>Location (Ward)</b>	<b>Evenlode Crescent (Sherbourne)</b>
<b>Original Request</b>	The junction was highlighted by Officers as an area of concern as 3 personal injury collisions have been recorded in the last 3 years 1 resulting in serious injury and 2 in slight injury.
<b>Proposal</b>	<p>Extension of existing double yellow lines (by junction with Southbank Rd) approx. 18m on the northern side of the junction and 15.5 metres on the southern side of the junction. There are existing double yellow lines for junction protection; the proposed extension is to improve visibility of/for drivers approaching the junction when travelling on Evenlode Crescent</p> 
<b>Objection 36</b>	<p>I have an objection to the proposed extension of the double yellow lines close to my home. The reason for my objection is the further reduction of parking [ ]. In recent years (especially since the local primary school opened the entrance in Southbank Road), it is becoming impossible to park which is affecting the elderly in the road. Also, there are more &amp; more vans parking overnight. Could you not introduce resident permits? Also, the parents visiting the local school ignore the current yellow lines anyway, so will ignore the new ones, whereas us law abiding citizens will be prevented from parking outside our homes.</p> <p>I must admit that I don't believe that the current parking actually causes the accidents at this junction. [ personal details ] I have first hand experience of these crashes &amp; they all seem to be caused by people not stopping when driving along Southbank Road in either direction. It's obvious to all that the serious accidents cannot possibly be caused if people stop &amp; then move off slowly. Firstly, anyone moving off slowly from a halt sign could easily stop if required &amp; even if there is an accident it would be minor which could occur at any junction. [personal details] [Refers to speed of drivers and collisions]. In defence of these people, most have said that they thought it was their right of way across Evenlode Crescent, probably because Southbank is a busier road than Evenlode.</p> <p>What you need to do is slow the traffic down on the approach to the junction with speed bumps &amp; a halt sign instead of a give way sign on Southbank Road. I know that painting yellow lines is a quick &amp; less expensive solution to the problem but I would be very surprised if it halts the accidents. All it will do is cause more misery [ ]</p>
<b>Response to objections</b>	<p>An officer visited the location to determine any action that could be undertaken to try to improve the safety of the junction. The signage was reviewed, and it was determined the give way signage, rather than a stop sign, was appropriate for the junction. The extension of the double yellow lines to prevent parking helps to improve the visibility at the junction. Once installed, the situation will be monitored as part of the citywide annual injury collision review.</p> <p><b>Recommendation</b> – Install restrictions as advertised.</p>

<b>Location (Ward)</b>	<b>Harefield Road/Beaconsfield Rd (Lower Stoke)</b>
<b>Original Request</b>	Resident raised concerns about parking on the junction.
<b>Proposal</b>	<p>Double yellow lines (no waiting at any time) proposed for junction protection</p> 
<b>Objection 37</b>	<p>There is NOT enough parking space now for residents to even park close to their own properties. Students move into rented accommodation and have two or more cars.</p> <p>The number of properties being converted into HMO's means more cars in the street. It is a nightmare for the local residents.</p> <p>The lines proposed on the bend of Harefield Road will take up valuable space for us residents. Of which the properties on this bend are HMO properties. This is so unfair to the local residents.</p>
<b>Objection 38</b>	<p>Due to amount of personal information the objection has been summarised and the full objection provided to the Cabinet Member</p> <p>Advises not seen any notices on street, presumes should be placed on the telegraph pole where the double yellow lines are proposed and 'this [double yellow lines] isn't the correct answer to concerns raised by residents.'</p> <p>Concerns:</p> <ul style="list-style-type: none"> <li>Effect of value on property if double yellow lines installed</li> <li>Issue relates to number of HMOs and impact on parking</li> <li>Number of disabled bays (which endorse) but impacts on parking</li> <li>Road is a rat run, with unsafe driving as drivers don't let people pass or realise there is only room for one car when residents are parked on both sides of road</li> <li>Council gave permission for Lidl &amp; Iceland to be built, people who use these and other local shops are parking on street rather than the car parks, increasing traffic</li> <li>People run businesses in the street and have up to 4 vehicles per household</li> </ul> <p>Number of queries raised:</p> <ul style="list-style-type: none"> <li>What reviews have been done, day, time so can understand the issues.</li> <li>What options - including pros and cons for each option were driven from the review</li> <li>What is the assumed impact of the double yellow lines?</li> <li>What do the Council believe it will deliver to the residents of the street? Reduced traffic?</li> <li>Reduced number of vehicles using the street as a rat run? Reduced number of non residents parking on the street?</li> <li>What will be the cost of this? Vs the cost to deliver other options such as residents permit? Please can you also include here the cost to police the double yellows?</li> </ul>

	<p>What were the concerns raised by the residents? Did they mention any wider concerns such as a dangerous alleyway that is consistently littered? Lack of engineering on the road such as speed bumps - encouraging a rat run style road rather than residential street The alleyway also has a dangerous border wall leaning out on it?</p> <p>Has there been a review of other proposals in detail? Such as the cost of resident permits vs the cost of double yellow lines, with an option to buy guest permits?</p> <p>Please can you advise what analysis you have on the impact of the Council placing double yellow lines in front of a property and what compensation there would be if it were to be understood there were a detrimental value to the property because of it.</p>
<p><b>Support 7</b></p>	<p>I am a resident [ ] I whole heartedly welcome [the double yellow lines] as people park on the junctions which make it impossible to see the adjoining roads when driving.</p> <p>I wondered if the same will be done at the other end of Beaconsfield Road where it meets Copperfield Road as this is noticeably worse and dangerous as its a tight bend which is only really suitable for a one way traffic system.</p>
<p><b>Response to objection</b></p>	<p>The introduction of double yellow lines for junction protection were proposed in accordance with the advice from the Highway Code in regards 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 assists to improve visibility.</p> <p>Residents' parking was not a consideration; the issue raised was one of road safety at the junction. If a residents' parking scheme was proposed in this area, double yellow lines would still be proposed at the junction. The installation of a residents' parking scheme may improve the availability of parking spaces at other locations if non-residents are prevented from parking in the area, thereby reducing the parking taking place on the junction. However, there are several criteria which are required to be met before a residents' parking scheme is progressed, which includes that 60% of households have to be in favour of a scheme. The issue raised was not one of a lack of parking, but of danger relating to parking on a junction, therefore the solution proposed addressed the issue raised.</p> <p>Parking on the junction has been observed. It is an area where drivers should not park. Reviews of other options have not been taken, as double yellow lines will address the safety concerns raised. The assumed impact of the double yellow lines is an improvement to visibility at the junction which improves road safety.</p> <p>Notices were placed on street, but not on the telegraph pole as this belongs to a third party and not the Council.</p> <p>It is not a duty of the City Council to provide on street parking and the installation of waiting restrictions on the public highway is not an event for which compensation is payable.</p> <p><b>Recommendation</b> – Install restrictions as advertised.</p>

<b>Location (Ward)</b>	<b>Keppel Street (St Michaels)</b>
<b>Original Request</b>	Resident supported by Councillor advised of issues with resident parking causing obstruction which affected access for refuse collection and requested an extension to the existing double yellow lines.
<b>Proposal</b>	<p>Extension of existing double yellow lines to prevent cars parking up to/adjacent to area where road narrows.</p> 
<b>Objection 39</b>	I don't understand how we are going to get rid of main problems we face for our rubbish collection in the street. Most of the times when rubbish collection trucks can't turn into Keppel from junction of wright/Keppel streets due to cars parked on both corners In your proposal you didn't include these two corners I am afraid excluding them corners from proposals will not help to solve the problems. And also residents in our area facing huge parking problems There are more cars than the available parking space in area I believe city council officers and councillors aware of this serious issue but there is not much has been done on this issue Please kindly help us to address this issue and plan for free parking areas for residents
<b>Comment 3</b>	Request double yellow lines are extended further to address issues with driveway. Also advises current restrictions are not enforced.
<b>Response</b>	<p>The proposed double yellow lines were in direct response to an issue relating to obstructive parking in a particular location.</p> <p>The comments regarding enforcement of the existing restrictions were passed to the Parking Service Team when they were received.</p> <p>The Police have the necessary powers to undertake enforcement action, if a vehicle is parked in a dangerous or obstructive manner, without the need for waiting restrictions. However, if approved, double yellow lines for junction protection will be proposed at the junction of Keppel Street/Cambridge Street and Keppel Street/Wright Street as part of the next waiting restriction review.</p> <p>The objector advises that there are already 'more cars than available parking space' and 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. The Traffic Management Team deal with issues relating to the adopted highway and are not able to create free parking areas on land which is not adopted.</p> <p><b>Recommendation</b> – Install restrictions as advertised and include a proposal for double yellow lines for junction protection at Keppel Street/Cambridge Street and Keppel Street/Wright Street as part of the next waiting restriction review.</p>

<b>Location (Ward)</b>	<b>Knoll Drive/Lupton Avenue (Earlsdon)</b>
<b>Original Request</b>	Residents, supported by a Councillor, raised concerns about parked cars, mainly visitors to the family care centre, causing obstruction and safety issues
<b>Proposal</b>	<p>Double yellow lines (no waiting at any time) proposed for junction protection and extending outside the family care centre</p>  <p>© Crown Copyright and database right 2020. Ordnance Survey 100026294.</p>
	The objections that have been received (3) have similar concerns, therefore these have been grouped together highlighting the issues raised
<b>Objections 40 - 42</b>	<p>Concern that the proposed restriction will result in the transference of parking further along Knoll Drive and Lupton Ave, resulting in people parking and blocking driveways and making it more hazardous for drivers pulling out and on to driveways.</p> <p>GP customers/patients/employees are already parking over driveway, this will make the situation much worse. What can be done by law to prevent this, how can the council help.</p> <p>The parking may get worse if the Council start charging to park at the Park &amp; Ride service at the Memorial park as the users of this service will then look to park on the local streets'</p> <p>Request restrictions are extended on both sides as far as the Church car park and Brayford Avenue (which may assist to encourage patents to use the family care centre car park</p>
<b>Support 8</b>	<p>The clients of the Surgery and delivery drivers just park on the road and on the footpaths. Common passerby and drivers struggle and I am very pleased that your are considering these yellow lines. I feel one day serious incident may happen</p> <p>Again, many many thanks for considering this safety yellow lines for all.</p>
<b>Support 9</b>	<p>Our support for the proposals are based on the <b>DANGEROUS and UNACCEPTABLE SAFETY</b> conditions which have existed in Knoll Drive at the junction with Lupton Avenue due to the <b>irresponsible parking</b> of vehicles being used by visitors to Phoenix Family Care and their associated pharmacy since the facility was opened.</p> <p>The area affected is right at the junction of these two roads and any site visit would confirm that there are poor lines of sight around the corner.</p>
<b>Response to objection</b>	The proposal was made in response to concerns relating to parking by visitors to the Family Care Centre. The proposals provide double yellow lines for junction protection and prevent parking on the short section of Knoll Drive from Leamington Road to Lupton Avenue to improve safety and assist the movement of traffic.

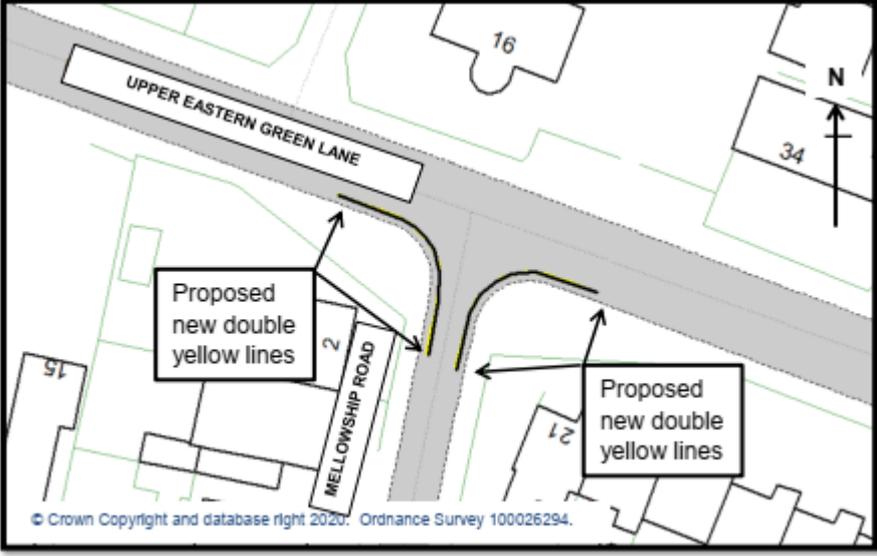
There is the potential with the introduction/changes to waiting restrictions that there can be a transference of parking to other areas,

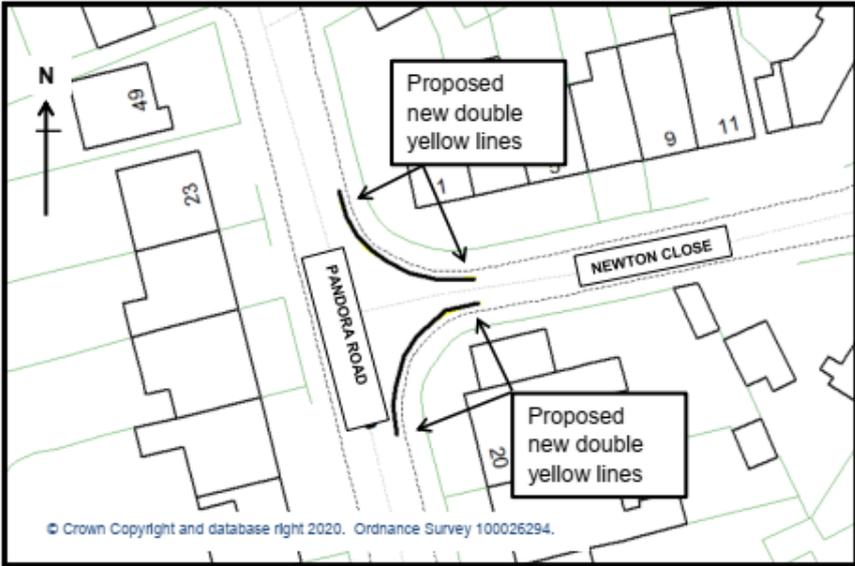
If a vehicle crossover (dropped kerb) to a driveway is parked over, it is an obstruction and both the police and City Council's Civil Enforcement Officers have the necessary powers to take action without the need for waiting restrictions. Blue Badge holders also have the option to apply for an access protection marking, an advisory marking highlighting the dropped kerb where parking should not occur.

If the proposal is approved, following the introduction of the double yellow lines, monitoring will be undertaken and residents consulted about the possible extension of the new waiting restrictions. A possible restriction, other than double yellow lines, is No Waiting, Monday to Friday, 8am-6.30pm, which reflects the opening times of the family centre and would have less impact on residents and their visitors.

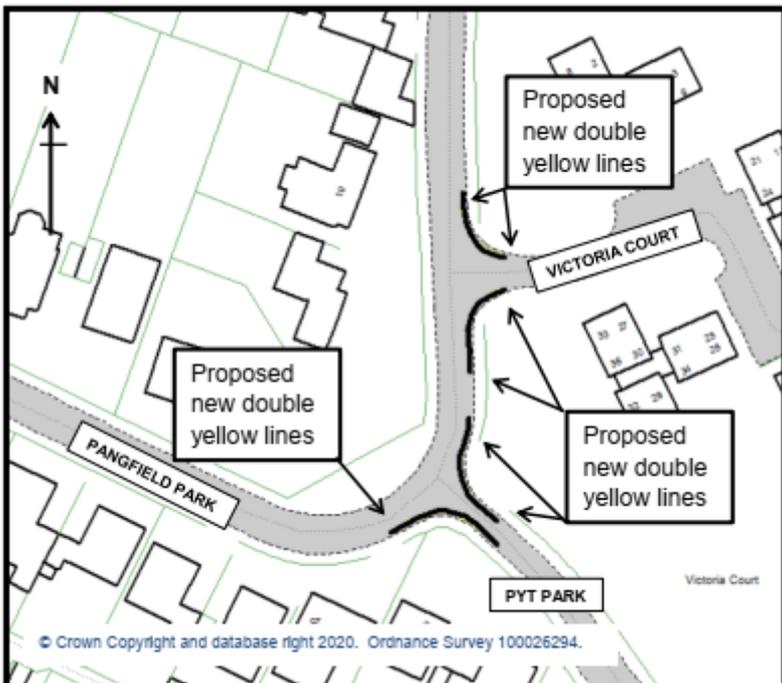
**Recommendation** – Install restrictions as advertised, monitor and consult with residents about a possible extension to the waiting restrictions.

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

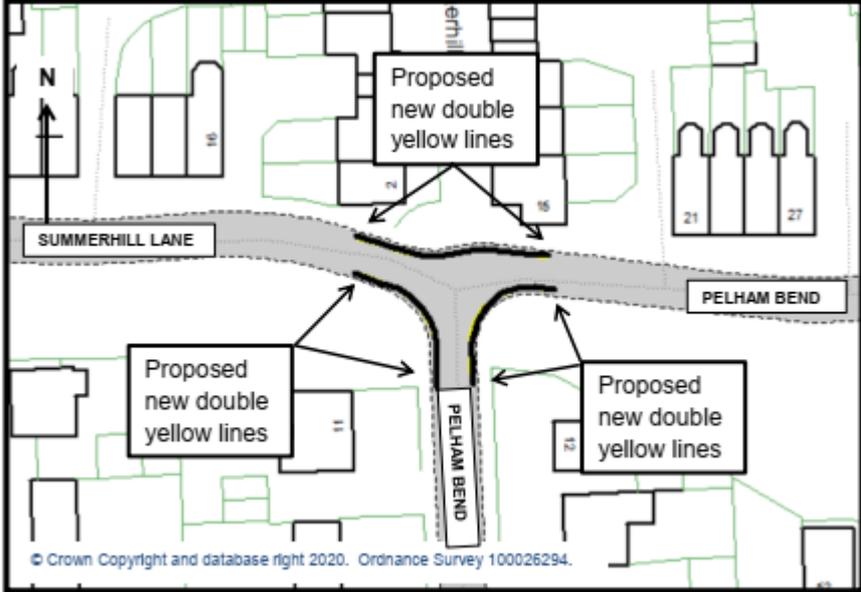
<b>Location (Ward)</b>	<b>Mellowship Rd / Upper Eastern Green Lane (Woodlands)</b>
<b>Original Request</b>	Residents, supported by a Councillor, raised concerns about parking at the junction causing obstruction
<b>Proposal</b>	<p>Proposed double yellow lines (no waiting at any time) for junction protection.</p>  <p>© Crown Copyright and database right 2020. Ordnance Survey 100026294.</p>
<b>Objection 43</b>	<p>I cannot see why CCC would want to waste money in putting double yellow lines around the proposed area when no one ever parks there anyway or very rarely. There are bollards around one side outside no 2 mellowship road anyway so no one can park there.</p> <p>If we are talking about safety issues then it would make more sense to put the double yellow lines around the entrances of no 10 Upper Eastern Green Lane and no 16 also affects no's 12/14 /18/20/22. As when vehicles park right on the corners as per picture [photo provided] then it makes a hazard for the residents trying to get in and out as the cars have to actually be on the road before they can see if it's clear to turn right or left very dangerous.</p>
<b>Response</b>	<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'.</p> <p>The issue raised advised of drivers parking on the road, not the footway</p> <p>Double yellow lines are very rarely used to protect an individual access.</p> <p><b>Recommendation</b> - install the restrictions as advertised</p>

<b>Location (Ward)</b>	<b>Newton Close/Pandora Road (Henley)</b>
<b>Original Request</b>	Safety concerns raised by resident about parking at the junction
<b>Proposal</b>	<p>Proposed double yellow lines (no waiting at any time) for junction protection</p> 
<b>Objection 44</b>	<p>We are welcoming the action however this is of little comfort to the residents of Newton Close</p> <p>We are at constant battle with individuals who park on the opposite side of the housings. There have been several incidents where emergency or Council Vehicles (Ambulances, Fire Engines and refuse collection and at time even police gave to inch their way through to the end of the Close.</p> <p>Such incidents have been reported and recorded to the West Midland Police [details can be provided if required], where Cars, Vans etc.. have parked and obstructed exits from Drives and even making life extremely difficult for those who do not have a drive cannot exit the Close. [Phots provided].</p> <p>The residents of Newton Close are VERY UNSATISFIED for the proposal and believe and DENAND that the double yellow lines should be continuous to at least No 11. Your proposals will only lead to further altercations with the offending residents and encourage them to park and obstructing not only the residents but also Emergency Vehicles. [Specific incident details provided about a parked vehicle causing access problems for 48 hours]</p> <p>So please do us ALL A VERY BIG FAVOUR RECONSIDER THE PROPOSAL. [Personal details] it seems that it is perfectly legal to park opposite where not even pedestrians, mothers with pranks can walk on them and have to play RUSSIAN ROULETTE with incoming and outgoing traffic.</p>
<b>Objection 45</b>	<p>Thank you for the letter highlighting that Coventry city council are finally taking some action in regards to newton close</p> <p>[ ] have genuine concerns that your plans to implement the yellow line on the corners of the street will be a futile attempt at fixing a problem that has been at the forefront of some nasty neighbour disputes.</p> <p>[Annotated drawing provided showing requested extension to proposed double yellow lines to opposite 1-9 (odds) Newton Close. This will more importantly allow emergency vehicles and other residents safe access. With what the council are suggesting having the corners of the road double yellow line will not alleviate any of the issues we are having with double parking.</p> <p>No one will lose out on parking, more importantly there will still be passage available for vehicles.</p>

<b>Comment 4</b>	[regarding proposed double yellow lines] I feel that its needed more pandora road to Henley road because very day hospital works park there cars there and people with push chairs cant get thought so they have to walk on the road.
<b>Response to objection</b>	<p>The restrictions were proposed in direct response to the concern raised about parking at the junction. It is not possible to install more double yellow lines on Newton Close as part of this review, as any extension to the proposed double yellow lines needs to be advertised and any objections considered.</p> <p>It is proposed that the double yellow lines are installed as advertised to provide junction protection and a consultation is undertaken with the residents of 1-11 (odds) to determine if they are in favour of an extension of the double yellow lines on either both sides of the road or one side of the road only, from the junction to 11 Newton Close. The option which the majority of residents favour will be advertised as part of a future review.</p> <p><b>Recommendation</b> – Install the restrictions as advertised and undertake a consultation about a possible extension of the double yellow lines, further into Newton Close</p>

<b>Location (Ward)</b>	<b>Pangfield Park/ Pyt Park &amp; Pangfield Park/ Victoria Court (Whoberley)</b>	
<b>Original Request</b>	Safety concerns raised by residents due to parking on the junctions	
<b>Proposal</b>	<p>Proposed double yellow lines (no waiting at any time) for junction protection, both junctions.</p>  <p>The map shows a junction of three roads: Pangfield Park, Pyt Park, and Victoria Court. A north arrow is located in the top left corner. Three callout boxes with arrows point to specific locations on the map, each labeled 'Proposed new double yellow lines'. One box points to the junction of Pangfield Park and Pyt Park. Another box points to the junction of Pyt Park and Victoria Court. The third box points to the junction of Pangfield Park and Victoria Court. The map also shows building footprints and street names: PANGFIELD PARK, PYT PARK, and VICTORIA COURT. A copyright notice at the bottom of the map reads: '© Crown Copyright and database right 2020. Ordnance Survey 100026294.'</p>	

<p><b>Objection 46</b></p>	<p>Whilst I am in agreement with the proposals that will result in higher visibility and a safer environment to both the recently installed dropped kerb crossing points, I feel the measures do not go far enough.</p> <p>These measures will simply compound a problem that already exists in Pyt Park. [photos attached of parking]. You will also note that the inconsiderate parking is likely to hamper access for the emergency services together with your own refuse collection service.</p> <p>The fact is that Pyt Park at its junction with Pangfield Park is a single roadway circa 3.6 metres wide. [Personal details of parking issues encountered by objector and others]. As mentioned your proposals will simply make our occasional problem a permanent one.</p> <p>Logically, if the "yellow lines" were to be extended on both sides to the point where Pyt Park widens (at the boundary of No.4 &amp; No.6 Pyt Park) this issue could be avoided.</p> <p>Further email and phot sent showing problem when large vehicle parked in this area</p>
<p><b>Support 10</b></p>	<p>I am pleased to read about the above improvements.</p> <p>My concerns are that people will simply park on the other side of the road, impeding the view of residents leaving their houses [due to] vehicles opposite.</p> <p>[Also advises of concern, especially for wheelchair users], that drivers will park their cars at the top of Pangfield Park at its junction with Allesley Hall Drive where tactile paving &amp; dropped kerbs have only recently been installed.</p> <p>Sadly this is a daily occurrence and for wheelchair users it affects their ability to see clearly and be seen by other road users when trying to cross the road.</p>
<p><b>Response to objection</b></p>	<p>The restrictions were proposed in response to road safety concerns due to vehicles parking at the junction. Therefore, 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>When new restrictions are proposed there is the potential that the parking may transfer to other areas. The objector and supporter have made requests for additional double yellow lines to address this potential issue. It is not possible to do this as part of these proposals, as the legal process, including objection period, has to be followed. However, it is proposed that an extension of the double yellow lines along Pyt Park up to the boundary of nos. 4 and 6 Pyt Park and double yellow lines for junction protection at the Allesley Hall Drive/ Pangfield Park will be advertised as part of the next waiting restriction review.</p> <p><b>Recommendation</b> – Install the restriction as advertised. As part of the next waiting restriction review, propose an extension to the double yellow lines on both sides of Pyt Park (up to the boundary of nos. 4 and 6 Pyt Park) and double yellow lines for junction protection at the Allesley Hall Drive/ Pangfield Park junction.</p>

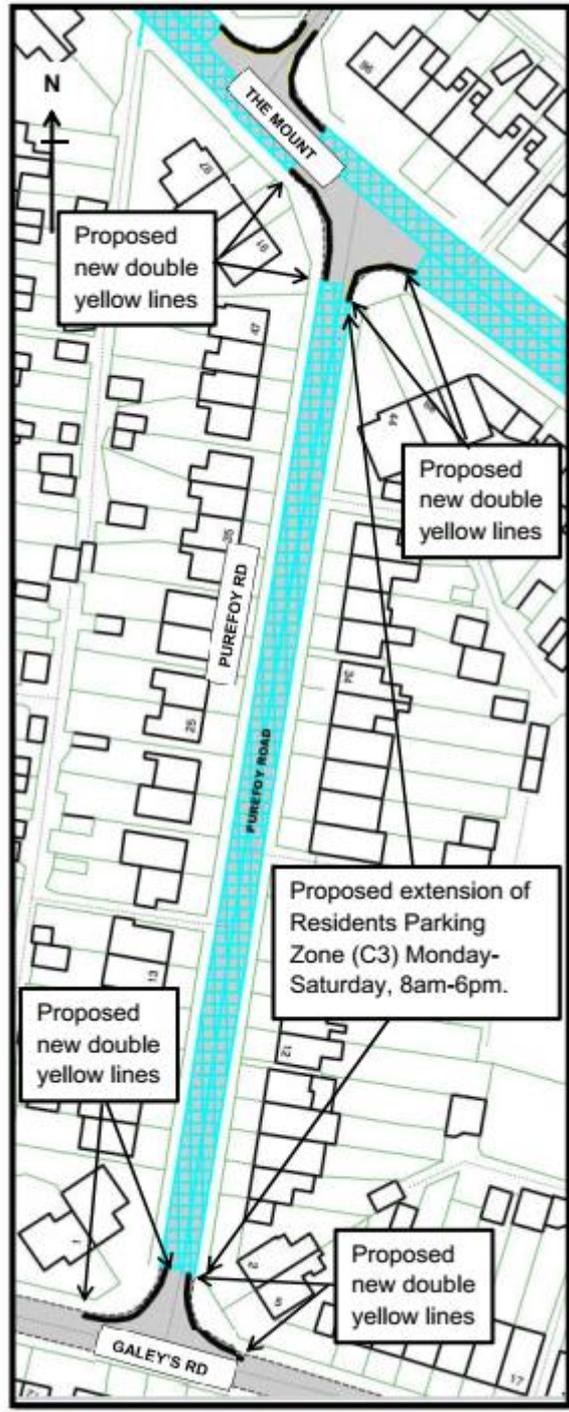
<b>Location (Ward)</b>	<b>Pelham Bend /Summerhill Lane (Woodlands)</b>
<b>Original Request</b>	Resident advised of concerns about parked cars blocking visibility.
<b>Proposal</b>	<p>Double yellow lines (no waiting at any time) proposed for junction and bend protection</p> 
<b>Objection 47</b>	<p>[personal details] and assume that the well-intentioned restrictions would alleviate pressure on this junction. I do however think that they will just increase the speed of the flow of traffic into what is already an extremely dangerous junction.</p> <p>If double yellow lines are to be used then more signage and clearer road markings need to be applied. It is nearly impossible to see whose priority the junction is unless you are extremely familiar and then cars parked on the large pavement obstruct the vision of traffic using the priority direction. [photos provided]</p>
<b>Objection 48</b>	<p>[personal details] I believe by doing this, you are just going to cause a further problem, in an already crowded area. Looking at the proposals it look as though at least 6 cars will be displaced and you are going to just move the problem, not solve it. There is not enough parking on the estate as a whole, and by introducing double yellow lines, this is going to further cause a problem.</p> <p>Maybe, if when considering this, if it is felt double yellow lines are necessary, then maybe considering a solution to the parking issues in general, rather than causing further problems. I.e. Solve the parking issues first and then introduce the double yellow lines later. It feels as though we cannot have visitors etc. due to the lack of adequate parking facilities. I feel this has not been looked at properly either by the builders in the first place, and then the Council in approving the same. I have raised this numerous times to the "door step knockers" in the Council at Election time, yet still here we are with the same problem. More parking is needed, not less!</p> <p>Also, it could be argued that by leaving the junction as it is at present, slows drivers down, and makes drivers behave in a more cautious manner, as they have to slow down to safely go around the corner, as it has been noted that some drivers race down this road heading up towards the cricket pavilion when there are less cars around.</p> <p>i can offer one solution; There are areas of the estate where roads could be opened up to allow people to park in front of their houses, as an example, as this would ease some of the parking issues more generally.</p> <p>I do not feel full consideration has been given to this and it has been a more "knee jerk" reaction to a few residents who have raised concerns.</p>

<b>Response to objections</b>	<p>The double yellow lines were proposed in response to issues raised about parking affecting visibility, comments were also made in regard to parking effecting access. The request received was for a greater extent of double yellow lines. However, when the location was reviewed it was decided to propose a shorter extent than requested. The proposed double yellow lines are for junction protection and to increase visibility at the bend; the double yellow lines will also apply to the footway area where cars have been parked (as referred to in objection 47).</p> <p>Whilst we appreciate the balance of demands on the public highway, it is not a duty of the City Council to provide on street parking</p> <p><b>Recommendation</b> – install the restrictions as advertised.</p>
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**Location (Ward)** Purefoy Road (Cheylesmore)

**Original Request** Petition received (31 signatures) supported by Councillor Bailey, requesting a residents' parking scheme on Purefoy Road.

**Proposal** Proposed to extend the Residents' Parking Scheme, Zone C3, Mon Sat, 8am-6pm to include Purefoy Road and install double yellow lines for junction protection.

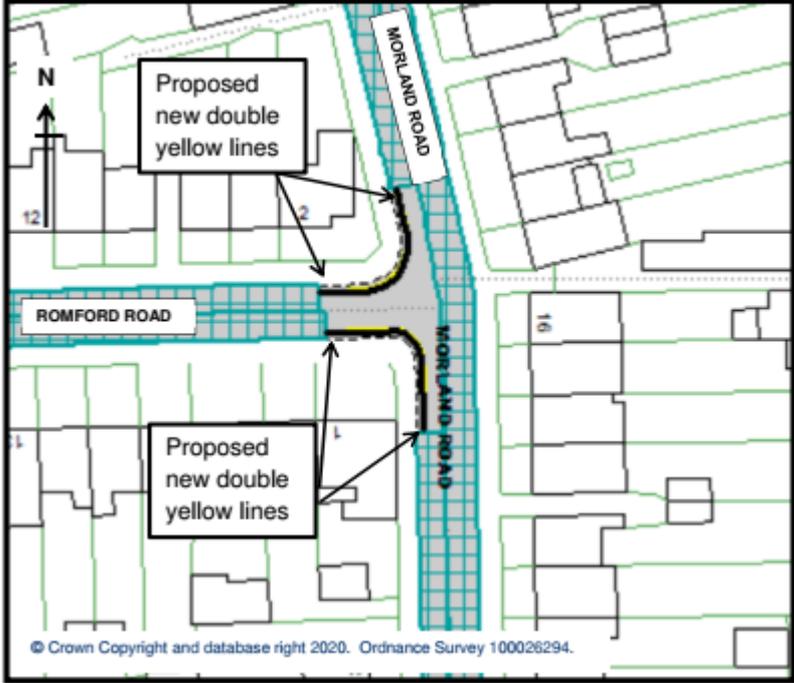


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**Objection 49** I write to strongly object to the Residents :Parking Scheme in Purefoy Road [personal details], and the adjoining street, The Mount, as there is no high volumes of cars parked for a few hours or all day by city centre shoppers and workers: Monday-Saturday, because:  
- it takes approx. 25/30 minutes to walk from [ ] Purefoy Road to the city centre.  
- there are roads with no parking restrictions nearer to the city centre, to park a vehicle:

	<p>People do not need to park in Purefoy Road to visit the shops on Daventry Road, for the following reasons:-</p> <ul style="list-style-type: none"> <li>- loads of parking there; 3 rows of parking bays/spaces in front of the shops and parking along Daventry Road</li> <li>- easy to find a parking space, because there are more shops that you rarely if ever visit: Estate Agents, Flooring &amp; Bed Shop, Funeral Directors, Opticians, Phone Shop, Vaping Shop, Travel Agents, now only 2 banks there</li> <li>- some shops have been empty for sometime and more shops will never re-open after the Coronavirus.</li> </ul> <p>There is always available parking in Purefoy Road, Monday-Friday. However, at weekends there is a lot more parked vehicles by Residents, their family and friends visiting their homes.</p> <p>I also object to the Residents Parking Scheme because [ personal details ]. Having a Residents Parking Scheme would be very difficult and problematic when having a number of tradesmen coming to the house at different times of the day. [Details experience of a residents parking scheme] with a Residents Parking Scheme the whole process is very disruptive and stressful.</p> <p>[personal details] I visit Purefoy Road once a week, sometimes more, on different days and times. and are very familiar with the street scene.</p> <p>I notice in Galeys Road, that people park on or very close to 2 of the junctions, creating limited driving visibility. The Residents of Galeys Road and visitors park very close to the junction with Queen Isobels Avenue/Galeys Road and park their vehicles on the corners of Purefoy Road/Galeys Road , which is illegal! Double yellow lines should be at these 2 junctions.</p> <p>I do not understand why Purefoy Road and The Mount, Cheylesmore, requires a Residents Parking Scheme.</p>
<p><b>Response to objection</b></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 for a residents' parking scheme on Purefoy Road demonstrated sufficient support and parking surveys showed that the level of on street parking/availability of spaces met the residents' parking scheme criteria. The legal procedure to introduce a TRO for a residents' parking scheme was therefore commenced. The scheme has been proposed in accordance with Coventry City Council policy. The advertisement of the TRO is not a guarantee that a scheme will be implemented as it is subject to the consideration of any objections received.</p> <p>Double yellow lines for junction protection are proposed at the Galeys Road/Purefoy Road junction as part of these proposals</p> <p>The introduction of double yellow lines at the junction of Queen Isabel's Avenue/Galeys Road will be proposed as part of the next waiting restriction review.</p> <p><b>Recommendation</b> – Install the restriction as advertised. As part of the next waiting restriction review, propose double yellow lines for junction protection at Queen Isabel's Avenue/Galeys Road (north eastern side, as TRO already in operation on other corner)</p>

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

<b>Location (Ward)</b>	<b>Romford Road/Morland Road (Holbrook)</b>
<b>Original Request</b>	Resident raised concerns about parking on the junction
<b>Proposal</b>	<p>Double yellow lines (no waiting at any time) for junction protection.</p> 
<b>Objection 50</b>	<p>The idea of putting double yellow lines will not resolve the problem the resident have complained about. The complaint is about school drop off and pick up and the amount of traffic coming down the road which has one way in and one way out and blocking the road. Putting Yellow lines down isn't going to stop parents parking on them and will not resolve any of the issues residents have, school parents block drives on Romford Rd so they won't care about parking on double yellows. The only people that it will effect are residents parking on the road at night time which is hard enough without double yellows being put down. What we want is parking restrictions for Residents only and for the parking restrictions to be inforced.</p> <p>The school has a large playing field is it not possible to have a drop off point on the school site? Schools in Hampshire have parent drop off parking? There is enough space on the school site for this. So staff parking could be created on a section of the playing field freeing up the current staff car park for a parent drop off zone and limited time parking.</p>
<b>Objection 51</b>	<p><i>This response related to a leaflet distributed to residents (not by the Traffic Management Team), but as it was copied to our Legal Team and refers to this proposed restriction it has been treated as an objection.</i></p> <p>Also Drivers do no adhere to the the Highway code now when dropping off and picking up the children from school as the Highway code states that no cars to be parked within 50 yards of Junctions never mind on the actual corners putting lives at risk adults as well as children that walk to school so what is going to stop them parking on Double Yellow's? It will be the residents that get penalised when parking their vehicles when they are at home as parking for the residents is limited now so putting Double yellows would caused more of a problem</p> <p>Also the Residents Only Scheme is a good idea in theory but at what cost to the residents? as some of the residents parking only areas have charges and who or how</p>

	<p>will this be monitored the same to parking on the Double Yellows at Drop off and pick up time.</p> <p>Cars even park on the Zig Zag Lines of the Zebra Crossing on Rotherham Road at the shops to drop off and pick up children</p>
<p><b>Response to objection</b></p>	<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 also assists with vehicles positioning to turn into the junction.</p> <p>There are criteria that have to be met before a residents' parking scheme is proposed, one of which is that 60% of households must be in favour of a scheme.</p> <p>A further review has been undertaken following the comments made and it is proposed to install a shorter length of double yellow lines on Morland Road. However, if approved and once implemented, concerns are again raised, it may be proposed to extend them to 10 metres (this would require the necessary legal procedure to be undertaken once more)</p> <p>The concern raised about parking taking place on the zig zag markings (controlled area) of the zebra crossing on Rotherham Road have been forwarded to Parking Services.</p> <p><b>Recommendation</b> – Install a reduced extent of double yellow lines on Morland Road, reducing the extent to 5 metres each side of the junction. No reduction is proposed on Romford Road. If approved, once installed the situation will be monitored and if future concerns are raised consideration will be given to extending the double yellow lines.</p>

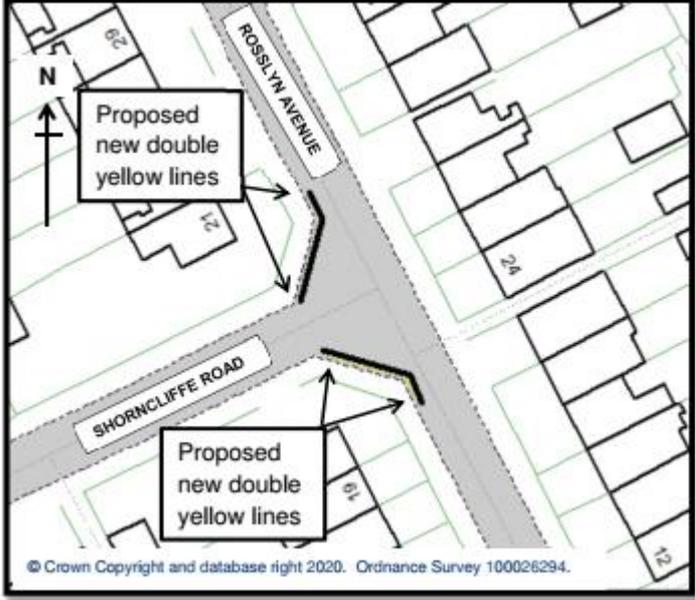
<b>Location (Ward)</b>	<b>St Agatha's Rd/St Michael's Rd Area- Residents' Parking Scheme (Lower Stoke)</b>
<b>Original Request</b>	Petition received (67 signatures) supported by Councillor McNicholas requesting a residents' parking scheme on St Agatha's Road, St Ann's Road, St Osburg's Road and St Michael's Road. A further petition (29 signatures) was received requesting a residents' parking scheme for Brays Lane
<b>Proposal</b>	<p>Proposed Residents' Parking Scheme, Zone BH, Monday - Saturday, 8am-6pm and double yellow lines (no waiting at any time) for junction protection. The area to include St Agatha's Road, St Ann's Road, St Michaels Road and St Osburgs Road.</p> 
	Due to the number of objections that have been received (13) with similar reasons, the objections have been grouped together highlighting the main reasons for objecting to the proposal
<b>Objections 52 - 64</b>	<p>The objections received all relate to Brays Lane not being included in the residents' parking scheme. Many advise that the 60% is unachievable and therefore the process is not fair and have provided breakdowns of the occupancy of properties. Comments include:</p> <p>Brays Lane has been disproportionately disadvantaged in meeting the same criteria afforded to the residents of the Saints, in obtaining resident parking.</p> <p>Brays Lane is uniquely different in having a mixture of business and residential properties. They also have a higher amount of residential properties that have either, restrictions on parking or the availability of off-road parking. / Have you looked at the road as a whole and noted that majority of the homes are not residential but rented accomodation- who are likely to oppose the scheme</p> <p>Of the 82 residential properties on Brays lane 20 between Walsgrave Road and St Agatha's have unrestricted parking the others between Walsgrave Road and St Agatha's are restricted by double yellow lines and a Disabled parking bay (no longer used).</p> <p>The criteria of 60% of residents on Brays Lane is unachievable due to pre -stated factors. This should be re addressed and considered and Brays Lane, possibly the residential properties</p>

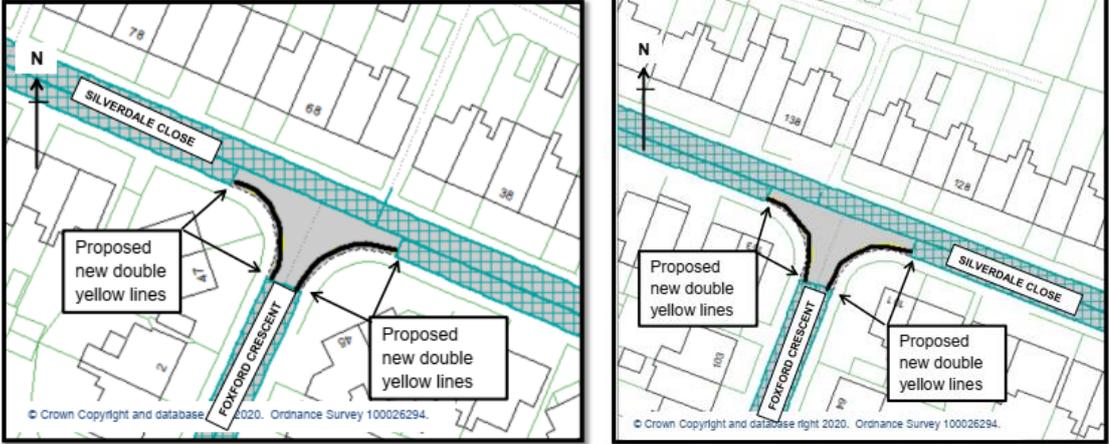
	<p>between Walsgrave Road and St Agatha's be included in the resident parking scheme. Another possible solution, as well as the resident parking for Brays Lane, would be to take the double yellow lines outside numbers 6 – 20 back to their original position, creating a further 5 parking spaces and a disabled bay for the resident in number 20.</p> <p>I know as a council you have always been reluctant to impose any form of traffic control on this road, so you don't upset the local business in the high street and the school. If that's an issue then make your carpark on clay lane free. I don't understand why you don't enforce the car park to be used. As a council you are loosing on revenue. Which a council should see as an opportunity since funds for councils have been cut from central government</p> <p>Procedural concerns that Brays Lane residents' responses were not all received. Fellow residents surveyed all of Brays Lane during the consultation period and received confirmation that more than 60% of households wanted the RPS to be implemented. I believe that there are methodological errors in processing survey responses, and that the decision does not accurately represent the responses sent to the council. I am concerned that genuine responses have not reached you, and the decision to exclude Brays Lane is based on inaccurate information.</p> <p>St Ann's road did not meet the 60% target and has been granted it with 50%?</p>
<p><b>Response</b></p>	<p>Two petitions were received requesting residents' parking schemes. One (67 signatures) for St Agatha's Road, St Ann's Road, St Osburg's Road and St Michael's Road and one (29 signatures) for Brays Lane.</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. Neither petition demonstrated sufficient support for a scheme, therefore a consultation was undertaken.</p> <p>The consultation responses in favour of a scheme on Brays Lane showed insufficient support (46% in favour). The support for a scheme on the other roads was St Agatha's Road – 70%, St Ann's Road – 50%, St Osburg's Road -83% and St Michael's Road- 63%. Whilst there was less than 60% of support from St Ann's Road, there are only 12 properties on this road and it is not a natural boundary as it is within the area of qualifying roads. Therefore, the legal procedure to introduce a TRO for a residents' parking scheme was commenced for St Agatha's Road, St Ann's Road, St Osburg's Road and St Michael's Road but not for Brays Lane. The advertisement of the TRO is not a guarantee that a scheme will be implemented as it is subject to the consideration of any objections received.</p> <p>All the objections received relate to Bray's Lane not being included in the proposed residents' parking scheme and that the 60% of households in favour should not apply.</p> <p>The consultation undertaken advised that 60% of households needed to be in favour of a scheme. The response to the consultation on Brays Lane were also broken down into sections to determine, if on some sections of the road, 60% of households were in favour, but this was not achieved.</p> <p>Residents in rented accommodation, are still households as if a residents' parking scheme was implemented, this would also impact on their parking and their visitors parking on street.</p> <p>It is not possible to install a residents parking scheme on Brays Lane as part of this review as the necessary legal process for a TRO has not been undertaken.</p> <p>There are two possible options in response to the objections.</p> <p>Option 1 - Install the residents' parking scheme as proposed on St Agatha's Road, St Ann's Road, St Osburg's Road and St Michael's Road. Consult the residents of Brays Lane once</p>

more (which is not the normal policy, as they have recently been consulted) to determine if 60% of households are in favour of a scheme. If sufficient support is achieved advertise the inclusion of Brays Lane in the next waiting restriction review.

Option 2 - Do not install the proposed residents' parking scheme on St Agatha's Road, St Ann's Road, St Osburg's Road and St Michael's Road. Consult the residents of Brays Lane once more (which is not the normal policy as they have recently been consulted) to see if 60% of households are in favour of a scheme. The other roads would not be consulted again as they have already shown sufficient support. If there is enough support from Brays Lane, undertake the legal procedure to install a larger scheme to cover all the roads. If there is not support, repeat the legal process for the other roads to become a residents' parking scheme area without Brays Lane.

**Recommendation** - Install the restriction as advertised (introducing a residents' parking scheme on St Agatha's Road, St Ann's Road, St Osburg's Road and St Michael's Road) and consult with residents of Brays Lane once more to determine if there is sufficient support for a residents' parking scheme. If sufficient support is received, include the proposal for a residents' parking scheme on Brays lane in the next waiting restriction review.

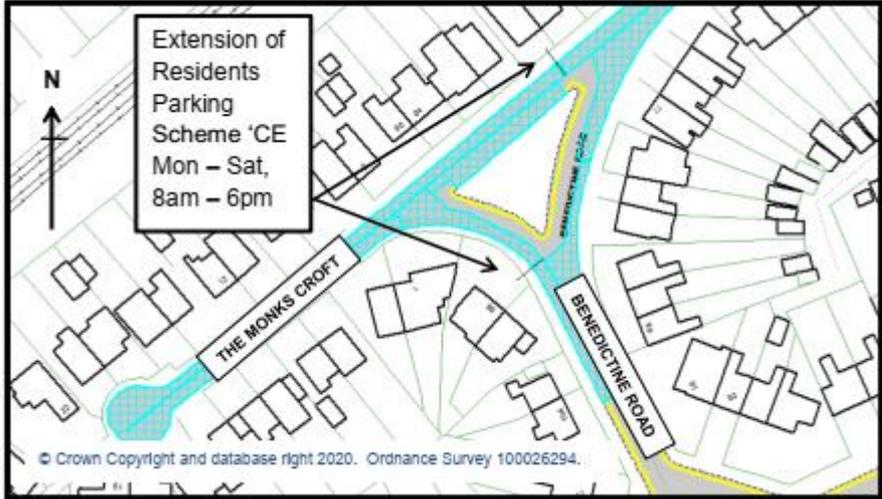
<b>Location (Ward)</b>	<b>Shorncliffe Road/Rosslyn Ave (Holbrook)</b>
<b>Original Request</b>	Resident raised concerns regarding parking causing obstruction
<b>Proposal</b>	<p>Double yellow lines (no waiting at any time) for junction protection,</p> 
<b>Objection 65</b>	<p>I would like to raise an objection as it will remove approx 4 parking spaces [personal details provided] it is difficult to park on the street as it is, without the double yellows. I also feel that this would create unnecessary tension and angst between the neighbours in a location that we feel does not demand such measures as it does not feel or appear to be an unsafe condition. The road is wide and the corners are chamfered to create an even wider corner than normal. Even with the double yellows I see no real benefit to actually having them as the corners are not a problem.</p> <p>As an alternative, for some neighbours who may have issue with cars blocking their drives (which I'm not aware of) or such, maybe painting white access lines across their dropped kerbs could satisfy any grievance they may have.</p>
<b>Objection 66</b>	[personal details] if the proposal is passed I can foresee it causing a lot of friction as it will take 4 spaces away from the residents of a very crowded road already
<b>Response to objection</b>	<p>The restrictions proposed were in direct response to issues raised about parking at the junction and not driveways being obstructed.</p> <p>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'. Due to the layout of this junction, this length relates mainly to the 'chamfered' corners of the junction.</p> <p><b>Recommendation – Install the restriction as advertised</b></p>

<b>Location (Ward)</b>	<b>Silverdale Close/Foxford Crescent (Longford)</b>
<b>Original Request</b>	Residents raised concerns regarding parking at the junction affecting refuse collection
<b>Proposal</b>	<p>Proposed double yellow lines (no waiting at any time) for junction protection - two junctions (eastern &amp; western)</p> 
<b>Objection 67</b>	<p>1) Because of the delay exiting JACKERS rd. eastbound, Silverdale Close has become an alternative solution and the speed reached in both directions to put mildly is excessive. This becomes more urgent with movement of children going to one of the 3 schools in the immediate area. As a number one priority it needs a major calming solution to reduce speeds I realise that parking provision is not your remit but single white lines even outside properties that do not own a car exacerbates this situation.</p> <p>2) item not relating to junction parking</p> <p>If you proceed with the double yellows are you going to monitor them? A better solution would be to only have the exclusion active between 0800—1800hrs</p>
<b>Objection 68</b>	<p>I think you're going too far with these double yellow lines. As there has not been a problem since houses were built. And now you're on about losing valuable spaces outside [properties]. The only problem seems to be the bin men can't get access to Foxford Crescent and I should know because I hear about it every time it happens. So why don't you use the tools you have available I.E the bin men to put stickers on cars warning re-offenders they will get a £40 parking fine. Please find picture attached</p>
<b>Response to objections</b>	<p>The proposal was made in response to concerns relating to parking at the junction affecting 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'.</p> <p>The use of single white lines (access protection markings) assist to highlight the location of a dropped crossing; parking at these locations is an obstruction and should not occur with or without the presence of an access protection marking.</p> <p>Junctions, in accordance with the Highway Code, should not be parked on at any time, therefore if a parking restriction is introduced at a junction it is a 24 hour restriction.</p> <p>The Council can only issue a Penalty Charge Notice where parking on the highway is in contravention of a restriction.</p> <p><b>Recommendation</b> – install the restrictions as advertised.</p>

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

<b>Location (Ward)</b>	<b>The Jordans (Whoberley)</b>
<b>Original Request</b>	Resident raised concern about parking at the junction causing obstruction
<b>Proposal</b>	<p>Double yellow lines (no waiting at any time) proposed for junction protection.</p> 
<b>Objection 69</b>	<p>I do not understand why you are putting double yellow lines on the entrance to the cul-de-sac in The Jordans and not on the two junctions with Winsford Avenue? The congestion there at school times and in the evening is heavy and the view for vehicles exiting on to Winsford Avenue is highly restricted and dangerous due to parked cars.</p> <p>The lines you propose on the cul-de-sac junction are less necessary. The road is wider there and cars do not park outside nos. 37 and 39 anyway because they have dropped kerbs and driveways. [Details other residents parking habits] The real difficulties are caused by the one, sometimes two lorries and a car transporter which park on the opposite side on the bend at night and weekends. Surely inappropriate for a narrow residential street. You will not know about them because no doubt you only visit to inspect during the day time.</p> <p>Bin lorries do occasionally have problems with a rogue car or van but not regularly. [reference to refuse waste collecton incident]</p>
<b>Objection 70</b>	<p>[Personal details] the only problem there has ever been is a lack of places to park in the street. I believe adding these double lines will make parking even worse.</p> <p>I can see the benefit of the lines where the road is at is most narrow but [at the widest part] I do not understand why they would be required.</p> <p>[Personal details and reasons why request for shorter extent of double yellow liens]</p>
<b>Objection 71</b>	<p>[Personal Details ]</p> <p>Having spoken to a number or residents living in the street all of the opinion these double yellow lines are not needed it was brought to my attention that the proposed was down to bin lorries not able to reverse down the road.</p>
<b>Response to objections</b>	<p>The double yellow lines were proposed at this junction in direct response to a request identifying concerns at this specific location.</p> <p>Double yellow lines for junction protection at both junctions of The Jordans/Winsford Avenue will be proposed in the next waiting restriction review in response to the concerns raised in objection 69</p> <p>A further review has been undertaken and it is proposed to reduce the extent of the proposed double yellow lines by 6 metres on the north eastern corner of the junction, outside no. 59 and monitor the situation. However, if approved and once implemented, concerns are again</p>

	<p>raised, it may be proposed to extend them to 10 metres as originally proposed (this would require the necessary legal procedure to be undertaken once more).</p> <p><b>Recommendation</b> – Install a reduced extent of double yellow lines on The Jordans, reducing the extent by 6 metres on the north eastern corner of the junction, outside no. 59. If approved, once installed the situation will be monitored and if future concerns are raised, consideration will be given to extending the double yellow lines.</p>
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<b>Location (Ward)</b>	<b>The Monks Croft &amp; Benedictine Road (part) (Cheylesmore)</b>
<b>Original Request</b>	Petition received (15 signatures) supported by Councillor Bailey, requesting a residents' parking scheme, subsequent consultation showed over 60% of households in favour
<b>Proposal</b>	<p>Proposed extension of Cheylesmore East Residents' Parking Scheme (CE) operating Monday to Saturday, 8am-6pm.</p> 
<b>Objection 72</b>	<p>Please accept this as an objection to the implementation of Residents Parking Scheme in the Monks Croft, there is very rarely any commuters parking in the Croft. The only place that the few that park in the road, parking outside our property on the small section of the island on Benedictine Road. With the same commuters parking in the same places every day and often being very considerate to the local residents ensuring that they do not block access. Further to this point this will be the fourth time an application has been made for the permit scheme and every time the response has been no, so why will the council not listen to the views of the local residents</p>
<b>Objection 73</b>	<p>Due to the detail of the objection a full copy of the objection (with personal details removed) is available. A copy has been provided to the Cabinet Member. The points are summarised below.</p> <p>I am concerned at the local authority's repeated attempts to monetise on-street parking in my street. The most recent 'consultation exercise' is the third the local authority has conducted in the past few years, with the council conducting a repeat consultation each time residents rejected a residents' parking scheme.</p> <p>The latest consultation exercise was ordered after residents in favour of a residents' parking scheme were invited to attend a meeting at the council house. Although the council had been in correspondence with other residents who opposed such a scheme, it failed to invite these residents to attend the meeting. The deliberate exclusion of opponents to a residents' parking scheme from the democratic process renders the decision to conduct a third consultation exercise unsafe and illegitimate.</p>

	<p>I am also concerned at the partisan approach the council has adopted during consultation exercises. Although the local authority has claimed to be 'neutral', the wording included in the consultation document issued to residents lacks balance as it fails to include key adverse information about the parking scheme being proposed - for example:</p> <p>(summarised) Size of Residents Parking (CE) Zone not explained, nor that anyone with a CE zone can park where restriction applies, no mention that permits are digital or of registration process, lack of explanation of how system operates, charge of permit detailed but not of true cost to the authority so residents can't assess probability of permit increases, not explained whether there is an option to discontinue schemes.</p> <p>The bias in the council's consultation document will inevitably impacted the results of the consultation exercise. I consider the council's consultation documentation so biased and partisan it renders the results of the consultation exercise unsafe.</p> <p>The proposed scheme does not appear to be in line with the Councils own policies, as (summarised) all the properties have off street parking, parking on street is minimal and does not meet the less than 40% of spaces available,</p> <p>There are a number of traffic issues that the local authority chooses to ignore (summarised) pavement parking (reference to residents), speeding vehicles, evening parking by people going to the pub.</p> <p>A residents' parking scheme is not an appropriate solution to the traffic problems in The Monks Croft. I suggest that is required is double yellow lines to prevent pavement parking and the blocking of driveways along with a designation of the road as 'No Motor Vehicles, Except for Access' to discourage speeding vehicles.</p>
<p><b>Response to objections</b></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.</p> <p>The primary reasons for the introduction of parking restrictions are road safety and movement of traffic. A parked vehicle has the same effect whether it belongs to a resident, their visitors or someone else. However, it is appreciated that parking can be a significant issue for residents, especially if there are commuter parking issues. Residents' parking schemes are therefore installed in response to residents' requests, where there is the support of the majority of households in an area/road.</p> <p>A number of residents' parking scheme consultations have been undertaken in this area in response to petitions etc requesting residents' parking schemes. Of the last two consultations, the penultimate consultation (May 2019) was undertaken in response to residents' requests made at a Cabinet Member for City Services meeting considering objections to proposed double yellow lines by the junction of Benedictine Road. The result of this consultation showed less than 60% of households were in favour. Following notification of the results, a petition was received, again requesting a residents' parking scheme. The proposed response to the petition was to delay any further consultation. However, at the public Cabinet Member meeting where the petition was heard, after listening to the requests, it was agreed to consult once more. This is the meeting referred to in objection 73. It was a public meeting and in accordance with current practices the petition spokesperson is invited and the meeting agendas are published. The response to the last consultation was 60% of households in favour of a residents' parking scheme. Therefore the legal procedure to propose a 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 of any objections received.</p> <p>Parking surveys were undertaken in 2018, when the area of Benedictine Road and The Monks Croft were being both being investigated. The results showed that as an area there were less than 40% of spaces available. However, the results of The Monks Croft in isolation did not</p>

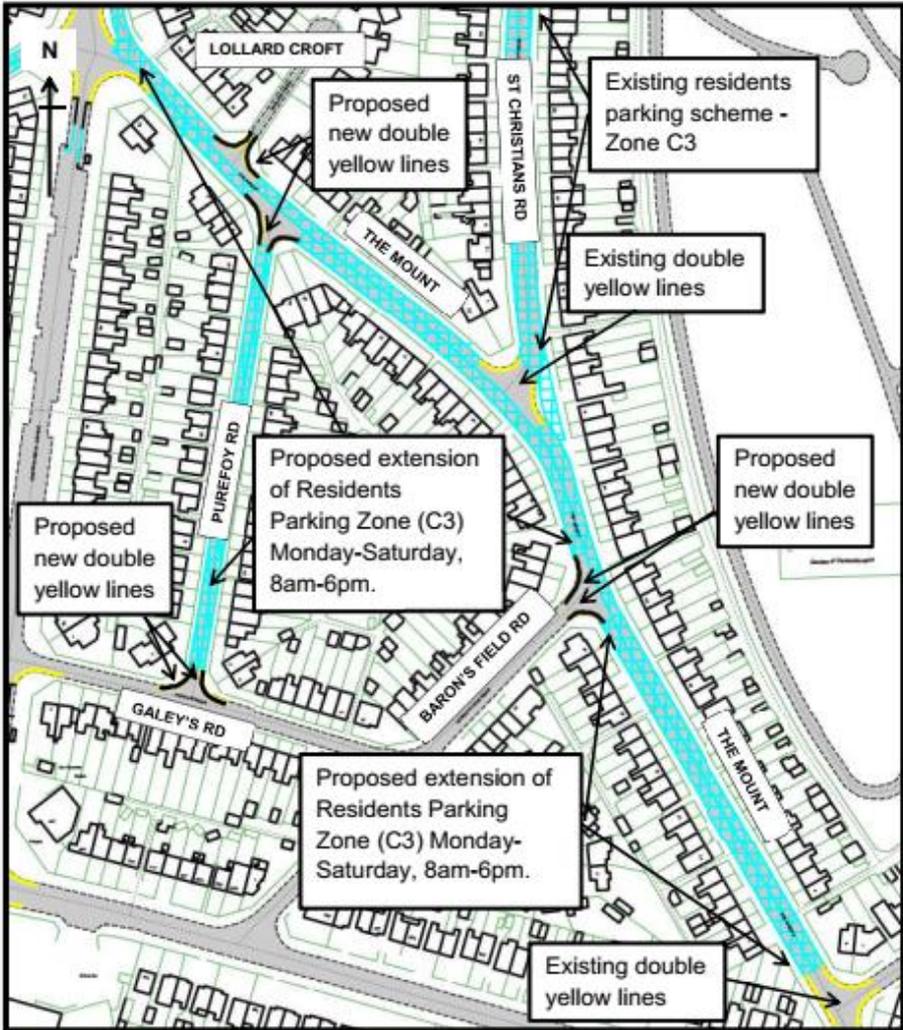
meet this criterion. Due to it being a potentially larger area scheme (both roads) the whole area was consulted. Therefore, as residents of The Monks Croft had previously been consulted about the possibility of being part of a residents' parking scheme, they have been consulted again when further requests have been received.

In regard to the consultation, residents are advised of the current price of a resident's permit and other information in regard to number of permits and parking.

Parking restrictions can be revoked. If, in future, 60% of households advise they no longer want to be in a residents' parking scheme, the legal process (again subject to consideration of objections) can be undertaken to revoke the scheme.

In regard to other issues, 'no through road' signage has been installed to advise drivers accordingly in regard to the Monks Croft. A prohibition of motor vehicles except for access has been requested previously; this has been reviewed and it is not a recommended proposal at this location.

**Recommendation** – Install restriction as advertised.

<b>Location (Ward)</b>	<b>The Mount (Cheylesmore)</b>
<b>Original Request</b>	Petition received (74 signatures) supported by Councillor Bailey requesting a residents' parking scheme on The Mount.
<b>Proposal</b>	<p>Proposed to extend the existing Residents' Parking Scheme, Zone C3, Mon Sat, 8am-6pm to include The Mount and install double yellow lines for junction protection at the junctions of The Mount with Lollard Croft, Baron's Field Road and Purefoy Road</p>  <p>© Crown Copyright and database right 2020. Ordnance Survey 100026294.</p>
<b>Objection 49</b>	<p>Objection 49 advises:  I write to strongly object to the Residents :Parking Scheme in Purefoy Road [personal details], and the adjoining street, The Mount, as there is no high volumes of cars parked for a few hours or all day by city centre shoppers and workers: Monday-Saturdays  The full objection details are contained in the Purefoy Road table</p>
<b>Response to objection</b>	<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 for a residents' parking scheme on The Mount demonstrated sufficient support and parking surveys showed that the level of on street parking/availability of spaces met the residents' parking scheme criteria. The legal procedure to introduce a TRO for a residents' parking scheme was therefore commenced. The scheme has been proposed in accordance with Coventry City Council policy. The advertisement of the TRO is not a guarantee that a scheme will be implemented as it is subject to the consideration of any objections received.</p> <p><b>Recommendation</b> – Install the restriction as advertised.</p>

<b>Location (Ward)</b>	<b>Wallace Road/ Sadler Road/ Links Road/ Bruce Road (Holbrook)</b>
<b>Original Request</b>	Resident raised concerns about parking on the junction affecting pedestrians crossing the road and visibility and met with an Officer to discuss these issues.
<b>Proposal</b>	<p>. Proposed double yellow lines (no waiting at any time) for junction protection</p> 
<b>Objection 74</b>	<p>Details below include additional information sent by objector</p> <p>The only issues I'm aware of are during the school run times, but if that's the case it seems putting double yellow lines down is a little excessive when temporary restrictions could be put in place.</p> <p>I understand we have no legal right to park in the street, but there must be some consideration of the inconvenience it causes.</p> <p>Other yellow lines have been put at the junction of Wallace Road and Dickens Road that are unenforced, as every day there are cars parked on them when people go over to the chip shop around 4:30 or so.</p> <p>An alternative to consider to make Wallace Road safer would be adding speed humps on all of the approaches to the roundabout at Wallace Road / Sadler Road. Pulling out of Sadler Road in a car or crossing it on foot is dangerous as cars coming down Wallace Road often don't slow down at all.</p> <p>The give way lines on Sadler Road are so far back from the roundabout that you can't see down Wallace Road, and double yellow lines isn't going to help that problem.</p> <p>It seems the double yellow lines is going to affect 7 homes on Wallace Road. No other homes in the immediate area will have yellow lines on the road in front of them. I think this means you may not receive many objections to the plan.</p> <p>[Persona details about address, other properties and own parking arrangements for background information]</p> <p>I feel I must stress again that I believe the biggest problem on Wallace Road is the speed of the traffic. I think it would really help if speed humps were installed, similar to those recently put on Cheveral Avenue (which have slowed down the traffic significantly). I feel the maximum speed on Wallace Road should be 20mph.</p>
<b>Support 11</b>	Great news re the parking restrictions a long time coming. Just a thought would it be possible to extend the double lines to take in the entry entrance and exit on the Wallace Road side of Sadler Road. Cars are often parked across this during school term preventing residents

	gaining access to their rear properties, also a large van is always parked there preventing exiting vehicles from emerging safely onto Sadler Road (a few near misses). If this can be done great if not if you don't ask you don't get.
<b>Response to objection</b>	<p>The proposed extents of the double yellow lines were carefully considered by an Officer experienced in road safety engineering and road safety audit.</p> <p>Whilst it is not a duty of the City Council to provide on street parking, consideration is given to the impact of waiting restrictions on residents. At this particular location, the proposal is considered the minimum length of double yellow lines that could be installed to address the safety concerns/issues.</p> <p><b>Recommendation</b> – Install the restriction as advertised.</p>



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Cabinet Member for City Services

21 October 2020

**Name of Cabinet Member:**

Councillor P Hetherton.

**Director Approving Submission of the report:**

Director of Transportation and Highways

**Ward(s) affected:**

St Michael's

**Title:**

Proposed closure of Council operated car parks

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**Is this a key decision?**

No

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**Executive Summary:**

Coventry City Council adopted the City Centre Parking Strategy in September 2016. The strategy recognised the need to manage off-street parking. The main aims are as follows:

- To ensure the right amount of parking to meet changing demands;
- To ensure parking spaces are in the right location and where they are needed;
- To ensure facilities are adequate and of the right quality to create demand and attract usage;
- To explore opportunities through redevelopment to upgrade, rationalise and consolidate car parks in a way that improves the distribution of parking across the city centre;
- To ensure facilities are affordable, competitive, support growth and help to achieve our financial targets.

In January 2017, Cabinet approved a report to construct a new multi-storey car park in Salt Lane. The report included a second phase of work to explore the possible redevelopment of the existing New Union Street multi-storey car park together with the adjacent Cheylesmore surface car park. The Salt Lane multi-storey car park project was completed as planned. However, the potential redevelopment of New Union Street / Cheylesmore was halted pending further consideration.

In recent months, demand for city centre parking has gone into decline due to Coronavirus and this is expected to result in a financially unsustainable over-supply of parking spaces unless management actions are taken to redress the situation. Consequently, this report seeks approval for the closure of six Council operated car parks to help reduce the amount of surplus spaces available in the short to medium term, pending a detailed review of the Parking Strategy to consider the long term options including the possible disposal, redevelopment, or re-purposing of the assets. The car parks in question are:-

- New Union Street multi-storey car park
- Cheylesmore surface level car park
- City Arcades roof-top car park
- Moat Street car park
- Leicester Row surface car park
- Whitefriars Street surface car park

**Recommendations:**

The Cabinet Member for City Services is recommended to:

- 1) Approve the temporary closure of New Union Street and Cheylesmore car parks, both of which are in a poor condition and in need of significant financial investment.
- 2) Subject to recommendation 1, approve that Salt Lane car park is reclassified as ‘long stay’ and amend the parking charges in Salt Lane accordingly so that there is no detrimental financial impact to the general public arising from the closure of New Union Street and Cheylesmore car parks.
- 3) Approve the temporary closure of City Arcade, Whitefriars Street and Leicester Row car parks as they are under-utilised and are not in the right location.
- 4) Approve the permanent closure of Moat Street car park in line with plans to redesign and remodel Ring Road junction 7 as part of the Air Quality Action Plan.
- 5) Subject to the approval of recommendations 1, 2, 3, and 4 above, further approve that officers commence the legal process to remove the six car parks from the Off-Street Parking Places Order 2005.

**List of Appendices included:**

Appendix A – map of Coventry city centre showing the location of car parks

**Background papers:**

Cabinet Report – Coventry local air quality action plan (21 July 2020)  
<https://edemocracy.coventry.gov.uk/documents/s47594/Coventry%20Local%20Air%20Quality%20Action%20Plan.pdf>

Cabinet Report – City Centre car park strategy 2016 – 2026.

**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:** Proposed closure of Council operated car parks

**1. Context (or background)**

- 1.1 The city centre car parking strategy was approved by Cabinet in September 2016. The strategy includes clear aims and objectives for managing parking provision to ensure the right balance of spaces to meet future demands for parking whilst improving the quality of the facilities and ensuring they are in the right locations.
- 1.2 Coventry City Council operates twenty-three public car parks across the city comprising 3,840 spaces. Eighteen of the car parks are in, or near to, the city centre and these car parks have capacity for 3,600 spaces.
- 1.3 Prior to the completion of Salt Lane car park in 2019, demand for parking had been increasing for some time and this growth in demand was expected to continue. Indeed, prior to March 2020, the city centre car parks were generally busy and average occupancy across the car park estate was above 65% of total capacity.
- 1.4 Since April 2020, demand for city centre parking has been significantly impacted due to COVID19, lockdown, and changes in travel behaviours in general. Some of these changes are expected to be long-lasting if not permanent, and the way in which parking provision is managed must adapt and evolve with it.
- 1.5 During the period April to September 2020, car park occupancy levels have been less than 25% of total capacity. Consequently, there has regularly been fewer than 900 spaces occupied and more than 75% (or 2,700) empty spaces.
- 1.6 The current gap between car park supply and demand figures is financially unsustainable without management interventions and actions.
- 1.7 It is proposed that officers review the City Centre car parking strategy and continue to monitor the changes in demand for parking with the aim of bringing a report to Cabinet and Scrutiny Board 4 during Winter 2020 that outlines the long term options for managing the car park estate.
- 1.8 In the short term, this report proposes the decommissioning and closure of six city centre public car parks with the aim of shrinking the car park estate and reduce the overall total capacity by 874 spaces (24%) which will help to close the gap between parking provision and demand, whilst reducing some operational running costs.
- 1.9 It is proposed that the following car parks are closed at the earliest opportunity pending a further review of the City Centre Car Parking Strategy.
  - i. New Union Street multi-storey car park (MSCP) (240 spaces)
  - ii. Cheylesmore surface car park (45 spaces)
  - iii. City Arcade roof top car park (231 spaces)
  - iv. Leicester Row car park (80 spaces)
  - v. Moat Street surface car park (153 spaces)
  - vi. Whitefriars Street surface car park (125 spaces)

A map showing the location of the above car parks is included as Appendix A to this report.

- 1.10 It is proposed that a report is brought to the respective Cabinet and Scrutiny Board 4 meetings in Winter 2020, to focus on reimagining car parks and the opportunities arising

from the recent reduction in demands for parking and the shift to other healthier travel behaviours.

1.11 **New Union Street MSCP & Cheylesmore car parks** - are centrally located close to junction 5 of the ring road and approximately 150 metres from The Wave. In the main, the car parks serve the surrounding office and commerce buildings. Pre-COVID19, both car parks were well used by commuters during Monday to Friday. Both car parks are underused during the weekend.

1.11.1 New Union Street car park has capacity for 240 cars whereas Cheylesmore has 45 spaces. There are two disabled parking bays in these two car parks.

1.11.2 New Union Street MSCP includes a lift for access to the upper level albeit that this hasn't been operational for many years and is deemed to be beyond economical repair. Nowadays, access to the upper levels is by stairs only and so the car park does not appeal to customers with limited mobility.

There is evidence of anti-social behaviour taking place within the car park and it isn't up to modern day standards.

Both New Union Street and Cheylesmore car parks are out-dated and need a significant amount of repair work carrying out. They will continue to deteriorate over time without investment. An intrusive structural and conditions survey of New Union Street MSCP car park was carried out in 2018. It identified that a significant level of capital investment of circa £1million would be needed to upgrade and improve the car parks to modern day standards.

Suffice to say, the quality of the two car parks is sub-standard and not conducive to the surrounding area, the aspirations for a vibrant local economy, or as a 'car park of choice' for potential customers using The Wave.

Current occupancy levels are c31% of total capacity.

1.11.3 It is therefore proposed that the car parks are closed to the public and that customers who regularly use these car parks are sign-posted to nearby Salt Lane MSCP, instead, where this is ample spare capacity.

1.11.4 It is further proposed that Salt Lane MSCP is reclassified as 'long stay' and that parking charges in the car park are reduced to the level currently charged in New Union Street and Cheylesmore and other long stay car parks so that there is no financial detriment on customers who are displaced to Salt Lane car park.

1.11.5 Officers would like to explore potential redevelopment and regeneration opportunities for the site once the New Union Street / Cheylesmore car parks are closed.

1.12 **City Arcade roof top car park** – is located above the City Arcade shops and is adjacent to the Market roof top and Lower Precinct car parks which are privately operated.

City Arcade has capacity for 231 cars. It has no disabled parking bays.

Pre-COVID19 daily occupancy levels were about 11% of total capacity. Post COVID19, it's about 6%.

Vehicular entrance to the car park is via a spiral ramp off Greyfriars Rd. The exit is via the Market roof top and Lower Precinct car parks which are privately operated and connected

to the Lower Precinct shopping centre. Consequently, the car park opening and closing times are restricted to align with the opening times of the shopping centre.

Pedestrian access to City Arcade car park is via two steep metal staircases that are located at either end of City Arcade. Consequently, the car park is inaccessible to members of the public with limited mobility. Furthermore, as the car park is at roof-top level it is exposed to the elements. This can make access even more treacherous or inaccessible during the winter months which often results in the car park being temporarily closed.

The impact of the proposed closure of the car park is expected to be negligible.

- 1.13 **Leicester Row car park** – is located on the outskirts of the city centre off Foleshill Road and close to Ring Road junction 1.

The car park has 80 spaces and no disabled parking bays.

Occupancy levels pre COVID19 were about 10% of total capacity and even less since then, meaning that the car park has been considerably under-utilised for some considerable time.

The impact of the proposed closure of the car park is expected to be negligible.

- 1.14 **Moat Street car park** – is located close to Ring Road junction 7. The car park has 153 spaces none of which are designated as disabled parking bays.

Prior to March 2020, the car park was popular with commuters and was regularly more than 60% occupied. Since then, the car park has been used by the NHS as a drive-through COVID19 testing unit and has not been available for public parking. With appropriate notice the testing unit can be relocated to another site as necessary.

Notwithstanding the above, in July 2020, Cabinet approved a report titled Coventry Local Air Quality Action Plan. The report described a package of measures required to enable Coventry to comply with the Parliamentary Secretary of State for the Environment's direction to implement the local plan to achieve NO<sub>2</sub> (Nitrogen Dioxide) compliance for the city. The local plan includes three main elements, one of which is:

**“Enabling dynamic traffic management on the key routes into the City, notably Holyhead Road and Foleshill Road, by implementing highway improvements on these and parallel corridors to reduce traffic congestion [and therefore vehicle emissions]. The specific improvements are focussed on the B4106 at Spon End and Junction 7 on the Ring Road, the Holyhead Road / Barras Lane / Upper Hill Street area, and on Foleshill Road”.**

Therefore, Moat Street car park will cease to exist following a redesign of the road network in the area as part of the air quality improvement measures that have already been approved by Cabinet.

- 1.15 **Whitefriars Street car park** – is located at the southern end of Whitefriars Street off Gosford Street (B4544). The car park has capacity for 125 spaces, none of which are designated as disabled parking spaces.

Despite its location, the car park was popular with commuters prior to lockdown when occupancy levels were regularly above 80% during Monday to Fridays.

In recent months, occupancy levels have dropped to about 45%. Although, this is better than some other city centre car parks, the car park is not in a desirable location that is easily accessible to through traffic. The area is well served by other car parks in the immediate vicinity that are available for use e.g. Gosford Street and Grove Street car parks, both of which are better located and have spare capacity to absorb any displacement from Whitefriars Street car park.

Like Whitefriars Street car park, Gosford Street and Grove Street operate as long-stay car parks with the same charging rates and so there isn't expected to be any detrimental financial impact on customers as a result of the proposed closure.

## **2. Options considered and recommended proposal**

2.1 The alternative to the proposed way forward is to retain the car parks and keep them open. This option is neither efficient nor financially sustainable in the long term. Hence it is not a realistic option.

1.16 The recommended way forward is to proceed with the closure of the six car parks identified in this report in order to reduce provision and manage demand for parking. This option aligns with the key aims and objectives of the car park strategy of managing parking provision to ensure the right amount of parking to meet changing demands; ensuring spaces are in the right location and where they are needed; ensuring facilities are of the right quality to create demand and attract usage; it allows further exploration of redevelopment, rationalisation and consolidation opportunities, whilst ensuring that facilities remain affordable and competitive which helps to support growth in the wider economy.

## **3. Results of consultation undertaken**

No public consultation has taken place around the potential closure of five of the six city centre car parks. The exception being Moat Street car park which is included in the wider consultation on the local Air Quality Improvement Plan and will be subject to further public consultation as the scheme progresses.

## **4. Timetable for implementing this decision**

Subject to the approval of this report, the closures of the car parks and any changes to car park prices will be affected following the advertisement of the public notice and the expiry of the minimum statutory 21day notice period.

## **5. Comments from Director of Finance and Director of Law and Governance**

### **5.1 Financial implications**

All car park operators, including the Council, must run their car parks as a commercial operation for them to be financially viable.

This report proposes to temporarily close six car parks in order to reduce the amount of surplus spaces in the estate. The significant reduction in car park usage since April 2020 is resulting in a financial pressure to the Council as budgeted income is not achieved. The proposed closures will not solve these pressures alone but will generate savings in running costs to partially offset them.

There will be one-off costs associated with the closure of the six car parks, estimated to be £10k.

There will be on-going cost savings due to the suspension of some services including, cash collections, electricity and lighting, equipment maintenance, winter gritting of sites, and security operations. These are estimated to be circa £30k.

However, the full running cost savings will not be achieved unless the sites are permanently closed/disposed of.

Following a detailed review of the Parking Strategy to consider the long-term options, it may be possible to address the income loss further by pursuing options to redevelop or re-use sites for alternative purposes.

The closure of Moat Street car park is as a result of air quality improvement measures proposed at Ring Road Junction 7. The financial package for the air quality local plan scheme allows for compensatory funding to cover any loss of income arising from the removal of the car park.

## 5.2 Legal implications

Pursuant to section 32 to 35 and 46A of the Road Traffic Regulation Act (RTRA) 1984, the Council has statutory powers to charge for off-street parking places and can by Order regulate and charge for the use of these parking places. Parking in Coventry is regulated by the Off-Street Parking Places Order 2005.

The proposed changes to Salt Lane car parking charges will need to be advertised in the press and on-site pursuant to the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and will constitute a variation to Off-Street Parking Places Order (currently 2005 (as amended)). Such variation requires a minimum 21 days' public notice before bringing the changes into effect. The specifics of the variation come into effect at the determination of the notice period set out in the Notice of Variation.

The proposed car park closures will be advertised also subject to a 21day objection period. Subject to no objections being received, the car park closures will be reflected in the Off-Street Parking Order by way of formal variation.

In the event of objections being received these will be considered at a public meeting chaired by the Cabinet Member for City Services. The outcome of that meeting will determine whether the proposals are implemented as proposed, revised or abandoned.

## 6 Other implications

### 6.1 How will this contribute to the Council Plan ([www.coventry.gov.uk/councilplan/](http://www.coventry.gov.uk/councilplan/))?

This review of car parking provision will help to ensure that the demand for parking within Coventry is managed effectively with a sustainable and regular turnover of spaces to support and develop the local economy and regenerate the city centre.

In line with the original aims of the city centre car parking strategy, these proposal will ensure that parking within the city centre remains accessible and caters for all users and activities and that there is a sustainable provision of parking that residents, commuters and visitors are able to easily access.

These proposals also support the Council's core aims, as set out in the Council Plan, by: improving health and wellbeing by improving air quality through the reduction in NO<sub>2</sub> levels.

### 6.2 How is risk being managed?

The availability of parking is important in supporting the economic vitality of the city centre. Achieving the correct and most appropriate balance between the amount of parking and the demand for it is a difficult challenge to get right as there are many factors involved. Officers will continue to carry out regular monthly monitoring and reviews of car park usage and occupancy data to identify the impact that the proposed changes are having.

**6.3 What is the impact on the organisation?**

None

**6.4 Equality Impact Assessment / EIA**

There is a negligible impact on disabled drivers who have a Blue Badge arising from the proposed car park closures and the sites have been carefully considered to minimise the impacts.

Overall, the proposed closure of the car parks will result in the loss of two disabled parking spaces in New Union Street car park. Salt Lane car park is the nearest alternative to New Union St. Salt Lane car park has thirty-one disabled parking bays which are free to use by Blue Badge holders.

Blue Badge holders can also park for free in other Council operated car parks and in on-street designated marked bays within the city centre.

The proposal to amend the parking charges in Salt Lane MSCP will ensure that there is no detrimental financial impact to customers as a result of the proposed closure of New Union Street and Cheylesmore car parks.

Similarly, any impacts on customers arising from the proposed closures of City Arcade, and Whitefriars Street car parks are mitigated by the availability of other more accessible car parks close by that are the same price.

Air pollution is a major environmental risk to health and the measures identified in the Air Quality Action Plan will have a beneficial impact on air quality which will benefit those groups of the community who are vulnerable to respiratory diseases.

**6.5 Implications for (or impact on) climate change and the environment**

None

**6.6 Implications for partner organisations?**

No specific implications have been identified at this stage.

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

Paul Bowman  
Team Manager (Parking Services)

**Service:**

Transportation and Highways

**Tel and email contact:**

Tel: 024 76972200

Email: [Paul.bowman@coventry.gov.uk](mailto:Paul.bowman@coventry.gov.uk)

Enquiries should be directed to the above person.

<b>Contributor/approver name</b>	<b>Title</b>	<b>Service Area</b>	<b>Date doc sent out</b>	<b>Date response received or approved</b>
<b>Contributors:</b>				
Liz Knight	Governance Services Officer	Law and Governance	06/10/2020	07/10/2020
Graham Clark	Lead Accountant	Finance	06/10/2020	07/10/2020
Greg Payne	Head of Traffic and Network Management	Transport and Highways	06/10/2020	12/10/2020
Karen Lees	Programme Manager – Inequalities	Public Health	06/10/2020	12/10/2020
<b>Names of approvers for submission: (officers and Members)</b>				
Legal: Rob Parkes	Team Manager (Place)	Law and Governance	06/10/2020	09/10/2020
Finance: Phil Helm	Finance Manager	Finance	06/10/2020	12/10/2020
Director: Colin Knight	Director of Transportation and Highways	Transport and Highways	06/10/2020	12/10/2020
Members: Councillor P Hetherton	Cabinet Member for City Services		06/10/2020	07/10/2020

This report is published on the council's website: [www.coventry.gov.uk/councilmeetings](http://www.coventry.gov.uk/councilmeetings)

Appendix A – Map of Coventry city centre showing the location of car parks.

Coventry City Council Car Parks

-  Pay & Display Car Park (Long Stay)
-  Pay & Display Car Park (Short Stay)
-  Pay on Foot Car Park (Long Stay)
-  Pay on Foot Car Park (Short Stay)

