



Cabinet Member for City Services

Time and Date

2.30 pm on Monday, 4th December 2023

Place

Committee Room 3 - Council House, Coventry

Public Business

1. **Apologies**
2. **Declarations of Interests**
3. **Minutes** (Pages 5 - 8)
 - (a) To agree the minutes of the meeting held on 15th November 2023
 - (b) Matters Arising
4. **Objections to Proposed Waiting Restrictions (Variation 12)** (Pages 9 - 42)
Report of the Director of Transportation, Highways and Sustainability

Notes:
 - (i) The objectors and supporters have been invited to the meeting for the consideration of this item.
 - (ii) A petition relating to 'Proposed Waiting Restrictions – Queen Isabel's Avenue' bearing 44 signatures has been submitted. The petition is being supported by Councillor R Brown, a Cheylesmore Ward Councillor, who has been invited to the meeting for the consideration of this item, along with the lead petitioner.
 - (iii) A petition relating to 'Proposed Waiting Restrictions – Crabmill Lane' bearing 72 signatures has been submitted. The petition is being supported by Councillor S Nazir, a Foleshill Ward Councillor, who has been invited to the meeting for the consideration of this item, along with the lead petitioner.
 - iv) A petition relating to 'Proposed Waiting Restrictions – Penruddock Drive' bearing 23 signatures has been submitted. The petition is being supported by Councillor M Lapsa, a Westwood Ward Councillor, who has been invited to the meeting for the consideration of this item, along with the lead petitioner.

5. **Outstanding Issues**

There are no outstanding issues

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

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

Private Business

Nil

Julie Newman, Chief Legal Officer, Council House, Coventry

Friday, 24 November 2023

Note: The person to contact about the agenda and documents for this meeting is Caroline Taylor / Michelle Salmon, Governance Services Officers, Email: caroline.taylor@coventry.gov.uk / michelle.salmon@coventry.gov.uk

Membership:

Councillors P Hetherton (Cabinet Member)

Councillor G Lloyd (Deputy Cabinet Member)

By Invitation:

Councillor M Heaven (Shadow Cabinet Member)

Councillor R Brown

Councillor M Lapsa

Councillor S Nazir

Public Access

Any member of the public who would like to attend the meeting in person is encouraged to contact the officer below in advance of the meeting regarding arrangements for public attendance. A guide to attending public meeting can be found here: <https://www.coventry.gov.uk/publicAttendanceMeetings>

Caroline Taylor / Michelle Salmon

Governance Services Officers

Email:

caroline.taylor@coventry.gov.uk / michelle.salmon@coventry.gov.uk

Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at 2.30 pm on
Wednesday, 15 November 2023

Present:

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

Other Members: Councillors F Abbott, A Hopkins and R Thay (for Minute 30)

Employees (by Service Area):

Law and Governance R Parkes, M Salmon, C Taylor

Transportation, Highways and Sustainability P Howarth, M O'Connell, J Seddon

Others present: C Robinson, UHCW
A Tranter, WMCA

Public Business

28. Declarations of Interests

There were no disclosable pecuniary interests.

29. Minutes

The minutes of the meeting held on 25th October 2023 were agreed and signed as a true record. There were no matters arising.

30. Binley Cycleway - Section 7 (Clifford Bridge Road)

The Cabinet Member for City Services considered a report of the Director of Transportation, Highways and Sustainability on the Binley Cycleway – Section 7 (Clifford Bridge Road) consultation feedback, as captured within the consultation report, and two petitions submitted to the City Council regarding the scheme, for consideration when further developing the proposals for this section of the Binley Cycleway.

A petition headed 'Petition against Clifford Bridge Road Cycle Lane Development', bearing 593 signatures, had been submitted. Councillor F Abbott, a Wyken Ward Councillor, sponsored the petition and she, along with the Petition Organiser attended the meeting.

A further petition headed 'Petition - Build the Binley Cycleway to a High-Quality Standard and in Full', bearing 187 signatures, had been submitted. The Petition Organiser was unable to attend the meeting.

Binley Cycleway was identified as a strategic cycle route connecting Coventry city centre with the University Hospital Coventry and Warwickshire (UHCW) via Binley Business Park within the West Midlands Local Walking and Cycling Infrastructure Plan (WM LCWIP). Funding to construct the Cycleway was secured from the

West Midlands Combined Authority (WMCA) and Active Travel England (ATE) from the Transforming Cities Fund, Active Travel Fund Tranche 2, and Active Travel Fund 3.

For ease of scheme design and consultation, the Cycleway was divided into two sections. Design and consultation on the first sections of the route was undertaken in 2020/21, and construction was well advanced, with the Cycleway completed and open for use between Gulson Road and Princethorpe Way. The next section, from Princethorpe Way to Clifford Bridge Road, was programmed to be completed in November 2023 once the installation of the new traffic signals along this section of the route had been carried out.

The section of the route between the UHCW and Dorchester Way / Clifford Bridge Road had also been constructed and was open for use.

Additional funding had subsequently secured from Active Travel Fund 4 for a scheme that would extend the Binley Cycleway along Allard Way connecting to the New Century Park residential estate, as reported to the Cabinet Member for City Services at her meeting on 2nd August 2023 (minute 11/23 referred).

The remaining section of the Cycleway, along the southern section of Clifford Bridge Road between Brinklow Road and Dorchester Way, had been subject to three specific rounds of engagement, the first of which was held in 2021 focussed on a fully segregated cycleway, the second held between September 2022 and January 2023 based on a revised design, and the third, in July 2023, focussed on an alternative shared use path design in response to feedback on the first two rounds of engagement. The revised scheme design had also been reviewed by Active Travel England and Transport for West Midlands (TfWM).

The engagement in July had triggered two petitions, which required consideration. Both petitions opposed the shared use path scheme consulted on in July, with one asking for the Cycleway scheme to be dropped totally, the other supporting the original, fully segregated, cycleway that was originally proposed. Details of both petitions were contained within the main body of the report.

247 responses were received to the engagement in July, completing the Let's Talk survey. The consultation report was appended to the report, and key points made were summarised in the main body of the report.

The scheme had generated a lot of public interest, and a wide range of views had been expressed. These included the identification of alternative routes that could be taken for the Cycleway, avoiding this section of Clifford Bridge Road, and comments on detailed aspects of the scheme design, such as the impact upon car parking, access to driveways and side roads, pedestrian safety, vehicle speeds, access to the Hospital, and the need to deliver high quality cycle routes to encourage cycling. These issues were considered in detail within the main report.

A further design review was recommended taking these views into consideration. It was further recommended that this design review adopted the following principles:

- That there was an identified need for a high-quality cycle route on the eastern side of the city connecting local communities with key facilities such as the Hospital and the Binley Business Park.
- That the carriageway width of Clifford Bridge Road needed to be maintained at its current width, recognising that it would remain a two-lane single carriageway road.
- That the pedestrian and cycle infrastructure should be provided at a standard that is LTN1/20 compliant as the default position, maintaining segregation of pedestrians and cyclists from each other and from traffic, with any exceptions to this standard requiring robust justification.
- That no parking capacity should be removed along this section of Clifford Bridge Road.
- That appropriate visibility be maintained for vehicles exiting side roads and driveways.
- That community concerns about wider transport issues such as overspill parking from the school or the Hospital, vehicle speeds, and HGV traffic levels be addressed as part of standard City Council processes for such matters alongside the delivery of a revised scheme.
- That the impact on existing landscaped areas and trees be minimised or sufficiently offset.

Any revised scheme would also need to achieve the objective of a high-quality cycle route linking the Hospital area with Binley and would complete the Binley Cycleway. The full Binley Cycleway would provide a spine route from which further routes could link, with future route options including Hipswell Highway, a connection to Coombe Abbey Park, and a link through Binley to Willenhall. Subject to approval from the funding bodies, and any further engagement with stakeholders, the intention would be to construct the revised route during 2024.

Councillor Abbott and the Petition Organiser spoke in support of their petition explaining that it had been raised due to concerns from residents living along the Clifford Bridge Road and the surrounding roads and raised the following concerns:

- The visibility and speed of cyclists
- The width of and volume of traffic on the Clifford Bridge Road
- Access for emergency vehicles
- Access for residents into and out of their driveways

Officers responded, advising of the following:

- That the road width would be maintained in the revised design scheme.
- Visibility would be maintained or improved by moving the cycleway to a segregated facility.
- The level of parking would be maintained, and residents would have like for like access and would feel safe using the parking.
- Officers would work with all households individually along the route to make access to driveways as safe as possible.

- The further review of the scheme, incorporating core principles, would be addressed through the City Council's standard programmes including the petitions scheme.
- Any future concerns would be picked up from Road Safety Audits.
- A public meeting would be arranged with residents to share the revised scheme design prior to the advertising of the Traffic Regulation Orders.
- Signage for cyclists would be investigated.

RESOLVED that the Cabinet Member for City Services:

- 1) **Notes the consultation feedback as captured within the consultation report, the two petitions submitted to the City Council regarding the scheme and agrees that full consideration be given to these when further developing the proposals for this section of the Binley Cycleway.**
- 2) **Requests that the Director of Transportation, Highways and Sustainability, in consultation with the Cabinet Member for City Services, undertakes a further review of the scheme design for the section of the Binley Cycleway along Clifford Bridge Road taking account of the consultation feedback and following the design principles set out in paragraph 2.11 of the report, and implement the revised scheme design subject to any detailed design changes arising from the Road Safety Audit process, audits undertaken by Active Travel England, and any final detailed issues raised during further engagement processes agreed by the Cabinet Member.**
- 3) **Agrees that a public meeting be arranged with residents to share the revised scheme design.**
- 4) **Following the public meeting with residents, approves the advertising and subsequent making of Traffic Regulation Orders for the revised scheme design to make the Cycleway, and any associated measures required to implement the revised scheme design, to enhance the safety of users of the highway and particularly the Cycletrack.**
- 5) **Requests that the Director of Transportation, Highways and Sustainability takes the issues highlighted in paragraph 2.13 of the report forward for consideration under the relevant Traffic Management and Road Safety processes for inclusion in the future capital programme subject to the outcome of investigation and prioritisation.**

31. Outstanding Issues

There were no outstanding issues.

32. Any other items of Public Business

There were no other items of public business.

(Meeting closed at 3.30 pm)

Cabinet Member for City Services

4th December 2023

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Transportation, Highways and Sustainability

Ward(s) affected:

Bablake, Cheylesmore, Foleshill, Henley, Holbrook, Radford, Sherbourne, Westwood, Whoberley

Title:

Objections to Proposed Waiting Restrictions (Variation 12)

Is this a key decision?

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

Executive Summary:

Waiting restrictions within Coventry are reviewed on a regular basis. On 7th September 2023, a Traffic Regulation Order (TRO) relating to proposed new waiting restrictions and amendments to existing waiting restrictions was advertised. The TRO consisted of over 90 proposals, some proposals relating to multiple locations.

44 objections were received, which related to 17 proposals, one objection was in the form of a 16 signature letter. In addition, there were 9 responses in support of proposals. 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 Cecily Road/William Bristow Road, Chaceley Close and Chaceley Close/Neal Court, Crosbie Road / Oldfield Road, Dingle Close, Fenside Avenue /Jacquard Close, Mallam Close/Tile Hill Lane, Parkgate Road, Queen Isabel's Avenue.

- 3) Subject to recommendation 1), approve the implementation of the Residents' Parking Scheme as proposed on Crabmill Lane; retaining the permit allocation to properties within the scheme area and properties with a boundary adjacent to the scheme area. Also retaining the maximum permit allocation in accordance with the agreed policy.
- 4) Subject to recommendation 1), approve the installation of the restrictions as advertised on Dutton Road and advertise an extension to the double yellow lines as part of the next waiting restriction review.
- 5) Subject to recommendation 1), approve that the proposed 1 hour limited waiting restriction on Gardenia Drive is not installed and a proposed limited waiting time of 2 hours no return in 4 hours (8am-6pm) be advertised as part of the next waiting restriction review.
- 6) Subject to recommendation 1), approve a reduced extent of double yellow lines on Lollard Croft, reducing the proposed extent by 5m each side of the road.
- 7) Subject to recommendation 1), approve a reduced extent of double yellow lines on the northern side of Montalt Road, reducing the proposed extent by approx. 6m.
- 8) Subject to recommendation 1), approve the installation of the double yellow lines as proposed on the northern side of on Penruddock Drive and a reduced extent on the southern side of the road, extending the double yellow lines by 7.5m, not the originally proposed 16m, and monitor to see if this resolves the issues.
- 9) Subject to recommendation 1), approve that a reduced extent of double yellow lines is installed on Rowington Close, the extent shown in the plan in Appendix A to the report.
- 10) Subject to recommendation 1), approve that the proposed changes to the waiting restriction times in the Stanier Avenue Area are removed from the Traffic Regulation Order process and the existing waiting restrictions are retained.
- 11) Subject to recommendation 1), approve that the proposed changes to the waiting restriction times on Upper Spon Street are not implemented and that further monitoring is undertaken with the potential removal of the existing waiting restrictions in the next review.
- 12) Subject to recommendations 1) to 11), and following consideration of objections to Proposed Waiting Restrictions (Variation 12) approve that those parts of the proposed Traffic Regulation Order referred to in this report are made operational.
- 13) In addition to recommendation 12), approve that the proposals within Waiting Restrictions (Variation 12) which have received no objections are made operational.

List of Appendices included:

Appendix A – Summary of proposed restrictions, objections and responses

Background Papers

None

Other useful documents:

Control of On-street Parking – Stopping, Waiting and Loading Restriction Policy 2022
Revisions to Residents' Parking Policy (Cabinet Report 3 January 2017)

Has it been or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report title: Objections to Proposed Waiting Restrictions (Variation 12)

1. Context (or background)

- 1.1 On 7th September 2023, a Traffic Regulation Order (TRO) relating to proposed new waiting restrictions and amendments to existing waiting restrictions was advertised. The TRO consisted of over 90 proposals, some proposals relating to multiple locations. 44 objections were received, relating to 17 proposals. In addition, 9 responses in support of proposals were received. The remaining proposals received no objections, the responses received were either in support or comments about the proposal.
- 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 several sources, including the public, for example due to safety concerns relating to parked vehicles at junctions. At least one Ward Councillor had confirmed their support of a request made by members of the public before it was advertised, in accordance with the Control of On-street Parking – Stopping, Waiting and Loading Restriction Policy 2022. There were also proposals relating to developments.
- 1.4 As part of the statutory procedure, the Traffic Regulation Order was advertised in the local press on 7th September 2023, advising that any formal objections should be made in writing by 28th September 2023. 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 44 objections were received, relating to 17 proposals. In addition, 9 responses in support of proposals were 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.
- 2.2 The objections to the proposals to be considered in this report, responses to the objections, details of support and origin of proposed waiting restrictions are summarised in the tables in Appendix A to the report. 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.
- 2.3 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.
- 2.4 The recommended proposals in response to each location where objections have been received are summarised in the tables in Appendix A to the report.
- 2.5 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 considered as part of future reviews.

3. Results of consultation undertaken

3.1 The proposed TRO for the waiting restrictions (variation 12) was advertised in the Coventry Telegraph on 7th September 2023. 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 various other consultees. The responses received were:

- 44 objections (including 1 multi-signature letter)
- 9 responses in support of proposals

3.2 The number of objections received were:

No. of objections	Objections to proposals for (location)
1	Cecily Road / William Bristow Road
3	Chaceley Close / Neal Court
2	Crabmill Lane Residents' Parking Scheme
3	Crosbie Road / Oldfield Road
1	Dingle Close
1	Dutton Road
2	Fenside Avenue / Jacquard Close
1	Gardenia Drive
3	Lollard Croft
1	Malam Close / Tile Hill Lane
1	Montalt Road /William Bristow Road
1	Parkgate Road
1	Penruddock Drive
1	Queen Isabel's Avenue
12	Rowington Close
2	Stanier Avenue Area
8	Upper Spon Street

The number of letters of support were:

- 2 to proposal for Delhi Avenue / Durbar Avenue
- 1 to proposal for Fenside
- 1 to proposal for Green Lane/A45 service road
- 2 to proposal for Malam Close / Tile Hill Lane
- 1 to proposal for Newington Road / Ruskin Close
- 1 to proposal for New Road
- 1 to proposal for Randle Street / Tomson Avenue

Appendix A details each proposal, to which an objection has been received, a summary of the objection(s) to the proposal, any letters of support received, and a response to the issue(s) raised. Copies of the content of the objections can be made available on request (subject to redactions).

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 February 2024.

5 Comments from Chief Operating Officer (Section 151 Officer) and Chief Legal Officer

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 One Coventry Plan (<https://www.coventry.gov.uk/strategies-plans-policies/one-coventry-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**Name and job title:**

Caron Archer
Team Leader (Traffic Management)

Service Area:

Transportation, Highways & Sustainability

Tel and email contact:

Tel: 024 75270950

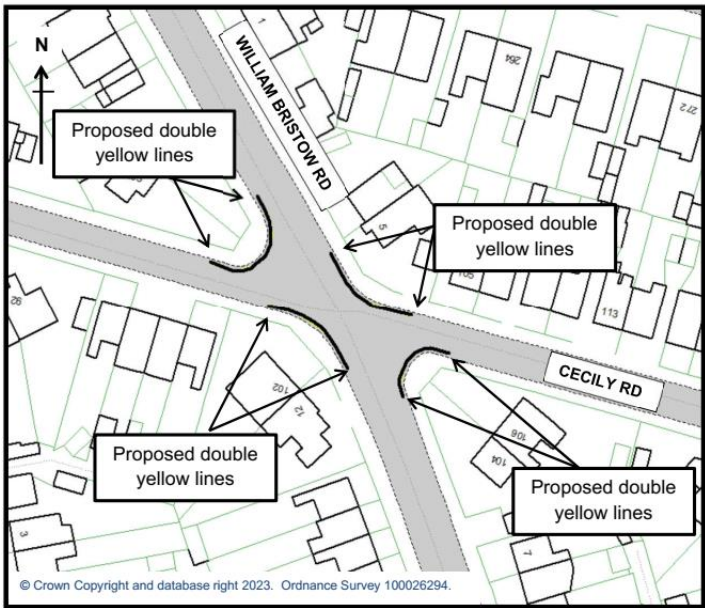
Email: caron.archer@coventry.gov.uk

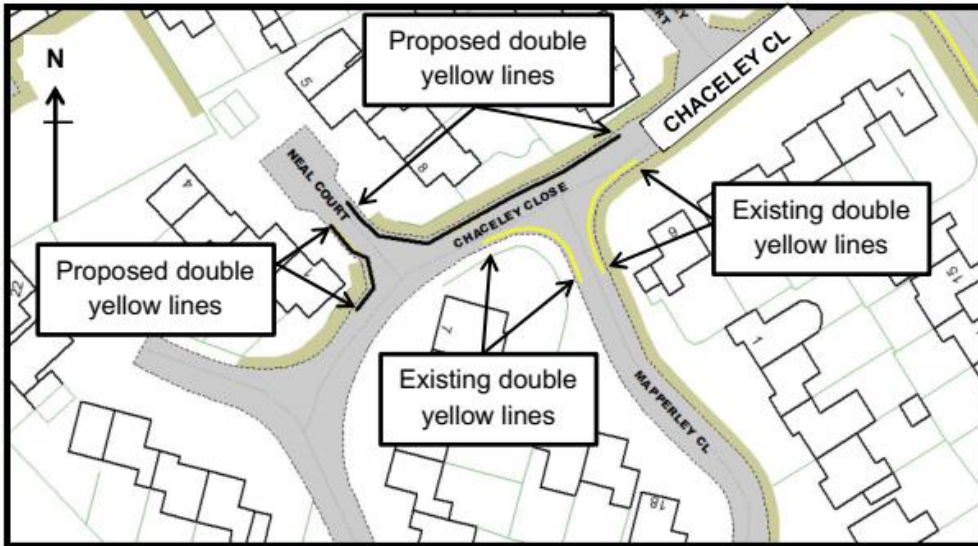
Enquiries should be directed to the above person.

Contributor/approver name	Title	Service Area	Date doc sent out	Date response received or approved
Contributors:				
David Keaney	Head of Network Management	Transportation, Highways and Sustainability	16.11.2023	24.11.2023
Martin Wilkinson	Senior Traffic Management Officer	Transportation, Highways and Sustainability	16.11.2023	23.11.2023
Michelle Salmon	Governance Services Officer	Law and Governance	16.11.2023	17.11.2023
Names of approvers: (officers and members)				
Graham Clark	Lead Accountant	Finance	16.11.2023	23.11.2023
Rob Parkes	Team Leader, Legal Services	Law and Governance	16.11.2023	23.11.2023
Councillor P Hetherton	Cabinet Member for City Services	-	16.11.2023	24.11.2023


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

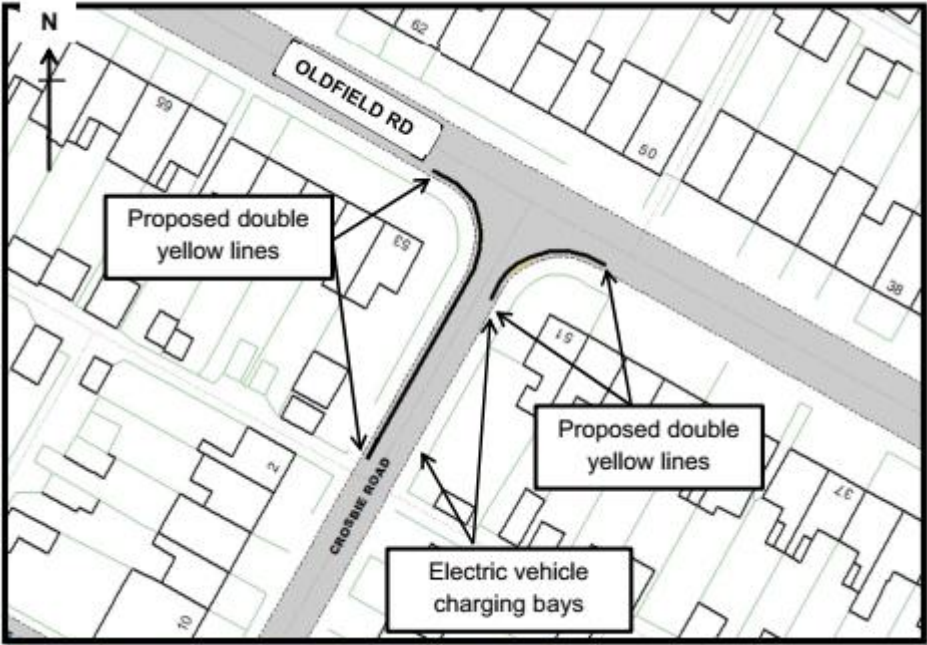
Location (Ward)	Cecily Road / William Bristow Road (Cheylesmore)
Original Request	Safety concerns raised by Councillor due parking at junction.
Proposal	<p>Proposed double yellow lines (no waiting at any time) for junction protection.</p> 
Objection (1)	<p>Advises of personal circumstances and whilst understanding the concern raised, advises the people parking are 'mainly people who don't live here that many of the vehicles parked do not belong to residents' and it is the residents who will be affected by the proposals. (Objection provided in full to Cabinet Member)</p>
Response to objection	<p>The Highway Code (243) states 'Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'. This is to provide visibility at a junction. The proposed double yellow lines are in accordance with this advice.</p> <p>Concerns have been raised due to parking at the junction.</p> <p>It is not a duty of the City Council to provide on street parking. The location has been further reviewed in response to the objection received, to see if there is a possibility to reduce the extent of the double yellow lines, but it is recommended that the 10m of junction protection is installed.</p> <p>Recommendation – Install as proposed</p>

Location (Ward)	Chaceley Close / Neal Court (Henley)		
Original Request	Concerns raised that parked vehicles are causing an obstruction (resident has been advised by Police to contact Council)		
Proposal	<p>Proposed installation of double yellow lines (no waiting at any time) opposite Mapperley Close junction and at junction of Chaceley Close/Neal Court.</p>  <p>© Crown Copyright and database right 2023. Ordnance Survey 100026294.</p>		
	Due to the number of objections received (3) with similar reasons, the objections have been grouped together highlighting the main reasons for objecting to the proposals		
Objections (3)	The following are the issues raised in the objections. The number relates to the number of objections which have raised about the same or a similar issue		
	If there has been complaints of obstruction by parked vehicles this may happen when hospital staff park in our area but this can be avoided by giving local residents parking permits.	2	
	If safety is of concern here why then in these plans are there no other safety signs e.g. 'Give Way' or road markings being placed at the junction of Neal Court, Sharpley Court and Mapperley Close	2	
	Majority of residents [of Neal Court] feel this is deliberate targeting	2	
	Have you also considered parking permits for the Chaceley Close stretch instead of double yellow lines ?	2	
	The proposed restrictions affect property values because they reduce the desirability of the area when selling or renting because there will virtually be no stopping nor parking spaces for residents and visitors.	2	
	This a family knit neighbourhood with shortages of parking as every space per house is only enough for one car. You advise '....it is not the responsibility of the City Council to provide on-street parking.' On the contrary I believe it is the council's duty to ensure the residents are safe and live happily in their neighbourhoods. Restrictions leave families with no parking not even on our front gardens because they are small.	1	
Response to objections	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. Double yellow lines have previously been requested and installed on each side of Mapperley Court at its junction with Chaceley Close, a further request has been received to place double yellow lines opposite the junction, due to ongoing obstruction issues.		

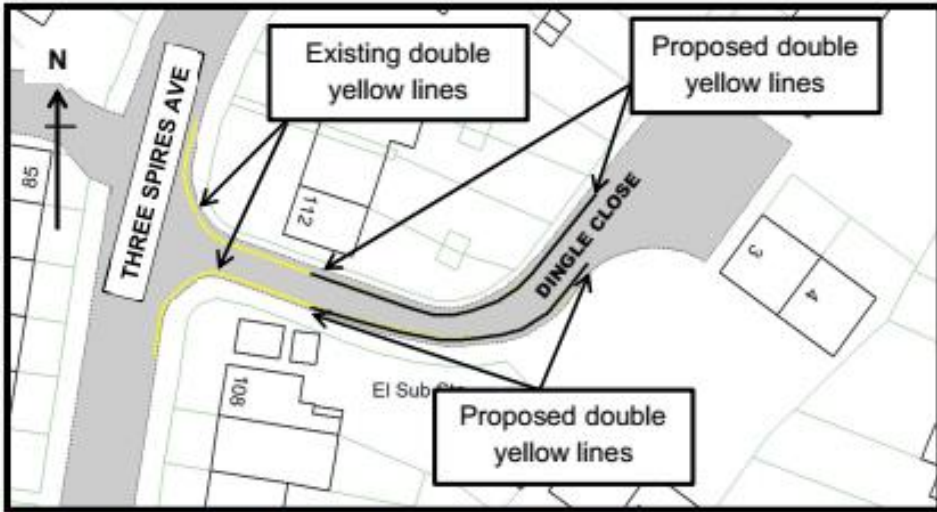
	<p>No other proposals, such as give way signs, have been proposed as the double yellow lines are a response to issues of obstructive parking. No concerns have been raised regarding drivers failing to give way at the junctions and there are no recorded personal injury collisions in this area. Chaceley Close, Mapperley Close, Neal Court and Sharpley Court form a small residential area off Wigston Road, the area is not a through route, therefore due to the small volume of traffic in this area, typically local residents, additional 'Give Way' upright signage is not required.</p> <p>No issues have been raised about parking at the other junctions. If issues do arise where no double yellow lines are present, the Police can undertake enforcement action regarding dangerous or obstructive parking. In this instance however they have advised the residents to contact the Council and request double yellow lines, which will also enable the Council's Civil Enforcement Officers to undertaken enforcement action.</p> <p>It is not a duty of the City Council to provide on street parking.</p> <p>Parking Permits are not a proposed option as it is not considered an appropriate place for a vehicle to park.</p> <p>Recommendation – Install as proposed.</p>
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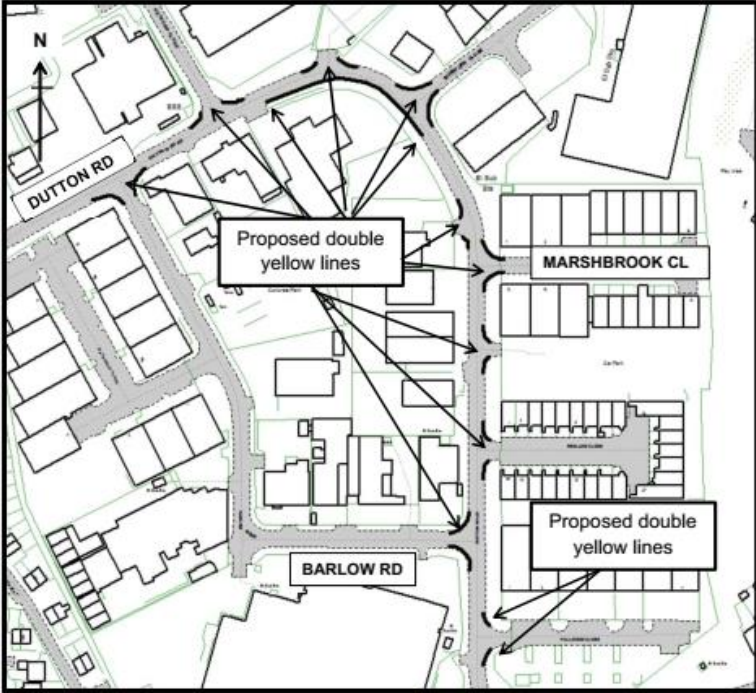
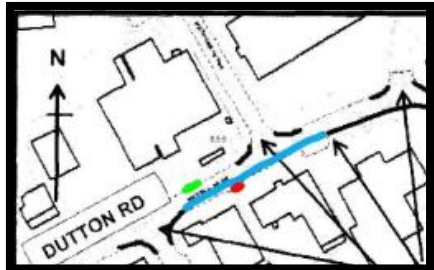
Location (Ward)	Crabmill Lane (Foleshill)
Original Request	72 signature petition, sponsored by Councillor Nazir, requesting a residents' parking scheme.
Proposal	<p>Proposed extension of residents' parking zone EW1 to include Crabmill Lane. Also proposed to install a shared use parking bay (permit holders and limited waiting, Mon-Fri, 8am-6pm, 1 hour no return in 2 hours) on Crabmill Lane south of its junction with Stoney Stanton Road.</p>  <p>© Crown Copyright and database right 2023. Ordnance Survey 100026294.</p>
Objections (2)	<p>Operate a nursing home and the proposed maximum allocation of parking permits (3 residents permits & 3 visitor permits) would be insufficient, as have up to 18 members of staff working at some points in the day, also relatives visiting residents of the home and outside professionals.</p> <p>Request more permits</p>

	<p>Reside at XX Stoney Stanton Road. A residents' only parking scheme is operational on Bryn Road (Zone EW1) and there is limited on-street restricted parking outside my residence. Effectively, if the proposed extension of the existing parking scheme zone to include Crabmill Lane comes into effect I will have no or extremely restricted inadequate access to any on-street parking facility within easy walking distance of my home.</p> <p>Would I be able to obtain a Parking Permit to park within either the Zone EW1 Bryn Road or proposed Zone EW1 - Crabmill Lane to address the highlighted issue.</p>
<p>Response to objections</p>	<p>Residents parking schemes have a standard allocation of up to 3 residents permits & 3 visitor permits, this is in accordance with the approved Residents' Parking Policy.</p> <p>The properties eligible for permits are those that fall within the scheme area (subject to some exceptions, which may mean a property located within the scheme is not eligible for permits) and those properties that have a boundary adjacent to the scheme area.</p> <p>As the requests made are for additional permits to the standard allocation and from a property outside of the eligible scheme area, the requests are being considered as objections to the scheme.</p> <p>Whilst a residents' parking scheme does not guarantee that a parking space will be available, if large numbers of permits are issued, particularly to one premises which has limited roadside frontage, it is likely to 'take up' many on street parking spaces. Extending the permit eligibility area to those outside the scheme would also impact on the available road space. The residents' parking scheme criteria includes that a scheme will only be considered if 40% or less of the on street parking space is available during the daytime; parking surveys are undertaken to assess the situation before a scheme is considered. On Crabmill Lane these surveys revealed that there was only c. 11% of potential on street parking available due to the volume of parked cars.</p> <p>If greater numbers of permits are issued and a greater area outside the scheme is eligible for permits, it could result in the scheme being ineffective for the residents within the scheme area.</p> <p>The options in response to the requests for permits/objections are:</p> <ul style="list-style-type: none"> • Allow more permits to be issued to an individual premises, to an agreed maximum. • Allow premises outside of the scheme area to have permits (but requests would have to be treated with parity, resulting in more permits being issued) • Retain the permit allocation in accordance with the approved Residents' Parking Policy and the permit eligibility area within the scheme area. • Not to introduce a scheme <p>Recommendation – Install the scheme as proposed; retain the permit allocation to properties within the scheme area and properties with a boundary adjacent to the scheme area. Retain the maximum permit allocation in accordance with the agreed policy.</p>

Location (Ward)	Crosbie Road / Oldfield Road (Whoberley)	
Original Request	Concerns raised, by Councillor on behalf of resident, due to parking at entrance to Crosbie Road, opposite EV bays, causing access issues.	
Proposal	<p>Proposed double yellow lines (no waiting at any time) for junction protection, extending into Crosbie Road opposite advisory electric vehicle charging bays (EV bays).</p>  <p>© Crown Copyright and database right 2023. Ordnance Survey 100026294.</p>	
	Due to the number of objections received (3) with similar reasons, the objections have been grouped together highlighting the main reasons for objecting to the proposals	
	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	
Objections (3)	Agree with the need to double yellow line the junction (corners)	1
	Proposed Double yellow lines within Crosby Rd are too long	1
	No access issues	2
	EV bays underutilised	1
	Effect on property values	1
	Concerns where visitors would park	1
	Lack of due diligence on the Council's part	1
	Lack of reasonableness on the Council's part	1
	Road safety and social cohesion.	1
	Who at the Council is willing to share personal responsibility for any RTAs and/or personal injuries and/or deaths that may result from these unwanted double yellow lines	1
	I have canvassed my immediate neighbours and found zero support for these proposed restrictions, on the contrary people are outraged	1
Response to objections	<p>The double yellow lines at the junction 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.</p> <p>The proposed double yellow lines extending further into Crosbie Road are opposite the advisory electric charging (EV) bays, preventing parking opposite the EV bay and allow access to be maintain when a vehicle is parked within a bay.</p>	

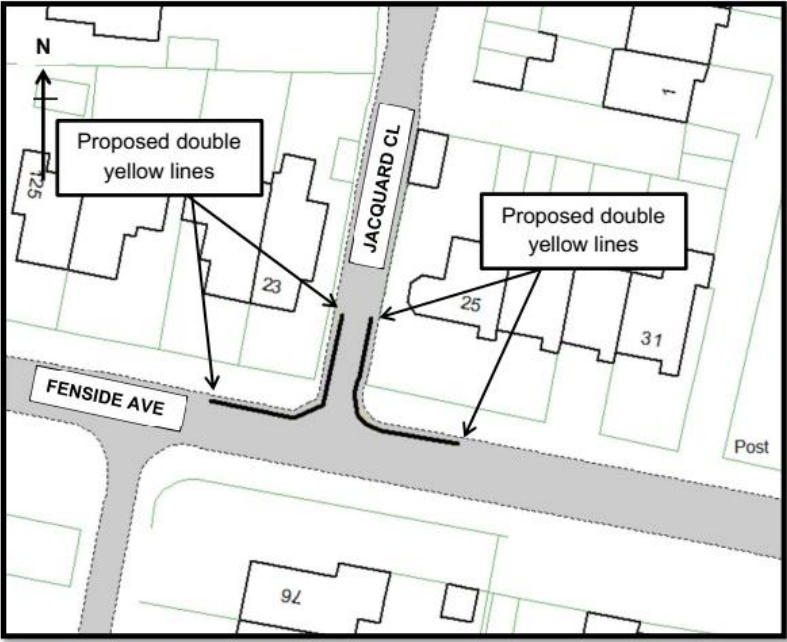
	<p>The issue of access problems has been raised and supported by a Councillor.</p> <p>Whilst the marked out bays are intended for electric vehicles to park whilst charging, these bays are advisory, therefore there is no restriction on the times of use, duration of stay or type of vehicle that can use the parking bay. If vehicles are parked on both sides of the road, this affects access, either for other vehicles or pedestrians if cars are parked partly on the footway.</p> <p>In regard to drivers parking inappropriately in other areas due to the presence of the double yellow lines, double yellow lines are used in many areas, and it is a driver's responsibility where no restrictions are present not to park in a manner that is dangerous or obstructive.</p> <p>Recommendation – Install as proposed</p>
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Location (Ward)	Dingle Close (Radford)
Original Request	Concerns raised by MP on behalf of resident, due to vehicles parking in narrow area of close, affecting access
Proposal	<p>Proposed to extend double yellow lines (no waiting at any time) from existing double yellow lines at junction further into Dingle Close.</p>  <p>© Crown Copyright and database right 2023. Ordnance Survey 100026294.</p>
Objection (1)	[Address provided] We have a restrictive covenant in place from when the land was sold to Whitefriars []. This needs to be addressed before any restrictions are made on the land.
Response to objection	<p>Any covenant imposed by Whitefriars would affect the land, not the adopted highway, which is in the control of the Council as Highway Authority and Traffic Authority.</p> <p>The proposed parking changes are intended for installation on the adopted public highway not on the land. The objector has been advised of this. As no other details are provided as to why the proposal is being objected to, as the road is narrow and parking restricts access, often affecting refuse collection, it is recommended to install the double yellow lines as proposed.</p> <p>Recommendation – Install as proposed.</p>

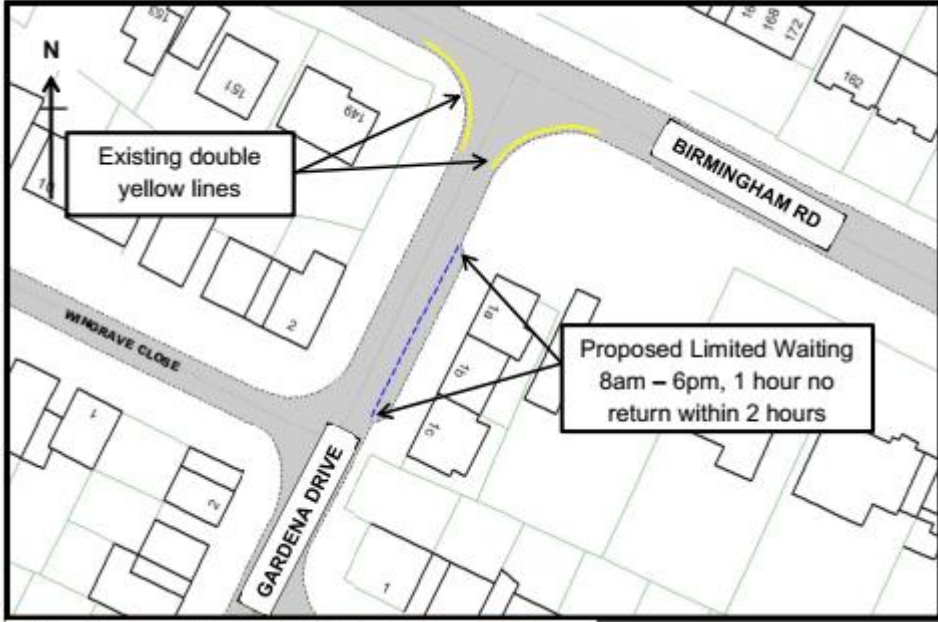
Location (Ward)	Dutton Road (Henley)
Original Request	Dutton Road has been identified as a location in the 2023/24 local safety scheme programme.
Proposal	<p>Double yellow lines (no waiting at any time) are proposed for junction protection and on a bend, due to safety concerns (including issues of parking on the footway). The proposals cover the following locations: Dutton Rd/ Heyford Cl, Dutton Rd/Sandford Cl, Dutton Rd/Barlow Rd, Dutton Rd inside of bend between Heyford Cl and Sandford Cl</p>  <p>© Crown Copyright and database right 2023. Ordnance Survey 100026294.</p>
Objection (1)	<p>Supports the aims of the proposals but considers the resulting displacement of vehicles will cause a serious hazard to employees of the premises and customers exiting the Marque Restore Chrome Plating Ltd car park.</p> <p>Advises 'Dutton Road is a dangerous road due to the volume of traffic and common speeding of the vehicles on Dutton Road. In order to exit the car park safely we need to be able to see oncoming traffic'.</p> <p>In addition to the hazard created to users of the car park, allowing parking in this area will also cause a choke point for large lorries turning into the entrance to Becketts Foods. The continual waiting and turning of these lorries into Becketts Foods already cause disruption to the traffic flow along Dutton Road, being clogged with parked cars will make this much worse.</p> <p>Suggested changes – additional double yellow lines as shown in plan. [Extract of plan below] with requested additional double yellow lines marked in blue.</p> 

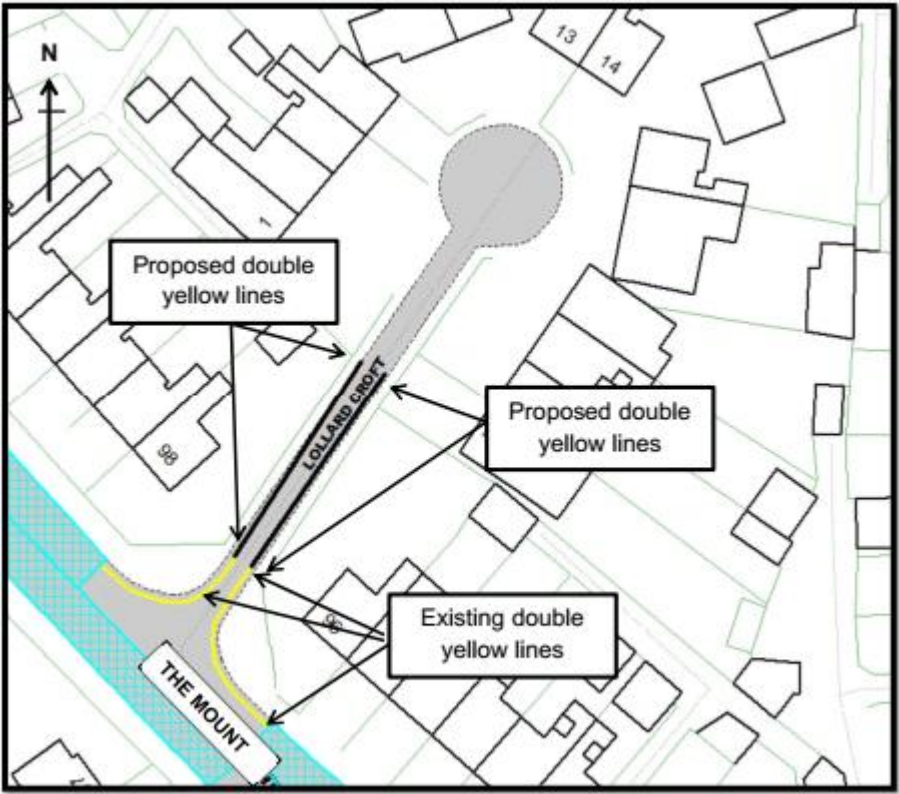
<p>Response to objections</p>	<p>The double yellow lines are proposed in accordance with the advice from the Highway Code regarding parking at a junction. The Highway Code (243) states 'Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'. This is to provide visibility at a junction. In addition to the junctions, the proposed double yellow lines also prevent parking on the bend on Dutton Road.</p> <p>The entrance to Marque Restore Chrome Plating Ltd falls within an area where parking is not currently restricted. There is the potential that drivers will move to this area to park.</p> <p>It is not possible to install the requested additional double yellow lines as part of this review, as this would be a significant change. To be able to install double yellow lines at this location, it would be necessary to undertake the legal process and consider any objections received, before deciding whether or not to implement.</p> <p>The options are:</p> <ul style="list-style-type: none"> • Not to install the proposed restrictions. • Advertise the original proposals again, but with an additional extent included. • Approve the installation of the restrictions as proposed, monitor and advertise an extension to the double yellow lines as part of the next waiting restriction review. <p>Recommendation – Install the double yellow lines as proposed and advertise an extension of the double yellow lines as part of the next waiting restriction review</p>
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Appendix A – Summary of proposed restrictions, objections, letters of support and responses

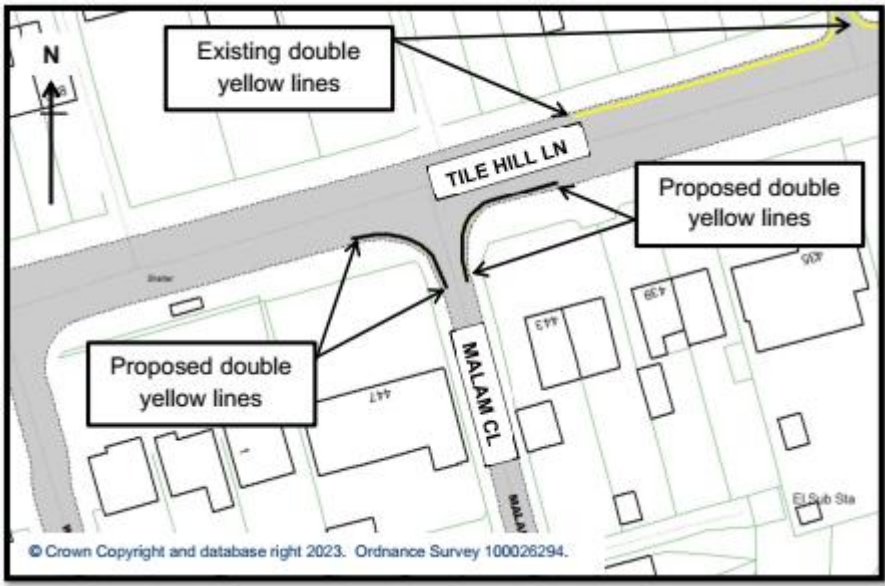
Location (Ward)	Fenside Avenue /Jacquard Close (Cheylesmore)
Original Request	Safety concerns raised by resident due to parking at the junction restricting visibility.
Proposal	<p>Proposed double yellow lines (no waiting at any time) for junction protection.</p>  <p>© Crown Copyright and database right 2023. Ordnance Survey 100026294.</p>
Objections (2)	<p>Summary of points raised:</p> <ul style="list-style-type: none"> • Details provided of where people tend to park and • I am unaware of any accidents in this area • There are no other restricted parking areas in Fenside Avenue at other junctions, save for the garage area (by the shops), and further up by the brook bridge and on the entrance leading in to the avenue by the shops. • The Fenside junctions with Arnold Avenue, Chatsworth Rise and Baginton Road are, in my opinion, having lived here for years, are far busier than the small junction at Jacquard Close. Are these junctions also inline for waiting restrictions? • Where markings have been applied to the carriageway further down Fenside Avenue, the length of marking appears shorter than that proposed outside numbers 23 & 21 Fenside. Why is this so? • As cars rarely park [on the west side of the junction], there is not a problem of cars being parked there to create potential safety issues. I see no need for these restrictions to be implemented <p>Summary of points raised:</p> <p>Restricting the on-street parking [as proposed] means there will be more cars parked on the opposite side, which would add to safety issues for people to walk along the pavement plus cause issues for bin lorries to manoeuvre so that they can collect bins from Jacquard Close and Fenside Avenue (for no. 25,27,29,31). It does not matter if cars are parked [where double yellows are proposed] if someone is parked on the opposite side, they will obstruct the larger vehicles including bin lorries and buses. We have had several occasions when bin lorries have been unable to collect bins due to cars being parked on the opposite side to our house.</p> <p>If the double-yellow lines are installed it would also cause safety concerns when cars are coming in and out of Jacquard Close due to more cars being on the opposite side.</p>

	<p>Reference to personal parking situation and resultant effects of where park</p> <p>We have been living at our property for [number of years] without any parking safety concerns raised (both on Fenside Avenue and Jacquard Close). Recently, over the last 6 months to a year we have had speeding drivers and motorbike riders going along Fenside Avenue and that is the main safety issues here and not the concerns about parking as the speeding drivers/riders drive/ride at excessive speeds regardless of whether there are cars parked on either side or not. The speeding is a bigger concern as we have elderly and young children using the pavements and roads.</p> <p>Raises issue of speed of drivers existing Jacquard Close</p> <p>Proposals are grossly unfair. I think it is potentially the speeding drivers that are the ones complaining as they are the ones that want to drive and ride along our streets using excessive speeds.</p> <p>Recommend rather than double yellow lines we have speed bumps installed along Fenside Avenue, as the main safety issue here is speeding and not the parking of our cars on our side of the street.</p> <p>An alternative measure could also be that double-yellow lines be placed on the opposite side of the road as this would allow traffic to move smoother and larger vehicles would have better access along Fenside Avenue and Jacquard Close.</p>
Support (1)	<p>Have wanted double yellow lines for years. [We] feel that the lines should be put in opposite the junction with jacquard close as well, due to people parking opposite the junction which also causes problems for residents & the refuse crews alike, not only for access but for safety.</p> <p>The situation is getting extremely dangerous with cars having to go into the middle of Fenside Ave when leaving Jacquard to see if the way is clear. The bin lorries have had problems, having to mount the pavement in order to gain access to Jacquard, also a few months ago an ambulance had problems</p>
Response to objection	<p>The Highway Code (243) states 'Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'. This is to provide visibility at a junction. The proposed double yellow lines are in accordance with this advice.</p> <p>At the time of a site visit road was heavily parked in this area, both up to the junction and opposite.</p> <p>Recommendation – Install as proposed and monitor.</p>

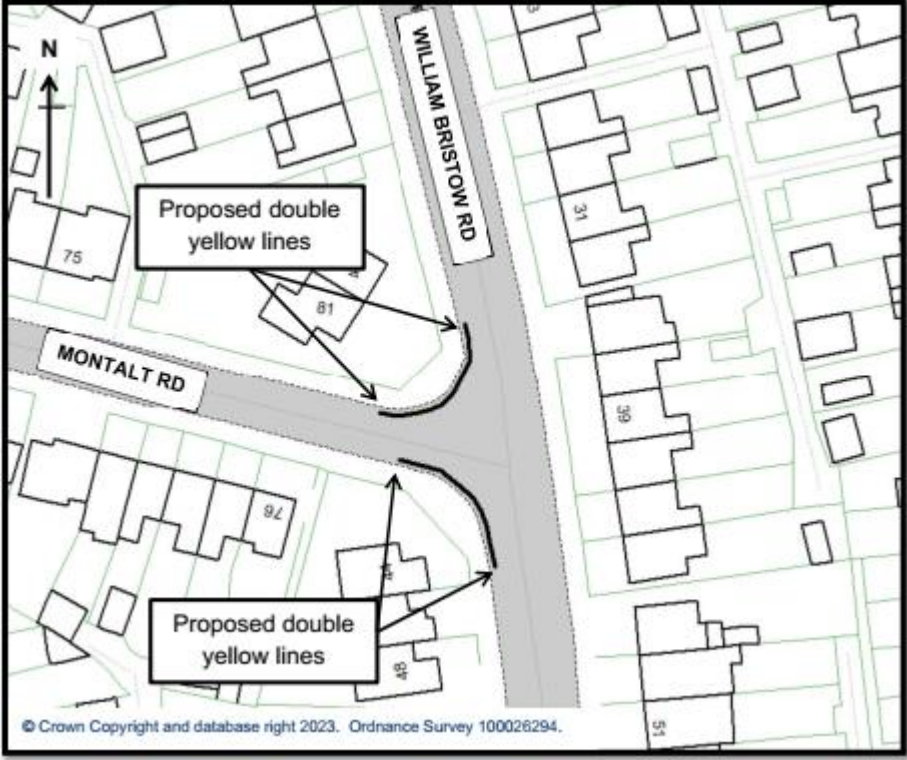
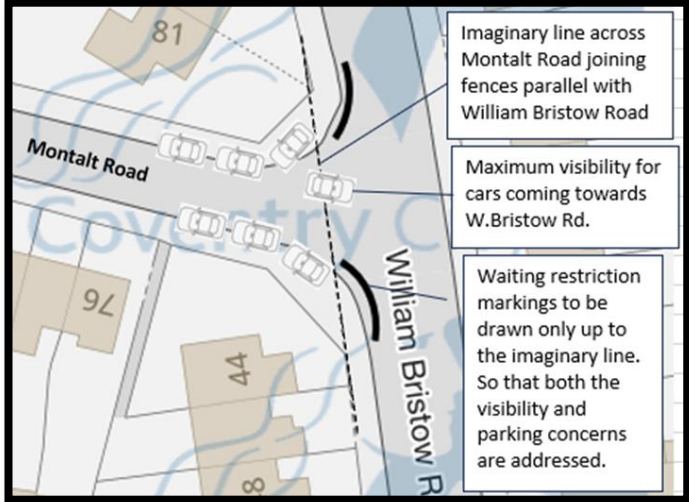
Location (Ward)	Gardenia Drive (Bablake)
Original Request	117 signature petition, sponsored by Councillor Birdi, requesting parking restrictions to prevent all day parking and improve the turnover of available parking space.
Proposal	<p>Proposed limited waiting restriction in layby outside shops (everyday, 8am-6pm. 1 hour no return in 2 hours).</p>  <p>© Crown Copyright and database right 2023. Ordnance Survey 100026294.</p>
Objection (1)	<p>I understand that there is a proposed 1 hour timed parking restriction in the layby alongside the Hairdresser's, Beauty Salon and Cafe in Gardenia Drive and I lodge an objection to the proposal.</p> <p>A timed parking restriction of only 1 hour does not allow for some procedures at the Hairdresser's and Beauty Salon whereas if it were extended to 2 hours this would be more realistic and would not present a problem or loss of clients to those businesses. Therefore please amend the proposal to 2 hours restriction.</p>
Response to objections	<p>The proposed limited waiting restriction was to create a turnover of spaces. To amend the restriction to allow a longer time to park, increasing from 1 hour to 2 hours, would be a significant change to the proposal. Therefore, it is not possible to do this as part of this TRO process. The proposals would be required to be advertised again, with the associated 21 day objection period.</p> <p>Options:</p> <ul style="list-style-type: none"> Do not install the 1 hour limited waiting restriction and advertise a new proposal for a 2 hour restriction as part of the next waiting restriction review. Install the restriction as advertised (1 hour limited waiting), monitor and consider amending the duration of stay as part of a future waiting restriction review. <p>As the objector is identifying that the 1 hour restriction would not be beneficial and may adversely affect the businesses, it is recommended that the 1 hour restriction is not installed and a 2 hour limited waiting restriction is advertised as part of the next waiting restriction review.</p> <p>Recommendation – Remove the proposed 1 hour limited waiting restriction from the TRO process and advertise an alternative proposal (2 hours limited waiting) as part of the next waiting restriction review.</p>

Location (Ward)	Lollard Croft (Cheylesmore)	
Original Request	Resident raised access concerns due to parked vehicles on narrow section of road	
Proposal	<p>Proposed to extend existing double yellow lines (no waiting at any time) a further 23m into Lollard Croft</p>  <p>© Crown Copyright and database right 2023. Ordnance Survey 100026294.</p>	
	Due to the number of objections received (3) with similar reasons, the objections have been grouped together highlighting the main reasons for objecting to the proposals. Due to the detailed nature of some objections they have been forwarded in full to the Cabinet Member.	
Objections (3)	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.	
	Concern about available parking (due to residents' parking schemes in the surrounding area, which may be increasing)	3
	Conscious of a small number of occasions when vehicles have unwittingly parked in an inconvenient location and caused temporary access issues [into particular property]. Inconsiderate parking is not an issue.	1
Response to objections	<p>The extension of the double yellow lines on Lollard Croft is proposed on the narrow section of the road, which is only approximately 3m wide, where issues have been raised about access.</p> <p>A query has been raised, via the objections, as to why the proposed double yellow lines are necessary, as parking, so as not to cause an obstruction, is covered by the Highway Code.</p> <p>The Highway Code is guidance; if a vehicle is parked in a manner that is causing a danger or obstruction the Police have the necessary powers to undertake enforcement action, without the need for waiting restrictions. However, they have limited resources. Coventry City</p>	

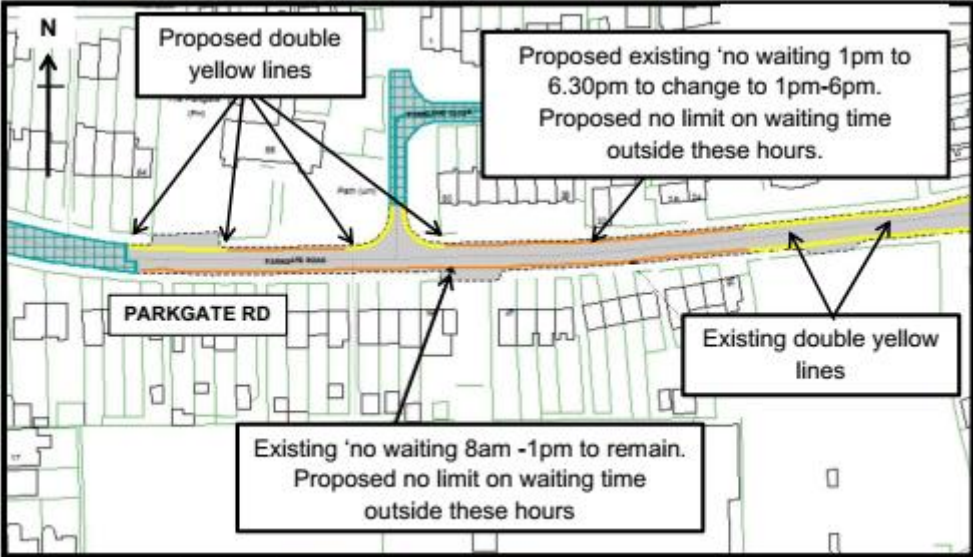
	<p>Council and many other Councils have powers which enable Civil Enforcement Officers to undertake enforcement of waiting restrictions. This is to improve traffic management, both in terms of safety and movement of traffic.</p> <p>Residents of Lollard Croft have previously been consulted about the possibility of being part of a wider residents' parking scheme. However, one criterion to be part of a scheme is that 60% of households must be in favour; this was not achieved. In response to a petition, a further consultation about the possibility of being part of the wider residents' parking scheme will be undertaken.</p> <p>In response to the objections received it is proposed to reduce the extent of the proposed double yellow lines by approx. 5m on each side of the road and monitor.</p> <p>Recommendation – Install a reduced extent of double yellow lines, reducing the proposal by 5m (each side of the road)</p>
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Location (Ward)	Mallam Close/Tile Hill Lane (Westwood)
Original Request	Councillor on behalf of resident. Road safety concerns raised due to parking at junction affecting visibility.
Proposal	<p>Double yellow lines (no waiting at any time) for junction protection.</p> 
Objection (1)	<p>I have never struggled with visibility egressing Malam Close.</p> <p>This section of Tile Hill Lane is some 10m wide, very straight and has significantly greater forward visibility than appropriate for the volume and mix of traffic that it carries. This leads to the majority of vehicles travelling well above the posted speed limit. The installation of double yellow lines at this junction will prevent on-street parking, which in this location, can have a traffic calming effect.</p> <p>If junction visibility from Malam Close is deemed to be a problem, then pushing out the give way line by two metres and building out the junction further into Tile Hill Lane would be a better solution. This would deal with the visibility concerns whilst also aiding the reduction of the effective width of the carriageway, helping bring down vehicular speeds. This solution would also only require road markings and so there would be no cost difference between</p>

	<p>proposals but would be cheaper in the long term as parking enforcement would not have to take place.</p> <p>I believe that the solution proposed [double yellow lines] would not solve this concern, but actually have a detrimental impact on road safety by leading to increased vehicle speeds on Tile Hill Lane.</p>
Support (2)	<p>I don't have an objection to this as such – I think it's a really good idea in principle. But I'm wondering whether there's going to be anything put in place to prevent or deter people from parking on the grassy areas on the pavement/off the road. Specifically here: (drawing provided)</p> <p>I know that's not on the road but even a single car parked on that part makes it just as hard to see oncoming traffic when you're pulling out of Malam Close as a car parked on what would be the double yellows. If there are two or three in a row it's pretty much impossible to see what's coming before you're already potentially in the way of oncoming traffic. I guess I wonder whether the double yellows would really make a difference safety/visibility wise if parking on the grass is still fair game.</p> <p>Happy to have double yellows but not sure it'll resolve the issue in itself.</p> <p>I fully support the introduction of double yellow lines at the junction of Tile Hill Lane & Malam Close. Will these restrictions also apply to parking on the grass verge at this junction as parking there impacts on the drivers view to exit Malam Close onto tile hill lane.</p>
Response to objection & Support queries	<p>The Highway Code (243) states 'Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'. This is to provide visibility at a junction. The proposed double yellow lines are in accordance with this advice.</p> <p>Whilst parked vehicles can have a positive impact on vehicle speeds, parked vehicles that impact on visibility of drivers exiting side roads have a detrimental effect on road safety.</p> <p>The concerns raised also relate to parking on the verge in this area. The proposed double yellow lines apply to the footway and verge (up to the back of the adopted highway) as well as the road at this location, so will also prevent parking on the verge.</p> <p>Recommendation – Install as proposed.</p>

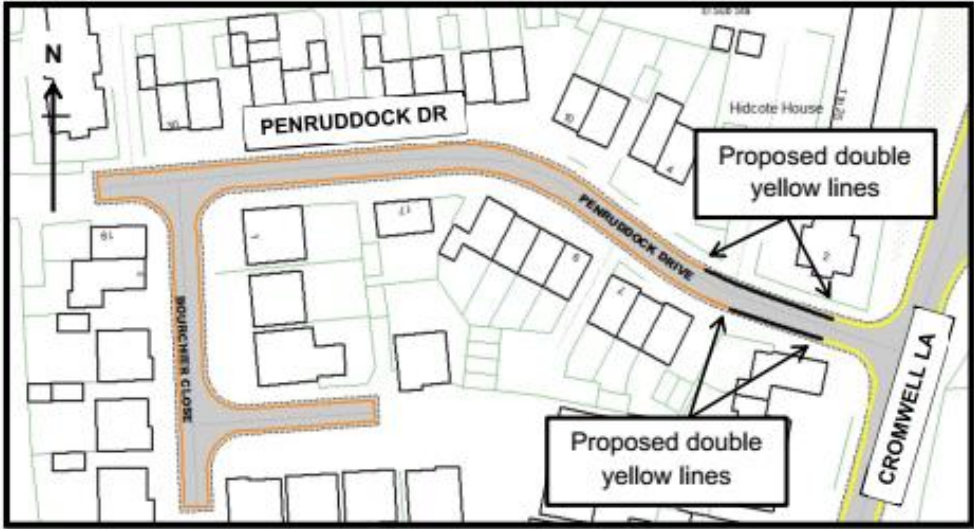
Location (Ward)	Montalt Road / William Bristow Road (Cheylesmore)
Original Request	Safety concerns raised by Councillor about parking at junction
Proposal	<p>No waiting at any time (double yellow lines) for junction protection.</p>  <p>The map shows the junction of Montalt Road and William Bristow Road. Two areas on Montalt Road are highlighted with boxes and arrows, labeled 'Proposed double yellow lines'. The first area is on the north side of the road, near house number 81. The second area is on the south side of the road, near house number 48. A north arrow is in the top left corner. The map is credited to Ordnance Survey 100026294.</p>
Objection (1) 16 signature letter	<p>In the evening, when everybody is coming back home, it is getting harder and harder to find somewhere to park our cars, so by implementing this proposal further possible parking spaces will be lost and therefore adding to a growing parking issue.</p> <p>William Bristow Road / Montalt Road junction is wide, and any visibility/safety concern caused by parking is applicable only for traffic coming from Montalt Road and entering William Bristow Road. With this in mind, by installing the double yellow lines only up to the point where the fences parallel with William Bristow Rd can be joined with an imaginary line, any visibility/safety concern can be alleviated and at the same time still keep some of the parking spaces available.</p>  <p>The map shows the junction of Montalt Road and William Bristow Road. A dashed line, labeled 'Imaginary line across Montalt Road joining fences parallel with William Bristow Road', runs across the road. To the right of the map, there are three text boxes:</p> <ul style="list-style-type: none"> Imaginary line across Montalt Road joining fences parallel with William Bristow Road Maximum visibility for cars coming towards W.Bristow Rd. Waiting restriction markings to be drawn only up to the imaginary line. So that both the visibility and parking concerns are addressed.

<p>Response to objection</p>	<p>The Highway Code (243) states ‘Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space’. This is to provide visibility at a junction. The proposed double yellow lines are in accordance with this advice.</p> <p>A review of the personal injury collision history of this junction shows that in the last 3 years there has been one personal injury collision, which involved a vehicle turning left into Montalt Road and a vehicle on Montalt Road travelling towards the junction.</p> <p>Vehicles parked at a junction can reduce visibility, in addition vehicles parked at a junction alter the road position used by other drivers, which can cause conflicts.</p> <p>In considering the objection to the proposals and the injury collision that occurred at the junction, it is proposed that the length of double yellow lines on the northern side of Montalt Road (odd numbered side) are reduced by approximately 6m, but no change is proposed on the southern side of the road.</p> <p>Recommendation – Reduce the length of proposed double yellow lines on the northern side of Montalt Road by approximately 6m</p>
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Location (Ward)	Parkgate Road (Holbrook)
Original Request	Officer proposed changes following review of existing waiting restrictions
Proposal	<p>Proposed to simplify restrictions, double yellow lines (no waiting at any time) at Parkgate Rd/Parkland Close for junction protection and across The Parkgate access. Retain 'no waiting restriction' on the northern (even numbered) side of Parkgate Road amending time from 'no waiting 1pm-6.30pm to 'no waiting 1pm-6pm' and retain 'no waiting 8am-1pm' on the southern (odd numbered) side of Parkgate Road. Remove the limited waiting restriction operating outside of the no waiting restriction times.</p>  <p>© Crown Copyright and database right 2023. Ordnance Survey 100026294.</p>
Objection (1)	<p>Advises of personal circumstances (Objection provided in full to Cabinet Member)</p> <p>I do not feel that enough thought has been given to disabled people living in this area what are we to do if we are now restricted to certain times of day the other side has large raised kerbs.</p>
Response to objection	<p>The proposed changes are a simplification of the existing restrictions already in place, in addition double yellow lines are proposed for junction protection at Parklands Close and across a large area that should not be parked over for access reasons, but the remaining no waiting restrictions are already present. The removal of the limited waiting restriction allows greater flexibility for residents.</p> <p>Recommendation – Install as proposed.</p>

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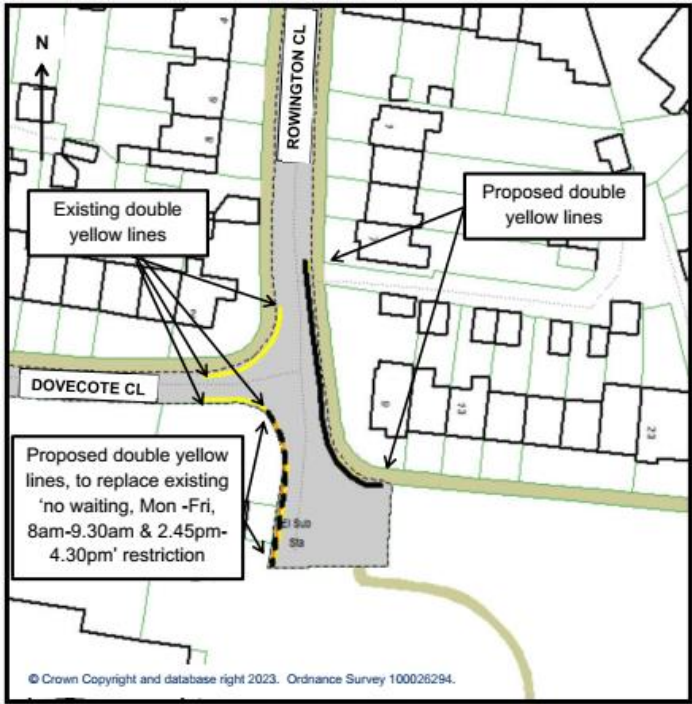
Appendix A – Summary of proposed restrictions, objections, letters of support and responses

Location (Ward)	Penruddock Drive (Westwood)
Original Request	23 signature petition, sponsored by Councillor Lapsa, concerns raised that parking near the entrance to Penruddock Close, even with the existing single yellow line restrictions, was creating access issues.
Proposal	<p>Extension of existing junction protection double yellow lines (no waiting at any time) on both sides of road up to Hidcote House access.</p>  <p>© Crown Copyright and database right 2023. Ordnance Survey 100026294.</p>
Objection (1)	<p>Advises of personal circumstances (Objection provided in full to Cabinet Member)</p> <p>Due to location of property advise 'absolutely object to a 15m double yellow line from the junction'</p> <p>We fully support prevention of accidents that can occur as a result of abuse of the residential road parking rules by neighbours who don't even live on penruddock drive. Neighbours who have 5 cars and only 2 driveway parking spaces. Abusing the situation and causing potential accidents to public in cars and on foot.</p> <p>Need to be able to park in area of proposed double yellow lines to assist when loading and unloading people and goods. This [proposed parking restriction] is simply unfair to us.</p> <p>The highway code states that double yellow lines only need to run 10m from a junction.</p> <p>You will also devalue our property value greatly. We will be consulting our solicitor regarding our right to claim compensation for this.</p> <p>A good solution we feel would be that you paint double yellow lines on [the northern side] along the road where there are no homes. This will prevent all blockages from the junction from ever happening and there will always be enough room for emergency services to always pass.</p> <p>I agree to [details of area where double yellow lines could be extended to]. We can inform you that the postman every day also parks very close to the junction and leaves it there for some time to deliver all parcels to the residents on foot. Which we absolutely agree is a major accident waiting to happen.</p> <p>Please can you just be fair on this matter.</p>

<p>Response to objection</p>	<p>The existing double yellow lines at the junction are provided in accordance with the advice given in the Highway Code, regarding parking at a junction. However, this does not mean that double yellow lines will not be proposed to be extended further if safety and/or access issues are raised. The proposal to extend the double yellow lines further into Penruddock Drive, is in response to residents' concerns about parking in this location.</p> <p>Loading and unloading can take place on double yellow lines, providing there is not an additional restriction preventing loading/unloading and it is not causing a danger/obstruction.</p> <p>It is not a duty of the City Council to provide on street parking, nor does the Council (as the Highway Authority and Traffic Authority) pay compensation when introducing waiting restrictions.</p> <p>During a site visit two vehicles were parking in the area where the double yellow lines are proposed, a large part of both vehicles being on the footway, resulting in limited space for pedestrians to pass by, especially if with a pushchair or wheelchair.</p> <p>However, it is proposed to recommend a change to the proposed restrictions advertised, namely to install the double yellow lines as proposed on the northern side of the road (the Hidcote House side of the road) and a reduced extent on the southern side of the road, reducing the extent of the length of the extension of the double yellow lines from 16m to 7.5m and monitor to see if this resolves the issues. If any further concerns are raised about access issues due to parked vehicles or parking on the footway obstructing pedestrians, a further extension may be proposed in the future, and would be subject to the necessary legal process being undertaken again.</p> <p>Recommendation – Install the double yellow lines as proposed on the northern side of the road (the Hidcote House side of the road) and a reduced extent on the southern side of the road, extending the double yellow lines by 7.5m rather than 16m and monitor to see if this resolves the issues. The existing no waiting restriction for part of the day will remain where the extended double yellow lines end.</p>
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Location (Ward)	Queen Isabel's Avenue (Cheylesmore)
Original Request	44 signature petition, sponsored by Councillor Brown, requesting a residents' parking scheme.
Proposal	<p>Proposed extension of residents' parking zone C3 to include Queen Isabel's Avenue.</p> <p>The map shows Queen Isabel's Avenue running vertically. To its left is a residential street with double yellow lines. To its right is another residential street, also with double yellow lines. A proposed parking area is highlighted in light blue along Queen Isabel's Avenue, bounded by The Mount to the north and Galeys Rd to the south. A north arrow is in the top left corner.</p> <p>© Crown Copyright and database right 2023. Ordnance Survey 100026294.</p>
Objection (1)	<p>I strongly object the suggestion of the parking along Queen Isabel's Avenue needs 'the parking permit'. The followings are my concerns.</p> <ul style="list-style-type: none"> • Visitor parking. Can they get a permit? • If I remove fence and park at front of house, does this mean other cars can't park in front of the house. • There are usually some spaces, no car parks more than 18 hours. Who wants this change as only road where people can park 'freely' • Will result in people converting their gardens to parking <p>It is highly appreciated to keep 'a free parking' along Queen Isabel's Avenue.</p>

<p>Response to objections</p>	<p>The proposed residents' parking scheme is in response to a petition from residents. The scheme meets the Council's residents parking scheme criteria, namely that over 60% of households are in favour of a scheme and parking surveys have shown that less than 40% of on street parking space is available during the daytime.</p> <p>Residents' parking schemes do not guarantee residents or their visitors a space to park, but when the scheme is in operation only Blue Badge holders or holders of a valid permit for the scheme area are able to park in permit parking areas. A resident can purchase visitor permits, a resident can do this even if they do not want a resident's permit for themselves.</p> <p>A properly constructed vehicle crossover is required to access the frontage of a property (this is also subject to other conditions). If there is a properly constricted vehicle dropped kerb, enforcement can be undertaken if a vehicles parks over the dropped kerb.</p> <p>Recommendation – Install as proposed.</p>
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Location (Ward)	Rowington Close (Sherbourne)	
Original Request	Officer proposed restriction in response to pedestrian access issues, especially for wheelchair users, to Sherbourne Fields School	
<p>Proposal</p>	<p>Double yellow lines (no waiting at any time) opposite the junction with Dovecote Close and to amend the existing single yellow line restriction (No waiting Mon-Fri, 8am-9.30am & 2.45pm-4.30pm) to double yellow lines (no waiting at any time). To prevent parking affecting access.</p>  <p>The map shows Rowington Close running vertically. To the west is Dovecote Close. A north arrow is in the top left. Labels include: 'Existing double yellow lines' pointing to a section on Dovecote Close; 'Proposed double yellow lines' pointing to a new section on Rowington Close; and 'Proposed double yellow lines, to replace existing 'no waiting, Mon -Fri, 8am-9.30am & 2.45pm-4.30pm' restriction' pointing to a section on Rowington Close. A bus stop is marked on Rowington Close. A copyright notice at the bottom reads: '© Crown Copyright and database right 2023. Ordnance Survey 100026294.'</p>	
<p>Objections (12)</p>	<p>The issues raised have been summarised below so as not to identify the objectors</p> <p>Due to the number of objections received (12) with similar reasons, the objections have been grouped together highlighting the main reasons for objecting to the proposals</p> <p>Would be an inconvenience/difficult when accessing residential properties, especially with goods, picking up/dropping off people, for carers and other visitors etc who need to park</p>	

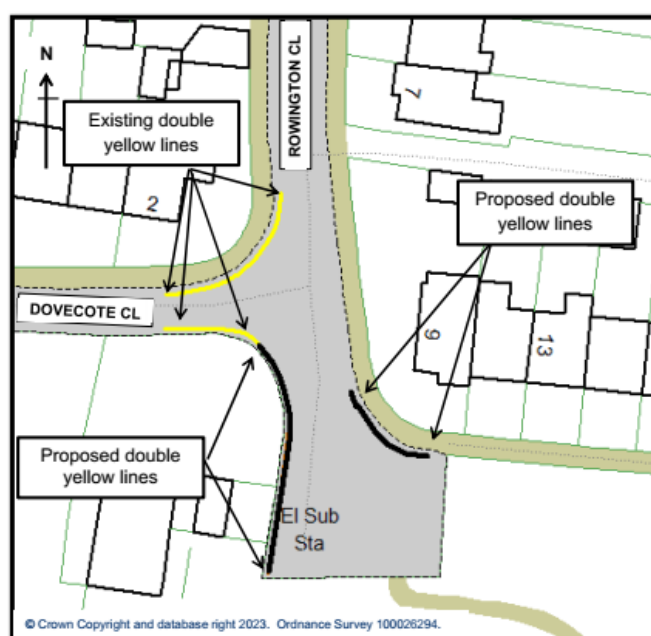
	Electric Vehicle charging bays are being installed directly opposite the entry to the garage and other garages which will make access to them very difficult and there are only 5 parking spaces outside the school for 8 houses (some of which have 2 cars) which is why parking on the road is required.	3
	Parking in this area does cause issues, mostly to the residents of Rowington and Dovecote, by parents dropping off and collecting children from Sherbourne fields school.	3
	The system the school has devised to allow cars children and buses in and out at the start and end of the school day has caused congestion. It would be more sensible to clear the road and use the school car park to enable the children to be dropped off and picked up this keeping the main Rowington close clear.	1
	Are you saying that people in wheelchairs only use THIS pavement. What about all the other pavements in Coventry. Are wheelchair users not allowed to use other pavements. Or will ALL other roads in Coventry be getting double yellow lines draw up to prevent parking on the kerb. London doesn't allow parking on kerbs and hasn't installed double yellow lines on ALL of its roads – so why have you come up with this solution. This issues you detail could be fixed with a 'no parking on verge' sign or a blanket ban on kerb parking – NOT no parking at any time solution. We should be treated no differently to any other resident of Coventry	1
	I have yet to see anyone arriving at the school without vehicular assistance	1
	As far as I am aware, there is NO pedestrian access to the school anyway. An electric gate has been installed which blocks the previous pedestrian access (although there has never been a pavement to the school gates). Therefore, any access to the school involves crossing the road and entering via the vehicle access point or a very narrow gate (not sure wheelchairs can get through) which would involve the people pushing the wheelchair whilst standing in the path of oncoming traffic. This access has only just been modified so why there are concerns of people having to walk around cars when the design of the entrance forces people into the road is beyond me	1
	You could take some of the school grounds and create a car park for the residents	1
	If you had come and checked this road over the past few years, you would have found that the majority of the people parking on the kerb were school employees. From what I have seen, the residents of Rowington Close always park on the road and leave the kerb free. Indeed, we also get mad when people park on the kerb and block the pavement. So maybe a letter to the school employees to park in the car park would be helpful and alleviate the problem. It has got better this term but maybe they have already been warned that the residents are about to revolt	1
	The only people to gain will be the parents on the school run	1
	I feel a better solution to reduce impact to residents, would be to enforce the no waiting which is currently in place Monday - Friday 8 - 9.30am and 2.45 - 4.30pm, with better signage, and suggest the school open the car park to parents dropping off at, and collecting children from, the school.	1
	The placement of the new permanent parking restriction will impact the prices of the property in the long term	1
	Only issue at school time, the double yellow lines would be in place outside of this time impacting on residents.	1
Response to objections	Concerns have been raised due to parking in this area affecting access. In addition, more students are being encouraged to become independent and parking which obstructs the footway impacts upon this aim, especially for wheelchair users. Parents/guardians are allowed into the school car park, to park and wait whilst collecting pupils.	

Due to no footway on the western side of the road (left side of the road when exiting the school), the pupils are taught to travel on the eastern side of the road, accessing the footway using the pedestrian dropped kerb.

Site visits have been undertaken during the day and at school exit time. These observations showed the difficulty if vehicles were parked on the corner, where there is a pedestrian dropped kerb, outside no. 9 Rowington Close. However, the vehicles that were parked on the eastern side of the road, were not parked in a manner that would have prevented the footway being used, including by a wheelchair user.

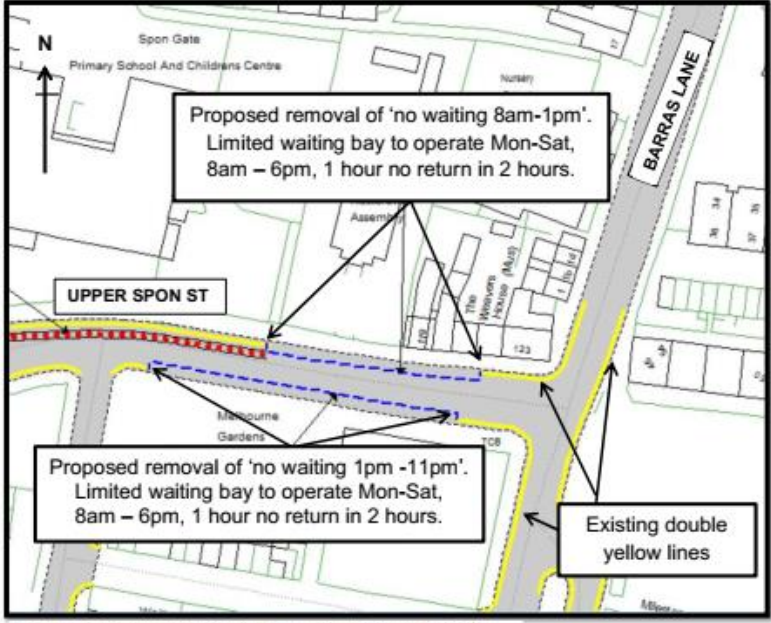
Following the response to the consultation on the potential installation of Electric Vehicle (EV) charging bays, the EV Project Manager has confirmed that EV bays are no longer proposed to be installed on Rowington Close.

It is proposed in response to the objections and the site observations to recommend a change to the proposed restrictions advertised, namely, to reduce the length of double yellow lines proposed on the eastern side of the road (alongside no. 9 Rowington Road) by 28m, to approx. 11m. This would result in the installation of double yellow lines (no waiting at any time) as shown in the plan below.



Recommendation – Install a reduced extent of double yellow lines as shown in the above plan.

Location (Ward)	Stanier Avenue (Sherbourne)
Original Request	Concerns raised by Councillor on behalf of residents about school pick up and drop off parking.
Proposal	<p>Change to existing restriction from 'No Waiting, Monday to Friday, 9am - 11am & 2pm - 4pm' to 'No Waiting, Monday to Friday, 8am - 9.30am & 2.45pm - 4.30pm'. Residents consulted and over 80% of those who responded were in favour of changing the restrictions.</p> <p>Roads affected: Stanier Ave, Worsdell Close, Collett Walk, Hawksworth Drive</p>
Objections (2)	<p>I think [the proposals] do not go far enough my reason is that all they will do is drop off their children earlier and pick them up later i have seen this before , the times should be no parking before 7.30 am till 9.30 am, then from 2.45 pm till 5.00pm as i have seen cars still there after 4.30pm waiting to pick up their children , also the new restrictions must be enforced all the time otherwise after a sort time it will go back to normal with them just parking on the pavements so we have to walk in the road to get passed also the engines running with fumes.</p> <p>Advise of personal circumstances (Objection provided in full to Cabinet Member)</p> <p>I agree that something needed to be done as the roads between those times are hectic.</p> <p>Asks about the possibility of a waiver to be able to park during the restricted times.</p>
Response to objections	<p>The possibility of a change to the times of the existing waiting restrictions was consulted upon and over 80% of those who responded were in favour of changing the restrictions. This consultation was prior to commencing the legal process to make these changes.</p> <p>However, since the process has started, it has been advised that there are further potential changes in the wider area, and to enable a holistic approach to be undertaken, it has been requested that the proposed changes are not implemented. Therefore, it is proposed to remove the location from the Traffic Regulation Order and to continue with enforcement of the existing restrictions in the meantime.</p> <p>Recommendation – Remove the proposals for the Stanier Avenue Area from the TRO process.</p>

Location (Ward)	Upper Spon Street (Sherbourne)	
Original Request	Officer proposed changes following review of existing waiting restrictions	
Proposal	<p>To simplify existing limited waiting restrictions on each side of the road (near Barras Lane junction). Proposed to amend the limited waiting bays on both sides of the road, so both operate at the same times Mon-Sat, 8am-6pm (currently one operates 8am to 1pm and the other 1pm to 11pm, with no waiting when not in operation)</p>  <p>© Crown Copyright and database right 2023. Ordnance Survey 100026294.</p>	
	Due to the number of objections received (8) with similar reasons, the objections have been grouped together highlighting the main reasons for objecting to the proposals	
Objections (8)	Changes would impact on people being able to park to visit and/or use The Weavers House, which provides great support for those attending, learning new skills and continuing the weaving craft, also benefiting mental health	8
	There are no waiting restrictions on the road at the moment	3
Response to objection	<p>There is a traffic regulation order already in place at this location, which prevents parking on both sides of the road at the same time. Outside these times, when parking is permitted, it is for 1 hour, no return in 2 hours.</p> <p>Due to the width of the road, it was intended to change the parking arrangements to allow limited waiting parking on both sides of the road during the day and unrestricted parking after 6pm and all day on Sunday.</p> <p>However, over time the markings in this location have been worn away and have not been refreshed, resulting in people parking all day.</p> <p>The objectors have advised that the restriction not being present/enforceable is assisting the local community, and they are able to find a space to park when needed (not prevented by all day parking). It is recommended that the existing restriction is not reinstated, nor the proposed restriction installed. It is recommended the location will remain with no enforceable restrictions and be monitored. If no issues or concerns are raised, the waiting restriction will be permanently revoked, enabling parking to continue without time restrictions.</p> <p>Recommendation – Remove the proposals for Upper Spon Street from the TRO process and monitor the existing on street parking situation.</p>	