

Cabinet Member for City Services

20th March 2017

Name of Cabinet Member:

Cabinet Member for City Services – Councillor J Innes

Director Approving Submission of the report:

Executive Director of Place

Ward(s) affected:

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

Title:

Report – Objections to Proposed Waiting Restrictions.

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 24th November 2016 a Traffic Regulation Order (TRO) relating to proposed new waiting restrictions and amendments to existing waiting restrictions was advertised. 29 objections were received, 1 of which was subsequently removed (by the objector) and 1 objection related to the location of a proposed traffic splitter island, not waiting restrictions. In addition 4 letters of support to proposals were also received.

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

The cost of introducing the proposed TROs, 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 on Billing Road/Whoberley Avenue, Christchurch Road, Peel Close/Peel Street, Swillington Road;

3. Subject to recommendation 1, approve the implementation of a reduced scheme prohibiting parking on the footway (and verge) on Humphrey Burtons Road and Stoney Road and although not installing a new TRO on Asthill Grove and Orchard Crescent to continue to monitor the way vehicles are parked;
4. Endorse the proposal to reduce the length of proposed double yellow lines on Dalmeny Road, only installing the proposed restriction on the eastern side of the road and not the western side;
5. Endorse that the double yellow lines proposed on Lythalls Lane are installed as advertised, as the objection did not relate to the proposed waiting restrictions;
6. Subject to recommendations 1 to 5, approve that the proposed Traffic Regulation order is made operational.

List of Appendices included:

Appendix A – Summary of proposed restriction, objection and response

Background Papers

None

Other useful documents:

None

Has it been or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report title: Objections to Proposed Waiting Restrictions.

1. Context (or background)

- 1.1 On 24th November 2016 Traffic Regulation Orders (TROs) relating to proposed new waiting restrictions and amendments to existing waiting restrictions were advertised. 29 objections were received, 1 of which was subsequently removed (by the objector) and 1 objection related to the location of a proposed traffic splitter island, not waiting restrictions. In addition 4 letters of support to advertised proposals were received. 2 of the 29 objections were received after the objection period had closed, however they have still been included for consideration.
- 1.2 The majority of traffic regulation orders relating to loading and waiting restrictions in Coventry are consolidated in to one Order. New or changes to existing waiting and loading restrictions are undertaken by varying the consolidation Order.
- 1.3 Many of the locations where changes are proposed had been identified from requests for new or changes to existing waiting restrictions. These requests had been received from a number of sources, including the public, due to safety concerns relating to parked vehicles.
- 1.4 As part of the statutory procedure the Traffic Regulation Order was advertised in the local press and notices were posted on lamp columns in the area of the proposed restrictions on 24th November 2016, advising that any formal objections should be made in writing by 15th December 2016. In addition letters were also sent to residents who would be directly affected, due to waiting restrictions being installed on the public highway, outside their property.

2. Options considered and recommended proposal

- 2.1 29 objections were received, 1 of which was subsequently removed (by the objector) and 1 objection related to the location of a proposed traffic splitter island, not waiting restrictions. In addition 4 letters of support were received. The objections to the proposals, responses to the objections, details of support and origin of proposed waiting restrictions are summarised in the tables in Appendix A to the report.
- 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 recommend proposals in response to each location where objections have been received are summarised in the tables in Appendix A to the report.

3. Results of consultation undertaken

- 3.1 The proposed TROs for the waiting restrictions were advertised in the Coventry Telegraph on 24th November 2016, 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:

29 objections, of which 1 (for Dalmeny Road) was subsequently withdrawn and 1 related to the location of a proposed splitter island on Lythalls Lane and not the proposed waiting restrictions. Four letters of support were also received.

3.2 The number of objections received were:

- 1 to proposal for Billing Road/ Whoberley Avenue
- 4 to proposal for Christchurch Road
- 3 to Proposal for Peel Close/ Peel Street
- 1 to proposal for Swillington Road
- 18 to proposal for Humphrey Burtons Road, Stoney Road, Asthill Grove & Orchard Crescent
- 1 to proposal for Dalmeny Road (subsequently removed)
- 1 to proposal on Lythalls Lane, not considered in this report as does not relate to waiting restrictions, but to the location of a splitter island

3.3 The number of letters of support were:

- 3 letters of support for Humphrey Burtons Road and Stoney Road proposals
- 1 letter of support for Cromwell Lane proposal (no objections were received)

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

4. Timetable for implementing this decision

4.1 It is proposed to make the TRO and install the restrictions as approved by the end of April 2017.

5. Comments from the Director of Finance and Corporate Services

5.1 Financial implications

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

5.2 Legal implications

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

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

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

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

6. Other implications

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

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

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

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

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

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

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Place

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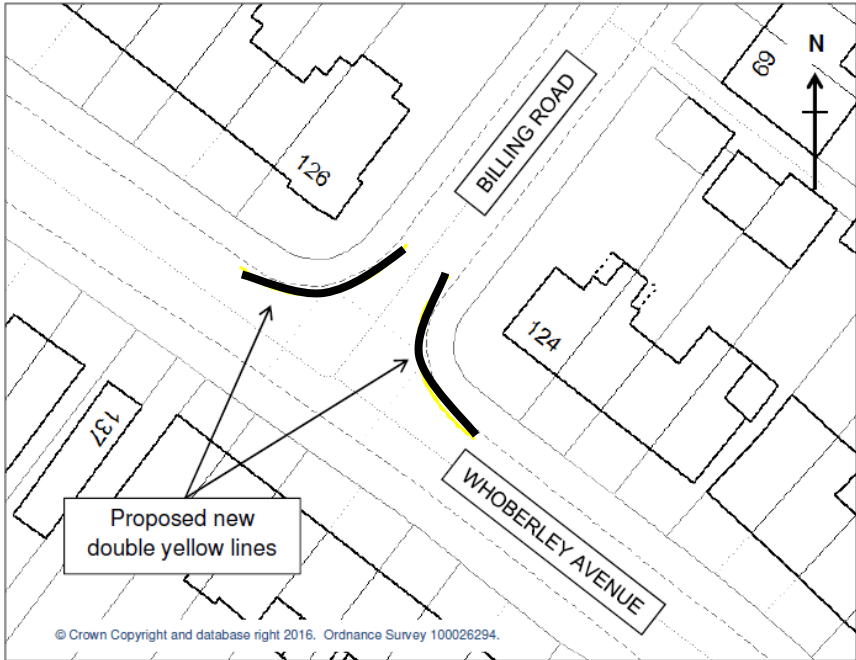
Email: caron.archer@coventry.gov.uk

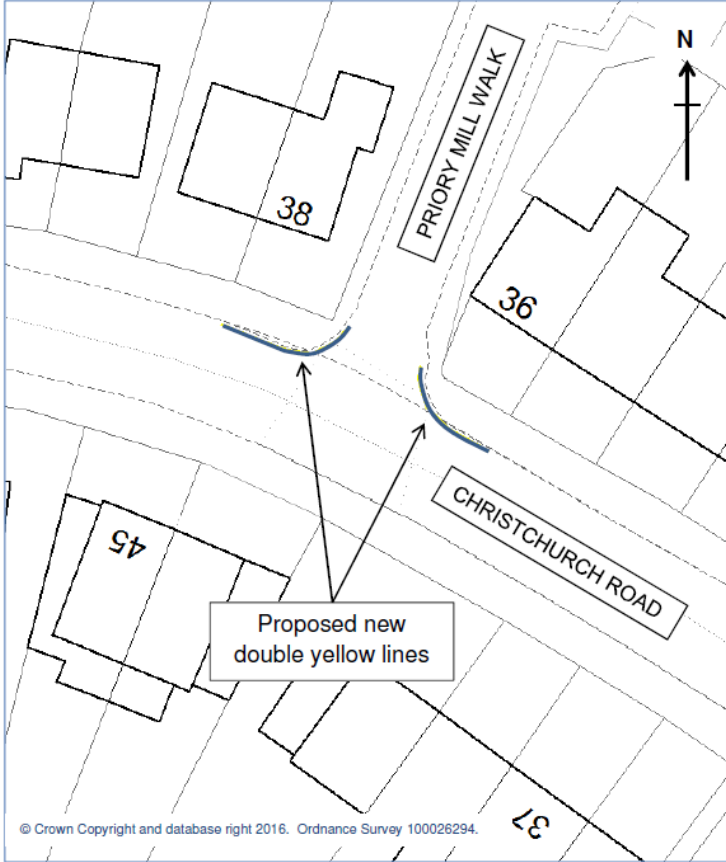
Enquiries should be directed to the above person.

| Contributor/approver name | Title | Directorate or organisation | Date doc sent out | Date response received or approved |
|---|--|------------------------------------|--------------------------|---|
| Contributors: | | | | |
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| Karen Seager | Head of Traffic and Network Management | Place | 06.03.2017 | 08.03.2017 |
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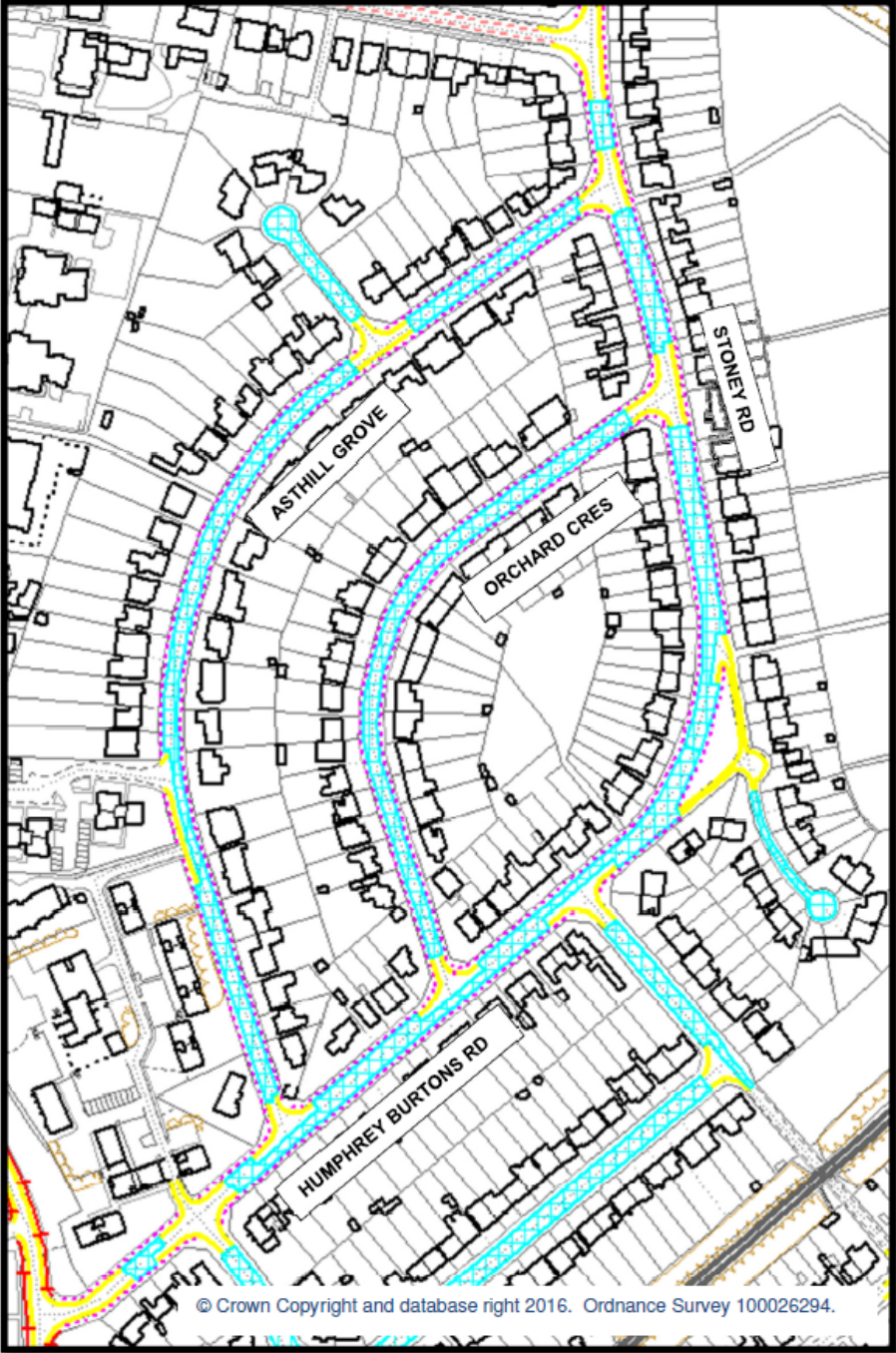
Appendix A – Summary of proposed restrictions, objections, letters of support and responses

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| <p>Location (Ward)</p> | <p>Billing Road/ Whoberley Avenue (Whoberley)</p> |
| <p>Original Request</p> | <p>Road safety concerns raised by residents, supported by Ward Councillor</p> |
| <p>Proposal</p> | <p>Installation of double yellow lines for junction protection</p>  |
| <p>Objection 1</p> | <p>Parking on Whoberley Avenue east of Billing Road is already very difficult. Parking restriction around the junction with Billing Road will only aggravate this problem, affecting safety, with cars turning in the road and possibly parking dangerously.</p> <p>We live at XX Whoberley Avenue. There is already a bus stop and two disabled spaces within 20 metres, which restricts road space for parking. Most evenings, on returning from work, I am forced to park on Billing Road close to the junction with Whoberley Avenue, and sometimes west of the junction when Billing Road is full. This situation is worse for people with conditions that restrict mobility. Any parking restrictions around the junction with Billing Road could, on occasions, make it impossible to park, forcing people to block in side entries.</p> <p>[Comment relating to issues for people who want a vehicle crossing due to depth of front gardens].</p> <p>While I understand how parking at certain junctions can reduce visibility, I believe the main problem in this case is the speed of traffic (including buses on occasions) on Whoberley Avenue, a residential street with no bends or constrictions to slow traffic. As a bus route, it is barely wide enough for two buses to pass and they frequently have to back up.</p> <p>I believe a more constructive solution to road safety, which would benefit the whole of Whoberley Avenue, would be a 20 mph zone. With traffic passing the Billing Road/ Whoberley Ave junction more slowly, the visibility issue becomes less of a problem.</p> |
| <p>Response to objection</p> | <p>The restrictions were proposed in regard to safety concerns raised by local residents. 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'. The proposed length of double yellow lines are minimal but should address both the safety issue raised and concerns over available parking.</p> <p>Recommendation - Install the double yellow lines as advertised.</p> |

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| Location (Ward) | Christchurch Road (Bablake) |
| Original Request | Coventry City Council undertakes a process known as Road Safety Audit. This is a process undertaken at different stages on highway works, both during the design and on completion of new developments/road layouts to try to reduce potential road safety problems. The safety audit undertaken on completion of the development highlighted the problem of parked vehicles causing visibility problems for vehicles exiting from Priory Mill Walk and recommended the installation of double yellow lines at the junction |
| Proposal | <p>Installation of double yellow lines at junction, the lines do not extend into Priory Mill Walk as this is not adopted highway (nor is it due to be adopted).</p>  |
| Objection 2 | <p>I am a Health & Safety Officer with [] and do not believe the proposed length of the yellow lines are a reasonable control measure for any perceived risk at the junction.</p> <p>The said junction has just had its line markings repainted and it is the responsibility (Highway Code) of those egressing from Priory Mill Walk to stop and take due care on turning right on to Christchurch Road.</p> <p>The visibility from the junction would only marginally be improved by imposing a restriction by painting yellow lines as far as 40 Christchurch Road, and would only further necessitate more congestion along the said road by forcing me to park elsewhere. This in turn would not be making Christchurch Road any safer.</p> <p>Also it would in turn make it a further burden on the Council as to enforcing the waiting Restriction.</p> <p>I would be agreeable to the yellow lines been painted as is reasonable for the junction up to and including the storm drain (approx. 4 metres) from the ray of the footpath of Priory Mill Walk. I am always careful so as not to park beyond that point already.</p> <p>I believe this would be a sensible restriction on the parking abutting a residential area.</p> |

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| | <p>I appreciate that those turning left on to Christchurch Road (abutting number 36) do have limited visibility, and would agree that xxxxxxxxxx do park too near to the junction. Again I believe the yellow lines of 8 metres from the ray of the footpath on Priory Mill Walk are unreasonable and would contend that 5 metres would be a sufficient control measure for the perceived risk.</p> |
| <p>Objection 3</p> | <p>I do not believe that proposed yellow lines are a reasonable control measure for any perceived risk at the junction. Priory Mill Walk and Christchurch Road are both residential. Christchurch Road is not a main road or very busy road. Drivers who are exiting from Priory Mill Walk should stop and take care on turning right or left because City Council painted line markings at this junction for their safety. Double yellow lines at this junction means more encouragement to those drivers who drives fast and doesn't want to stop at junction.</p> |
| <p>Objection 4</p> | <p>As a resident of XX Christchurch Road I have to raise a few issues about the proposal. I would like to provide a bit of background that is relevant to the objection about the proposal: In 2013/2014 the City Council gave approval to tear down garages that were being used by the residents of Christchurch Road and Poole Road and replace them with new houses, now Priory Mill Walk. As part of the planning application lots of residents objected to the building of these new houses due to the increase in traffic and lack of parking, however the planning was approved and the people using the garages had to park on the streets.</p> <p>Since then the lack of parking on Christchurch Road has become a real issue with people who have a garages and or a dropped kerb in front of their house still taking up other spaces on the road because they are a 2/3 car family.</p> <p>The proposal to remove parking spaces and to add double yellow lines outside number 36 and 38 Christchurch Road seems on the face of it wrong, but like you say in your letter "it is not the duty of the City Council to provide on-street parking" but perhaps you have a moral duty to the residents of Christchurch Road who have lived here for decades.</p> <p>As for Number 36 and 38 Christchurch Road, they do not have a garage or a dropped kerb so these families' now have to find other parking spaces which in turn affect other people in the road causing animosity in the area. We have experienced this animosity first hand already when in November 2015 our car was vandalised when it was parked in a visitor's space in Priory Mill Walk.</p> <p>I also want to highlight that on the planning permission approval for Priory Mill Walk Number 36 Christchurch Road should have had a parking space behind their house but this didn't materialise and now you are removing the parking opportunity at the front of their house too.</p> |
| <p>Objection 5</p> | <p>We strongly objected to the development going ahead in the first place, when it was in the proposed stage. During which it was never mentioned about waiting restrictions. If we had known this at the time we would have had objected even stronger. Maybe this should have been looked into properly in the proposed stage, instead of trying to implement it afterwards, at our expense.</p> <p>We believe that it is unfair that we should lose our much valued parking space, in order to satisfy the new development. A development that we did not want to be built in the first place.</p> <p>The yellow lines placed outside the property will force the occupier to park hxx car further along Christchurch Rd. A road that is already heavily congested as it is. Furthermore any future occupiers with more than one vehicle, will only serve to increase the problem even further.</p> <p>Looking ahead, we strongly believe that having the waiting restrictions imposed outside the property will ultimately deter potential buyers, and as a result, may depreciate the value.</p> <p>We believe that the white lines painted at the junction already serve as a reasonable control measure for any possibly risk at the junction, and that it is more a case of drivers using due care and due diligence. We also believe that Christchurch Road is not a particularly busy road; therefore the proposed waiting restrictions should not be required.</p> |

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| <p>Response to objections</p> | <p>A site visit was undertaken on 16th January 2017 with the local Ward Councillors and objectors.</p> <p>The nature/layout of Christchurch Road results in residents parking on both sides of the road and this creates a single traffic lane flow arrangement through the centre of Christchurch Road. Subsequently vehicles parking in close proximity to its junction with Priory Mill Walk significantly reduces sideways visibility for drivers exiting Priory Mill Walk and entering Christchurch Road. The reduced conspicuity coupled with the parking reduces any margin of error for drivers exiting Priory Mill Walk – as vehicles are already travelling in the centre of Christchurch Road and this increases the likelihood of vehicle to vehicle conflicts. In addition, there is tactile paving at this access, and parked vehicles will prohibit inter-visibility between pedestrians and vehicles; increasing the likelihood of vehicle to pedestrian collisions.</p> <p>It is not a duty of the City Council to provide on street parking. 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'. The proposals on Christchurch Road are less than 10 metres but should assist to reduce the safety issue raised and concerns over available parking. Following the site observations it is considered the restriction should be installed.</p> <p>Recommendation – Install restriction as advertised.</p> |
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| Location (Ward) | Humphrey Burtons Road, Stoney Road, Asthill Grove & Orchard Crescent (Cheylesmore) |
| Original Request | There is currently a permit parking (residents' parking) scheme in this area. Residents have raise concerns about pavement parking and requested pavement parking is prohibited, also highlighting that they consider vehicles parked fully on the road will assist to reduce the speed of vehicles travelling through the area. |
| Proposal | <p>Installation a prohibition of parking on the verge and footway. The existing restrictions on the road will remain in operation.</p>  <p>© Crown Copyright and database right 2016. Ordnance Survey 100026294.</p> |
| | Due to the large number of objections that have been received (18) many with similar reasons, the objections have been grouped together highlighting the main reasons for objecting to the proposal. |

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| <p>Objections 6 to 8 (3No.)</p> | <p>Objection to whole proposal Concerned Council deem it necessary to undertake further prohibition of parking. This will serve to reduce the width of the road if two vehicles are parked on the road and not partially on the footway.</p> <p>The width of some of the roads are not suitable for cars to be parked wholly on the road. If cars are parked on both sides it is very difficult, sometimes impossible, for large vehicles (emergency services, delivery vehicles, refuge collection etc) to access the road.</p> <p>The frequent bus service coupled with bin lorries, skip lorries and 4x4 means that the clearance for passing traffic is minimal, a situation greatly improved by part footway parking</p> <p>Since the very restrictive residents parking scheme was introduced the amount of on road parking is best described as minimal</p> <p>No clear reasoning behind proposal, no information on consequences if cars are parked partly on the footway</p> <p>A more suitable solution would be providing additional markings or signage to guide drivers on how much pavement to use to ensure enough space is left for pedestrians, if in fact that is the problem.</p> <p>Never experienced problems with the parking issue referred to.</p> <p>The proposal is an attempt to solve a problem that does not exist in reality</p> |
| <p>Objections 9 to 17 (9No.)</p> | <p>Objection to proposal on Asthill Grove (4 No.), Orchard Crescent (4 No.), both locations (1 No.)</p> <p>Size of the road, if vehicles are instructed to park fully on the road opposite each other it would turn the road into a narrow tunnel effect road, which in turn would course important services like the dustbin collection vans to pass safely. Living in the road for over XX years, I have seen on occasions a dustbin collection van reversing back down Orchard Crescent because of a poorly parked vehicle in the road. In these days of people having shopping and parcel deliveries on a regular basis it will be a receipt for chaos.</p> <p>Cannot understand why anyone should even suggest this proposal which we wish to object to on the grounds of safety, convenience and common sense.</p> <p>My concern is that for Orchard Crescent, whilst residents/visitor vehicles are legitimately double-parked (or even closely spaced), but only on the road, there will be insufficient room for emergency vehicles, Council refuse lorries and other similar sized vehicles to pass between the cars. Even if technically there is enough room, it will be very tight and I can see the risk of accidents and damage occurring.</p> <p>Having lived in the area for xx years and walking about the roads in question on a daily basis, often with young children and a pushchair, the only times we have encountered any difficulties on the footpaths have been where builders lorries or utility vehicles (gas/water repairs) have been working, or the odd inconsiderate person who leaves their waste bins on the footpath.</p> <p>If cars can continue to be parked partially on the footpath it allows i) better through traffic and ii) visibility for both drivers and pedestrians (when they are trying to cross the road). I agree that the footway should not be blocked entirely. But currently, the pathway is split into two; the concrete part and the two rows of slabs. Today cars are only generally are parked half on the road and the other half on the concrete of the footpath which is working fine in our opinion - assuming the two rows of the slabs is kept clear.</p> |

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| | <p>Where cars are parked opposite side of the road and off-the-kerb, it would reduce it to a single-lane traffic. On icy conditions this road does not get gritted and already we have issues pulling out and driving on this road without the risk of parked cars narrowing the road.</p> <p>It is going to cause problems reversing out of the driveway safely with cars parked on the road. Any larger vehicles would struggle to pass with cars parked fully on the road.</p> <p>Smooth movement of traffic (particularly long vehicles) will be impeded.</p> <p>Agree with the residents association Star in supporting the introduction of the non-parking on pavement scheme in both Stoney Road and Humphrey Burton Road. But question the need for it to also be introduced into Orchard Crescent and Asthill Grove, especially knowing that these two roads are much narrower.</p> <p>Unnecessary, as pavement is sufficiently wide to allow passage of wheelchair or a double buggy even when cars are parked partly on the pavement. The pavement is restricted in places by trees, parked cars offer no more restriction than these obstacles.</p> <p>I had understood that these regulations would be applied to the major roads in CV not minor ones like Orchard Crescent where parking on pavements at busy times makes sense.</p> <p>Requirements of pedestrian, road users and residents all have to be considered and compromises sought. Belgrave Road is an example of this, cars are required to park partly on the pavement in this instance.</p> <p>A polite letter to the residents about considerate parking may be just as effective.</p> |
| | <p>Objection to proposal on Humphrey Burtons Road (4 No.), Stoney Road (1 No.), both locations (1 No.)</p> <p>Humphrey Burton Road is extremely busy and used as a cut through to avoid using Kenilworth Road around King Henry VIII school and Coventry Station. This proposal would make the road in effect narrower with the danger of damage to resident parking by buses and cars.</p> <p>It would restrict the view from our Driveway when leaving the property as the next door neighbour's car and our second car would be in the road, this in its self is dangerous and could cause accidents or damage to vehicles.</p> <p>Currently driving along Humphrey Burtons Road on the bend with Stoney Road (blind corner) is already risky with people parking fully on the road on the bend, resulting in vehicles having to make last second deviations resulting in passing oncoming vehicles very closely. With another vehicle parked opposite fully on the road will certainly result in a collision.</p> <p>The road has no speed restrictions such as cameras or humps and is constantly subject to speeding vehicles, and on a narrower road this could result in accidents and damage to resident vehicles.</p> <p>I see no added value or benefit in this restriction of cars parking partly on or off the pavement.</p> <p>This was a problem when the white lines were on both sides of the road as parking bays but now that they have been removed the access is more free.</p> |

People no longer drive in the middle of the road but on their side of the lane. If cars do park fully on the road this will cause the drivers to go back to driving through the middle of the road often risking a head on collision. It is not a big road just a residential road. The road is equally a bus route and this will cause more difficulties for the bus drivers weaving through parked cars.

I cannot see how every homeowner's visitor/ carer / school parent stop off can be managed therefore this will be unfair to residents who have family and friends call in on them and also carers doing their job.

The residents in this road are mostly elderly and glad of someone to call on them. I would not like to think that people avoid our elderly or the area itself simply due to the risk of a parking ticket.

The cost of signs and managing this plus resource is non-profitable.

It really is pointless.

Humphrey Burtons Rd is a busy road and also the bus route for 9 and 9a. The footpath is wide and there is in addition a tarmacadam verge. Making all the cars Park fully on the road will make things more difficult for the buses and I also guess will result in more damage to door mirrors etc. Frankly it's plain ridiculous!

The parking on footway and verges in the area has decced since the Council introduced resident parking and is no longer a major problem to the majority of residents and therefore this measure is not required.

Humphrey Burtons Road is a busy through road between Leamington Road and Quinton Road and having parked off the pavement, living with a bus stop xxxxxxxx, in the past year I have had wing mirrors taken off completely on two different occasions by passing vehicles. This has been costly to repair and caused considerable inconvenience. As a result I've decided to partially park my car on the pavement like most of the other residents on Humphrey Burtons Road. Since parking on the pavement I have had no such incidents

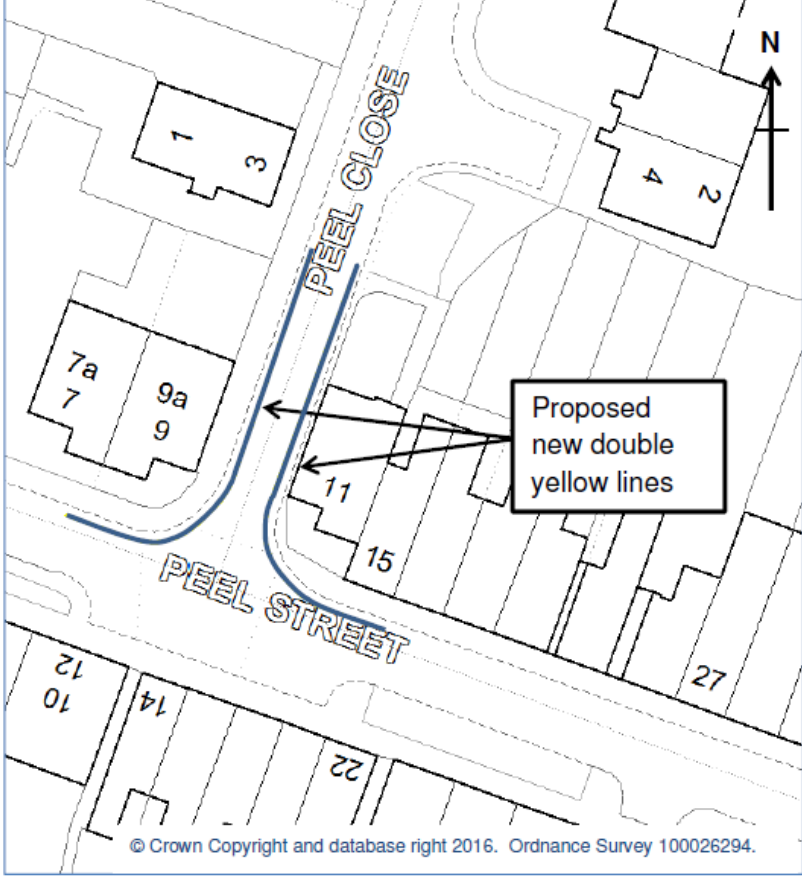
Support of proposal on Humphrey Burtons Road & Stoney Road

As a resident of Stoney Rd and also the Chairman of Stoney Road area Residents (STAR) I believe that this will have a very positive effect on reducing the speed of the rat running traffic that blights our area. For information we raised this issue at our annual AGM in June and the Sixty plus members in attendance voted unanimously in support of such a ban

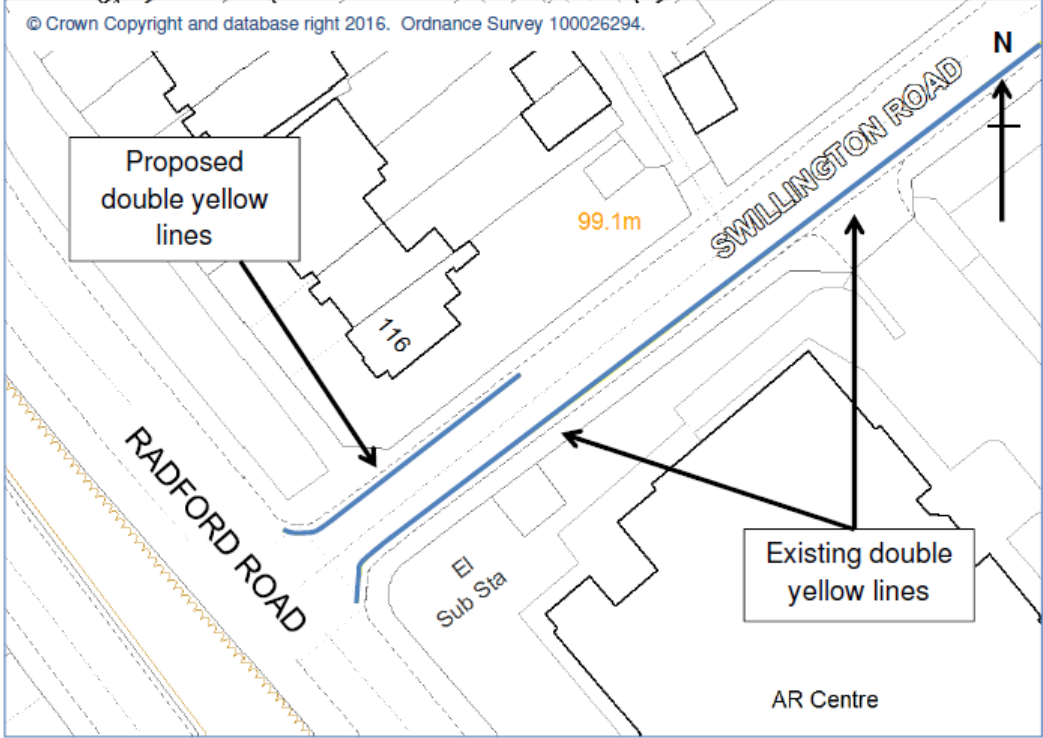
I am writing to support the proposal to introduce a ban on vehicles parking with wheels on the pavement and/or grass verges in Stoney Road and in Humphrey Burton's Road. As well as spoiling the verges and potentially obstructing the pavement for pedestrians (especially those with limited mobility, wheelchairs or prams, for example), the practice allows for through traffic to pass at excessive speeds and has led to potentially very serious accidents.

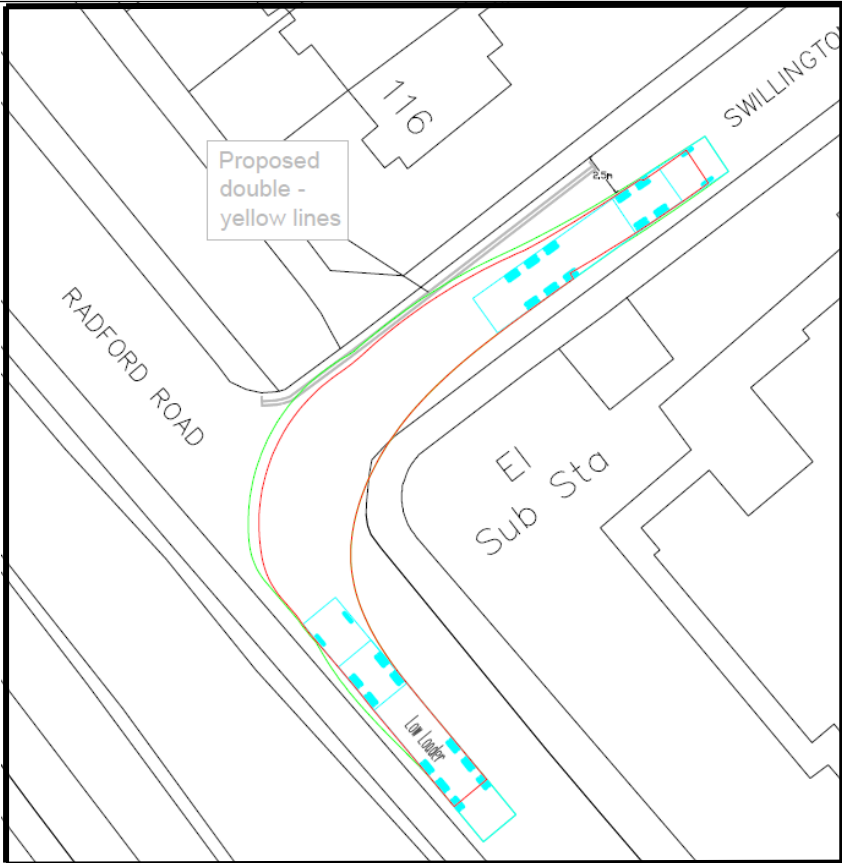
I believe that most residents would prefer to park their cars fully on the road, which would surely have the effect of slowing those who use the streets as through roads and so reduce the risk of serious accident. They do not do so, I understand, because they do not wish to be the only ones exposing their wing mirrors to the risk of damage!

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| | <p>As a resident of Stoney Road CV1 I am not sure whether the proposed ban extends to our part of the road. Many of us here are under the impression that parking on the pavement, with the potential to hinder pedestrians, is illegal anyway. I notice that most drivers park their cars in this part of Stoney Road in the proper manner, with all four wheels on the road and there seems to be little damage done to parked vehicles, despite the traffic and nuisance of taxis at key times.</p> <p>We strongly support the proposal to enforce a ban on parking on pavements and verges and would like to see it extended to Stoney Road CV1 in the future, to ensure that there is no chance of it starting at this end of the road.</p> <p>I am a resident of Stoney Road and write in support of the proposed footway parking ban. Stoney Road and Humphrey Burtons Road are already very wide roads, regrettably used as rat-runs with associated speeding problems. There is no justification for the footway parking that blights the area, damaging the pavements, obstructing vulnerable pedestrians and encouraging the rat-running and speeding by opening up an unnecessarily wide expanse of road in a residential area that makes acceleration too easy.</p> <p>I know that many local residents only pavement park because everyone else does – it is a vicious circle, created by fear of having your parked car hit by a speeding rat-runner and losing your wing mirror. Those same residents would welcome a ban because it puts everyone in the same position – literally – so that no car stands out and traffic is naturally slowed to safer speeds. Even with correctly parked cars on both sides of the road, there is still ample room for vehicles, buses and bin lorries included, to pass comfortably.</p> <p>I commend the council for bringing forward this long overdue measure which will improve the appearance of the area, protect the environment and reduce speeding and road safety risk at a fraction of the cost of structural speed mitigation methods</p> |
| <p>Response to objections</p> | <p>The proposal is to prevent parking on the footway, which will prevent obstruction of the footway. There are no changes proposed to the restrictions which apply to the road (carriageway).</p> <p>Vehicles parked fully on the road will have an effect on the speed of traffic travelling along on the road</p> <p>The consequence of parking partly on the footway is that, if the restriction is installed, the vehicle will be in contravention of the restriction which will result in a penalty charge notice being issued.</p> <p>Belgrave Road is marked to allow parking partly on the footway, the parking bays have been placed partly on the footway in a manner to ensure wheelchair users and people with prams etc are not obstructed.</p> <p>As advised in the objections the parking has greatly reduced on these roads since the introduction of the permit parking scheme, therefore drivers should be able to park fully on the road leaving adequate room for passing places thereby without causing an obstruction to through traffic.</p> <p>Recommendation – install restriction as advertised on Humphrey Burtons Road and Stoney Road. Do not implement on Asthill Grove and Orchard Crescent, but continue to monitor the parking on these roads ensuring adequate width of footway is left unobstructed to allow pedestrians, especially vulnerable users such as wheelchair users, to pass easily.</p> |

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| Location (Ward) | Peel Close (Foleshill) |
| Original Request | Request for double yellow lines at junction with Peel Street, extending in to Peel Close due to access problems for refuse vehicles |
| Proposal | <p>Installation of double yellow lines at junction, extending into Peel Close (approx. 24m in to Peel Close)</p>  |
| Objection 24 | <p>As a resident for over 25 years in Peel Street, I believe this measure would create unnecessary difficulty when trying to park on the street due to the number of other residents with vehicles. The street in my observation becomes congested when visitors or people attending events at seva temple on Stoney Stanton Road, also the private residential landlords ought to encourage their tenants to use the parking spaces they have provided rather than Peel Street itself, or perhaps they should consider allowing residents from Peel Street to use the unused parking spaces on Peel Close. A solution I believe can be reached to overcome the parking solution without double yellow lines restriction.</p> |
| Objection 25 | <p>I believe that the double yellow lines will inevitably cause more distress than satisfaction. As a resident of Peel Street for more than 23 years, I understand that parking can be an issue as I often find myself with nowhere to park. Placing double yellow lines on this junction will eliminate some of the space of Peel Street that its residents use to park. The only real times when the streets get congested are when there is an event at Hindu temple on Stoney Stanton Road or when there is an event at the Welcome Centre on Cromwell Street. Aside from that, the residents make do with the space we have, and I feel that to limit/reduce that will cause a lot of residents to feel uneasy, unsettled and frustrated.</p> <p>Please note: there is a car park at the top of Peel Close that I believe is for its residents. Many of them do not own or have cars, but they will not allow anyone to park there, resulting in individuals having to park on the side of the street.</p> <p>I would make a suggestion that the landlords and residents come to some kind of</p> |

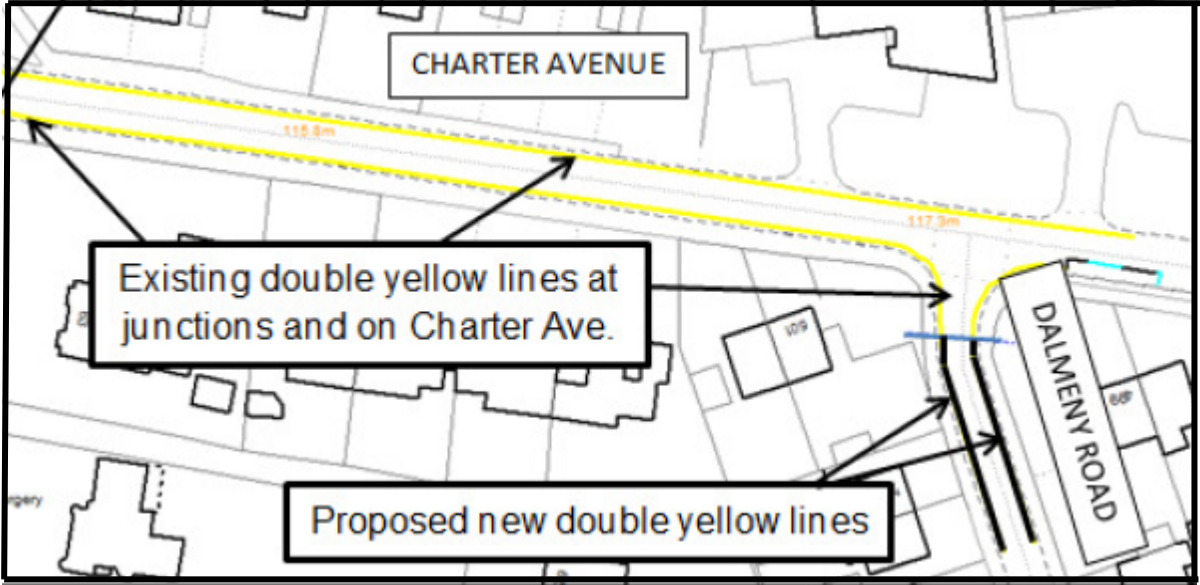
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| | <p>agreement that will allow residents of Peel Street to use this if needs be. If the bin collection on a Friday is part of the issue, wouldn't it be more beneficial to send letters to the residents of this area asking them to refrain from parking on this junction on Thursday evening/Friday morning due to the refuse collection which needs to take place? Placing these double yellow lines could potentially result in residents and home owners having to park their cars many streets away from their properties and have to walk back, which is hands down unfair to them. Please reconsider this decision to place these double yellow lines at this junction at the risk of upsetting the majority to plead the minority</p> |
| <p>Objection 26</p> | <p>As a resident and driver that lives on Peel Street I am opposed to the proposal of yellow lines due to the lack of parking currently on the street. If the double yellow lines are to be enforced those that live on Peel Street will be further inconvenienced and left without spaces to park, causing residents to park away from the street. There is a car park located at the top of Peel Close for the residents that live in these houses; albeit it is evident on a daily basis that these parking spaces are not being used. Additionally the majority of the residents that live on Peel Close do not appear to own a vehicle or drive. It is my view that if the double yellow lines are to be enforced those who live on Peel Street that are left without a parking space on the street should be able to use this car park. I am aware that the houses on Peel Close are privately owned by Orbit, however if restrictions on parking affect the residents that live on Peel Street (which was present prior to Peel Close being formed) conversations should be had between the Council and Orbit to come to an agreement concerning the dispute over parking/and or access. Moreover I would like to note that the letter sent to address this matter is vague in content and disallows the recipient to respond directly to any issues that are behind the proposed double yellow lines. If there are issues concerning the access to Peel Close these should have been clearly outlined in the letter to address the issues raised by residents, as opposed to leaving the other residents to provide their reasons blindly about why the double yellow lines should not be enforced. This in my view is unjust and could have been dealt with more effectively if further transparency had been provided behind the Council's double yellow lines proposal.</p> |
| <p>Response to objections</p> | <p>Concerns have been raised in regard to parking at the junction and along the entrance into Peel Close, particularly in regard to access for refuse collection, therefore double yellow lines have been proposed. Waste Services have also confirmed that access is a problem; in a 12 month period 10 refuse collections were missed.</p> <p>It is not a duty of the City Council to provide on street parking. 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'. The proposals on Peel Street are the minimal length in accordance with the highway code, however due to the narrow width at the entrance in to Peel Close a longer length of double yellow lines has been proposed.</p> <p>In regard to the letter sent to residents, the letter is a measure undertaken in addition to the required legal process to inform residents who will be directly affected. In the future additional information can be provided in these letters.</p> <p>Recommendation – Install restriction as advertised.</p> |

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| Location (Ward) | Swillington Road (Radford) |
| Original Request | Request for double yellow lines on Swillington Road from its junction with Radford Road due to access issues, particularly for large vehicles trying to reach the Army Reserve Centre |
| Proposal | <p>Installation of double yellow lines on north west side of Swillington Road (approx. 25m)</p>  <p>© Crown Copyright and database right 2016. Ordnance Survey 100026294.</p> |
| Objection 27 | <p>I understand that some restriction on the Swillington Road junction would be beneficial. However, I feel the double yellow lines go too far up Swillington Road. I would like to suggest that the double yellow lines are half the suggested length. This is because cars parked further up than the halfway point do not restrict the view at the junction as there is a wall/high hedge belonging to 116 Radford Road that already restricts any view of the Radford Road. I believe this will still leave ample room for cars to pass each other and wait without blocking the junction and also for lorries to turn in to Swillington Road, which is needed for the Territorial Army centre. I understand it is not the duty of the City Council to provide on-street parking but putting double yellow lines that far up does reduce valued parking by residents and does not appear to be necessary, in my opinion.</p> <p>In our experience we have found that the biggest obstruction to the view exiting Swillington Road are the cars parked in front of the houses on the verge along Radford Road, which the Council recently made hard standing for cars to park on. To access this hard standing parking area there is only a lowered curb that is for access of a wheelchair, not cars. Consequently you have to drive over the raised pavement, risking damage to your car. This is a disincentive for us to use it.</p> |
| Response to objection | <p>The restrictions were proposed in response to problems for large vehicles trying to turn into Swillington Road. Vehicle tracking has been undertaken for the type of large vehicles which need to access the road for the Army Reserve Centre, this has shown that it is not possible to reduce the length. A plan showing the vehicle tracking is shown below</p> |



If a car was parked at the end of the restriction a large vehicle should be able to manoeuvre past, this would not be possible if the length of the restriction was reduced.

Recommendation – Install restriction as advertised

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| Location (Ward) | Dalmeny Road (Westwood) |
| Original Request | Residents raised concerns about on street parking as part of consultation about parking in the Tile Hill Area. |
| Proposal | <p>Extension of existing double yellow lines</p>  <p>Existing double yellow lines at junctions and on Charter Ave.</p> <p>Proposed new double yellow lines</p> |
| Objection 28 (subsequently removed) | Concerned that the proposed restriction on Dalmeny Road will penalise residents who park on street and request restrictions are not placed on the western side of the road. The proposal on the eastern side of the road will assist to address residents' concerns relating to the difficulty of reversing off driveways when parked cars are present |
| Response to objection | Recommendation – Reduce the length of double yellow lines, install only on eastern side of Dalmeny Road (not western side). |

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| Location (Ward) | Lythalls Lane (Holbrooks) |
| Original Proposal | Double yellow lines proposed as part of safety scheme which includes the introduction of pedestrian refuges and splitter islands. |
| Objection 29 | The objection received was in regard to the location of one of the proposed traffic calming features, a splitter island. The objection advised that this would prevent vehicle access to/from one of the properties |
| Response to objection | <p>Whilst this was not an objection to the proposed double yellow lines, the objection was sent to Legal Services when the waiting restrictions were advertised. In response details of vehicle tracking manoeuvres were sent to the objectors showing that access should not be obstructed. No further correspondence has been received.</p> <p>Recommendation - install features and waiting restrictions as proposed.</p> |