

Cabinet Member for City Services

18th September 2017

Name of Cabinet Member:

Cabinet Member for City Services – Councillor J Innes

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

Cheylesmore, Earlsdon, Holbrook, St Michaels, Sherbourne, Westwood, Whoberley, Woodlands

Title:

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 17th August 2017, a Traffic Regulation Order (TRO) relating to proposed new waiting restrictions and amendments to existing waiting restrictions was advertised. 26 objections were received (25 individual objections and 1 petition), 1 objection was subsequently removed (by the objector). In addition, 1 letter of support to a proposal was also received.

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

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

Recommendations:

Cabinet Member for City Services is recommended to:

- 1) Consider the objections to the proposed waiting restrictions;
- 2) Subject to recommendation 1, approve the implementation of the restrictions as advertised at Ashington Grove/Abbey Road, Bakers Lane/Maudslay Road, Benedictine Road, Holbrook Lane, Laburnum Avenue/Barkers Butts Lane, Lichfield Road, Poppleton Close & Upper York Street, Rex Close, Sunnyside Close, Welgarth Avenue/Courtland Avenue;
- 3) Subject to recommendation 1 above, approve the implementation of a reduced scheme on Cadden Drive/Fir Tree Avenue, reducing the proposed extent of double yellow lines by 4

metres on Fir Tree Avenue on the eastern side of the junction and install the remainder as advertised;

- 4) Subject to recommendation 1 above, approve the implementation of a reduced scheme on Poplar Road/Newcombe Road, reducing the proposed extent of double yellow lines by 5 metres on Poplar Road on the northern side of the junction and install the remainder as advertised
- 5) Subject to recommendation 1 above, approve the implementation of the proposed restrictions on Holbrook Lane as advertised and that a consultation is undertaken regarding a possible change to the duration of the limited waiting restriction, any new proposals to be advertised as part of the next waiting restriction review;
- 6) Subject to recommendations 1 to 5 above, approve that the proposed Traffic Regulation Order is made operational.

List of Appendices included:

Appendix A – Summary of proposed restrictions, objections and responses

Background Papers

None

Other useful documents:

None

Has it been or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report title: Objections to Proposed Waiting Restrictions

1. Context (or background)

- 1.1 On 17th August 2017, a Traffic Regulation Order (TRO) relating to proposed new waiting restrictions and amendments to existing waiting restrictions was advertised. 26 objections were received (25 individual objections and 1 petition), 1 objection was subsequently removed (by the objector). In addition 1 letter of support to a proposal was also received.
- 1.2 The majority of Traffic Regulation Orders relating to loading and waiting restrictions in Coventry are consolidated into one Order. New or changes to existing waiting and loading restrictions are undertaken by varying the Consolidation Order.
- 1.3 Many of the locations where changes are proposed had been identified from requests for new or changes to existing waiting restrictions. These requests had been received from a number of sources, including the public, due to safety concerns relating to parked vehicles.
- 1.4 As part of the statutory procedure, the Traffic Regulation Order was advertised in the local press and notices were posted on lamp columns in the area of the proposed restrictions on 17th August 2017, advising that any formal objections should be made in writing by 7th September 2017. 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 26 objections were received (25 individual objections and 1 petition), 1 objection was subsequently removed (by the objector). In addition, 1 letter of support to a proposal was also received. The objections to the proposals, responses to the objections, details of support and origin of proposed waiting restrictions are summarised in the tables in Appendix A.
- 2.2 In considering the objections received, the options are to:
 - i) make the order for the proposal as advertised;
 - ii) make amendments to the proposals, which may require the revised proposal to be advertised;
 - iii) not to make the order relating to the proposal.
- 2.3 The recommended proposals in response to each location where objections have been received are summarised in the tables in Appendix A.

3. Results of consultation undertaken

- 3.1 The proposed TRO for the waiting restrictions was advertised in the Coventry Telegraph on 17th August 2017; 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:
 - 26 objections (25 individual objections and 1 petition), 1 of the objections was subsequently removed (by the objector).
 - 1 letter of support to a proposal was also received
- 3.2 The number of objections received were:

- 3 to proposal for Ashington Grove/Abbey Road
- 1 to proposal for Bakers Lane/Maudslay Road
- 2 to proposal for Benedictine Road
- 4 to proposal for Cadden Drive/Fir Tree Avenue
- 5 to proposal for Holbrook Lane (4 individual objections and 1 petition)
- 1 to proposal for Laburnum Avenue/ Barkers Butts Lane
- 2 to proposal for Lichfield Road
- 1 to proposal for Poplar Road/Newcombe Road
- 3 to proposal for Poppleton Close & Upper York Street
- 1 to proposal for Rex Close
- 1 to proposal for Sunnyside Close
- 1 to proposal for Welgarth Avenue/Courtland Avenue

1 to proposal for Ashington Grove/Hill Fray Drive (subsequently removed)

- 3.3 1 letter of support was received to the proposal to make the existing parking bay outside 116 Earlsdon Avenue South part of the Earlsdon Residents' Parking scheme.
- 3.4 Appendix A details a summary of each of the objections, letters of support and a response to the issue(s) raised. Copies of the content of the objections can be made available on request.

4. Timetable for implementing this decision

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

5. Comments from Director of Finance and Corporate Services

5.1 Financial implications

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

5.2 Legal implications

The Road Traffic Regulation Act 1984 allows the Council to make a Traffic 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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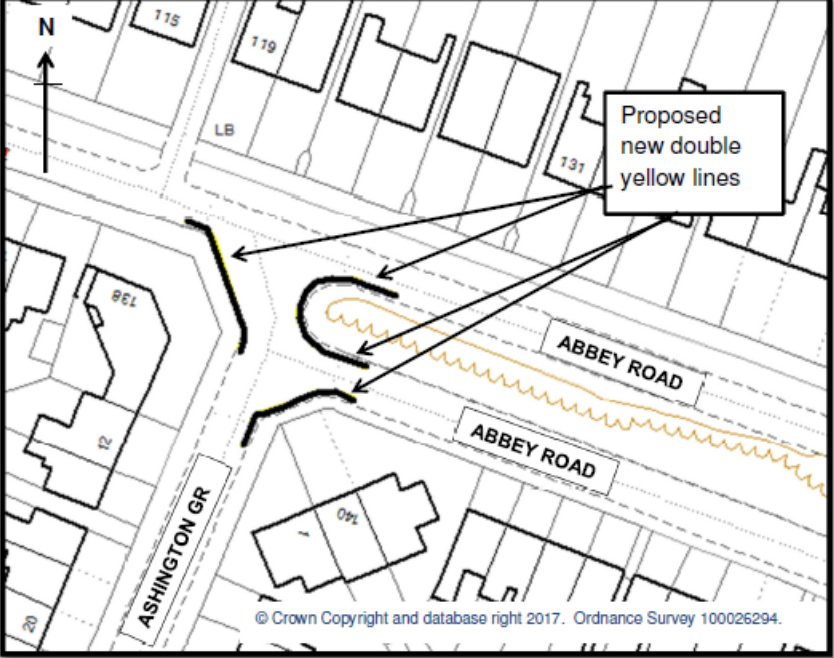
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Enquiries should be directed to the above person.

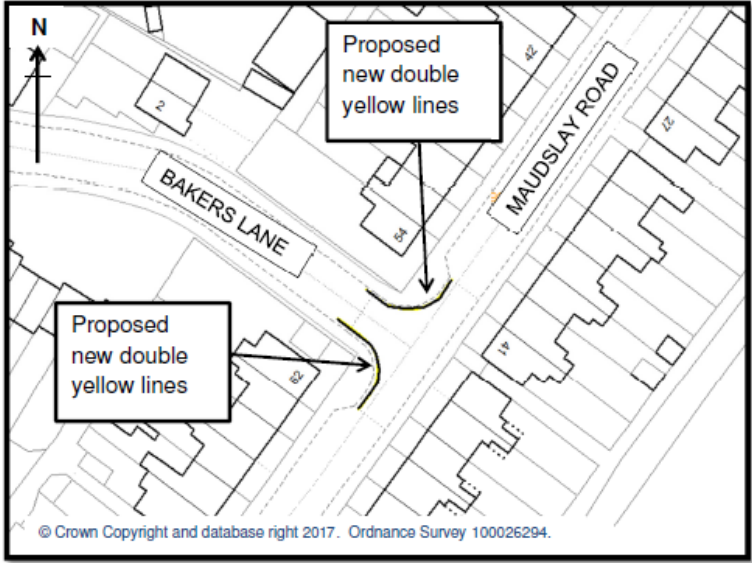
Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Colin Knight	Director of Transportation and Highways	Place	07.09.2017	08.09.2017
Karen Seager	Head of Traffic and Network Management	Place	-	
Liz Knight/Michelle Salmon	Governance Services Officer	Place	07.09.2017	08.09.2017
Names of approvers: (officers and members)				
Graham Clark	Lead Accountant	Place	07.09.2017	07.09.2017
Rob Parkes	Commercial Lawyer, Legal Services	Place	06.09.2017	06.09.2017
Councillor J Innes	Cabinet Member for City Services	-	07.09.2017	07.09.2017

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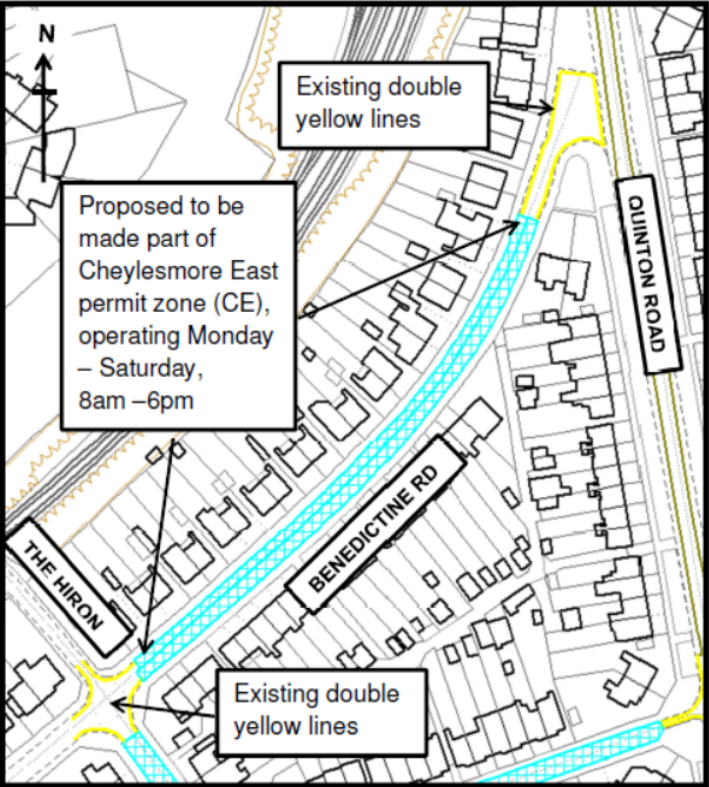
Appendix A – Summary of proposed restrictions, objections, letters of support and responses

<p>Location (Ward)</p>	<p>Ashington Grove/ Abbey Road (Cheylesmore)</p>
<p>Original Request</p>	<p>Request for double yellow lines due to safety concerns raised by residents (petition)</p>
<p>Proposal</p>	<p>Installation of double yellow lines for junction protection</p> 
<p>Objection 1</p>	<p>Have lived at [Abbey Road] for a number of years and only seen a very small number of bumps at the junction, do not believe anyone has been injured. There are problems parking in this area due to driveways and consider the lines will serve no purpose, only to cause dispute between visitors to the 3 schools and residents; as any traffic moved by the restriction will only cause more problems in other roads. [Refers to difficulties due to ill health if have to park elsewhere due to proposed lines] Would never object to a safety concern. Have not been approached by police, Whitley Residents Association or any other body to express opinion on this matter. Agree were problems when the ‘Jaguar’ works were being undertaken, but this has calmed since the works have been completed.</p>
<p>Objection 2</p>	<p>Whitley is an old estate and as such was not built to accommodate the amount of vehicles that each household now has. I live on [Abbey Road] since [] and can only recall one accident on this road in all the time I have lived here so I do not believe that the use of yellow lines is warranted. All they will do is reduced the amount of car parking available to the local residents, possible resulting in the parking on the grass verges, which will be even worse. I did not sign the petition as I firmly believe that the negatives out way any positives.</p>

<p>Objection 3</p>	<p>Firstly, I am not very happy that only the houses the lines will be directly in front of we given a letter. They will affect everyone on the road not just those. Secondly having yellow lines will cause a massive problem for the residents. The parking situation at the moment is terrible enough as it as there is not enough space for the residents cars. Lines will only reduce that space, making it impossible for everyone to park.</p> <p>[Refers to difficulties for visitor, due to ill health, if have to park elsewhere due to proposed lines causing parking to transfer to in front of their property]</p> <p>I understand somebody has petitioned for them, however it is of my understanding that it wasn't a large petition. More people will be upset and negatively impacted by the lines than those who signed the petition.</p> <p>The parked cars on the road are not a danger to anyone, particularly as the rest of the road is full of cars anyway!</p>
<p>Response to objection</p>	<p>The double yellow lines are proposed in accordance with the advice from the Highway Code in regard to parking at a junction. The Highway Code (243) states 'Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'. A further site visit has been undertaken, but it is not proposed to reduce the length of the proposed double yellow lines.</p> <p>The Council undertakes additional measures to advise of proposed waiting restrictions, by writing to directly affected residents, this measure is not a requirement of the TRO process.</p> <p>Recommendation – Install restrictions as advertised.</p>

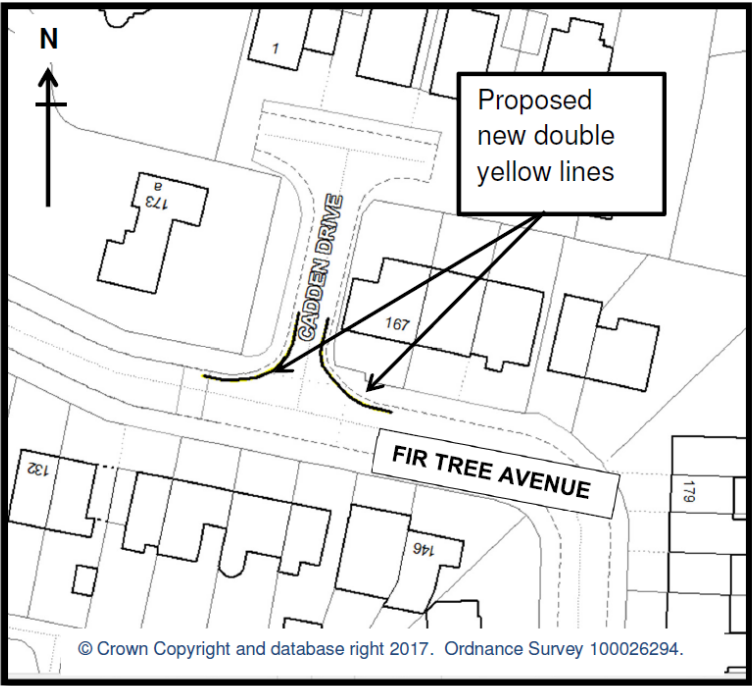
<p>Location (Ward)</p>	<p>Bakers Lane / Maudslay Road (Whoberley)</p>
<p>Original Request</p>	<p>Request for double yellow lines due to safety concerns raised by residents supported by Councillor</p>
<p>Proposal</p>	<p>Double yellow lines for junction protection.</p> 

<p>Objection 4</p>	<p>The land where the lines are due to be put is land that was given to me in order for me to use as a parking space. Are the council now intending to reclaim this small piece of land? Or do they intend to purchase it from me? To be honest I am a bit confused by this letter and do not understand what is the purpose of what you are trying to achieve? I have lived at this address for [] years without any need to change parking arrangements and surely I am entitled to park outside my property therefore do oppose these lines as I use this space and it is on land that has been allocated to me for this purpose .</p>
<p>Response to objection</p>	<p>The double yellow lines are proposed in accordance with the advice from the Highway Code in regard to parking at a junction. The Highway Code (243) states 'Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'. This is to provide visibility at a junction.</p> <p>It is not a duty of the City Council to provide on street parking. The area in front of the property is adopted highway and the build out provided as part of a junction treatment and not to provide an area for parking. A vehicle parked on the build out would affect visibility. The TRO applies to the adopted highway to the back of the footway.</p> <p>Recommendation – Install restrictions as advertised.</p>

<p>Location (Ward)</p>	<p>Benedictine Road (Cheylesmore)</p>
<p>Original Request</p>	<p>Request for residents' parking scheme (petition)</p>
<p>Proposal</p>	<p>To include Benedictine Road (from its junction with The Hiron/Carthusian Road to its cul de sac end) in the Cheylesmore East Residents' Parking Scheme, which operates Monday to Saturday, 8am-6pm.</p>  <p>© Crown Copyright and database right 2017. Ordnance Survey 100026294.</p>

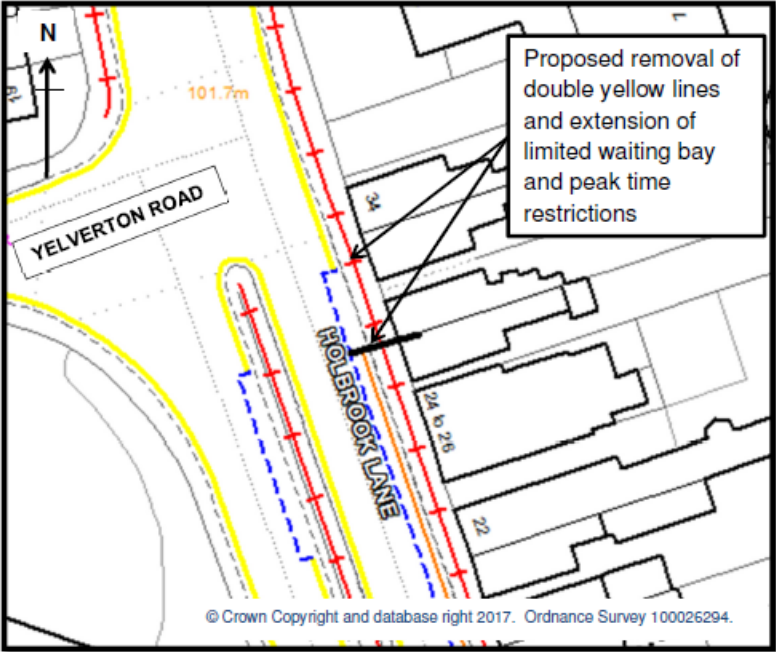
<p>Objection 5</p>	<p>I feel that the council are trying to ‘bulldoze’ this proposal through, by asking for a vote on a very regular basis. I’m sure we have been asked to vote on this ‘issue’ at least 3 times in the last couple of years, and everyone that I know personally, including myself and my husband, are against the proposal.</p> <p>I think that it is unconstitutional to take a vote on Benedictine Road, and then split the road in two parts to force through a ‘yes’ vote on one part of it. We are one road and all votes should be cast and counted as one road. I feel like the council are so determined to get this permit scheme up and running that they are haranguing residents to make (yet another) vote and then ‘splitting the vote’ in this case, until the whole street capitulates. I feel that the council, for reasons best known to themselves (profit dare I say?) are pushing this scheme through in whichever way they can, in areas where they clearly want a scheme in place. In the case of the road in question, going so far as to split the votes to force the proposal through at one end of the road, if not at the other end until the next vote of course, probably in a couple of months.</p>
<p>Objection 6</p>	<p>Leaving vehicles unattended is a breach of the Road Traffic Act, by their size they obstruct the highway and prevent a clear view of the traffic. It is important to get a clear view before attempting to cross the road, this will not be possible with cars parked on either side of this narrow road.</p> <p>Charging for parking permits means the Council are obtaining a pecuniary advantage by deception (i.e. saying you can leave a car on the public highway when the law says you can’t).</p> <p>No powers the Council may think it has can take precedent over existing law. The Council are committing a criminal offence by encouraging individuals to break the law.</p> <p>No request has been made by residents in Benedictine Road for such a scheme as there is not a parking problem.</p> <p>Benedictine Road as a whole again rejected the scheme for a third time and the Council are now trying to split the vote. This is highly doubtful, the figures are being fiddled as they have in other roads.</p> <p>It is the Council who wish to introduce the money making scam, not the residents.</p> <p>Parking restrictions have an adverse effect on house prices.</p> <p>These objections are required to be reviewed independently by a qualified lawyer with experience in Civil & Criminal Law and not by an in house Council Whitewashing.</p>
<p>Response to objection</p>	<p>The proposal is in response to a petition requesting a residents’ parking scheme. The Council only proposes these types of scheme at the request of residents, or where a new development may affect parking in a residential area. Even when proposed due to a new development, if residents do not want a scheme of this type it would not be progressed.</p> <p>The whole of Benedictine Road and The Monks Croft was consulted about a possible scheme, the response to the consultation was 53% in favour. A scheme is considered for implementation when 60% of the households are in favour of a scheme. We were requested to see if there was a difference in the responses received as Benedictine Road has a ‘natural break’ resulting in 2 sections of road. To the northeast of its junction with The Hiron 63% of households were in favour of a scheme, to the southwest 41% were in favour. The proposal was therefore advertised as shown above, the advertisement giving residents the opportunity to object if they do not want a scheme.</p> <p>The Road Traffic Regulation Act 1984 allows the Council to make a Traffic Order (as advised in 5.2).</p> <p>Drivers should not park in a manner that causes a danger or obstruction.</p>

	<p>The Local Authorities' (Traffic Orders) (Procedure) (England & Wales) Regulations 1996 sets out that before making a TRO the Council shall consider all objections made. The Council's Constitution is such that objections to TROs are considered by the Cabinet Member for City Services for a decision on how to proceed with the TRO.</p> <p>Recommendation – Install restrictions as advertised.</p>
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Location (Ward)	Cadden Drive/Fir Tree Avenue (Westwood)
Original Request	<p>Concerns raised about parking on the junction and also damage to footway caused by pavement parking</p>
Proposal	<p>Installation of double yellow lines for junction protection</p> 
Objection 7	<p>I had complained several times about the parking on the right hand corner (as you look out of Cadden Drive) and on the pavement in Cadden Drive where the paving slabs are quite badly damaged and consequently become large puddles after it has rained. Wheelchair residents [] cannot get along that pavement because of the selfish manner in which non-residents of Cadden Drive park along there so the request was to do something about that corner NOT the left hand corner</p> <p>Can you please revise your plans if you are using yellow lines, and just apply them on the right hand side?</p> <p>The left hand side is never an issue as there is a dropped kerb immediately on the corner for that particular house and it makes no sense applying yellow lines in front of that property where not only is it not a problem, but this is where the owner of that property parks his vehicle and should continue to be able to do so.</p> <p>Having spoken to the other residents in Cadden Drive we all agree the only issue is on the right hand side as previously discussed.</p>

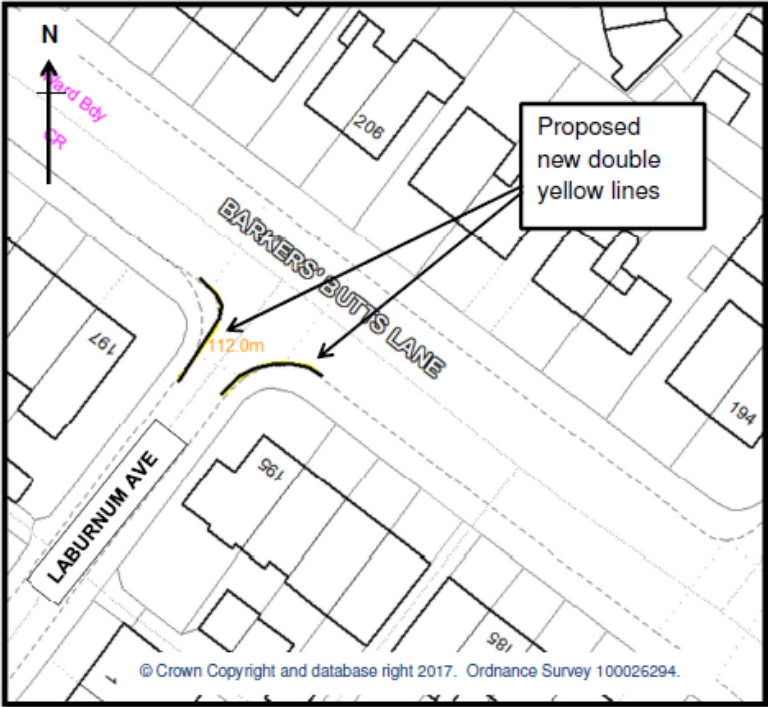
<p>Objection 8</p>	<p>Please could you elude as to why such proposal of no waiting at any time is deemed to be appropriate. Being a resident at [] I shall be directly affected by such proposal, and do not understand as to why there is issue.</p> <p>I would like to object to the proposal on grounds as follows;</p> <p>I have lived [] for [] years, and the parking directly in front of my property has been utilised in the same manner for all the time that I have resided; therefore I would feel it prudent that the president of space utilization has been set, and to my knowledge has not posed a safety risk, please confirm if such risk has occurred.</p> <p>By restricting waiting times via double yellow lines will cause further parking issues, which I feel already compromised. There is limited off-street parking due to the nature of the housing, there is a HMO (house of multiple occupation, two doors down 171 who shall also shall be penalised), meaning on-street parking is required to facilitate residents.</p> <p>With such proposal, comparing to similar situations, it is likely to devalue the property, meaning I shall be financially burdened.</p> <p>We have installed an approved dropped curb to the rear of the property, for access and storage of a caravan. In order to maneuver the caravan we have often had to park the caravan and vehicle, albeit temporarily along the length of Cadden Drive, adjacent to our property in order to close gates, and lock the house. By imposing the parking restrictions I shall be penalised and restricted. The dropped curb has been installed for over 10 years and I feel sets precedence on usage.</p>
<p>Objection 9</p>	<p>I would like to register my disapproval at the proposed yellow lines in Cadden Drive.</p> <p>I cannot understand the need for yellow lines in this small road. I set myself the task of monitoring the close this week. My [] parked there last Wednesday night, no one else parked there until this Tuesday and Wednesday when 2 vans parked there as they were working on the house whose back gateway is on the drive.</p> <p>I'd like to make the point that there are only 4 bungalows there and only two have cars, they have drives and plenty of road space in the front of their properties.</p> <p>[Describes situation when visitors to property park in Cadden Drive]</p> <p>I can't understand the need for the yellow lines on this safe, small road that hasn't even got houses on it. If the council were monitoring safety the blind corner on Fir Tree Ave would be a far more important consideration. Or the resurfacing the road on this part of Fir Tree which has only been done once since I have lived here.</p>
<p>Objection 10</p>	<p>As a resident I do not feel any necessity for restrictions to be placed at the junction.</p> <p>At one time there was a problem mainly caused by the multiple occupancy of 171 Fir Tree Avenue. This was solved by polite reminders to these occupants to refrain from parking in this area. I am not aware of any recent problems.</p>
<p>Response to objection</p>	<p>The double yellow lines are proposed in accordance with the advice from the Highway Code in regard to parking at a junction. The Highway Code (243) states 'Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'. This is to provide visibility at a junction. However, a further review has been undertaken and it is proposed to reduce the length of proposed double yellow lines in front of 167 Fir Tree Avenue by approximately 4m. This would result, if implemented, in the double yellow lines still extending in front of the vehicle access (dropped kerb) to the property, but not past this point on Fir Tree Avenue.</p> <p>It is not a duty of the Council to provide on street parking and continued parking in a location on the highway does not mean the location becomes a guaranteed parking place.</p>

	<p>A vehicle crossover (dropped kerb) is provided to gain access. There is no guarantee currently that there will be available space for parking adjacent to the crossover.</p> <p>Recommendation – Reduce the proposed double yellow lines by 4 metres on Fir Tree Avenue on the eastern side of the junction and install the remainder as advertised.</p>
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Location (Ward)	Holbrook Lane (Holbrooks)
Original Request	Request to increase available parking (received as an objection to proposal to remove a section of limited waiting parking and replaced it with double yellow lines).
Proposal	<p>Removal of double yellow lines and extension of existing 30 minute limited parking bay with associated peak time no waiting and no loading restriction.</p>  <p>Limited Waiting Restriction Monday to Friday, 9am – 4pm & Saturday to Sunday, 7am-6.30pm 30 minutes no return in 1 hour</p> <p>Peak time restriction No Waiting and No Loading, Monday to Friday, 7am-9am & 4pm -6.30pm</p>
Objections 11-14	<p>Due to the similarity of the 4 objections they have been grouped together highlighting the main reasons for objecting to the proposal.</p> <p>Running a Hair Salon located on Holbrook Lane, but with no direct parking outside and whilst parking bays are provided, these have a 30 minute limited waiting period, which unfortunately is not long enough for clients who can require up to 2 hours.</p> <p>There are no other long term spaces, other than Yelverton Road, which is limited at times due to residents parking direct outside their properties.</p>

	<p>Parking in Yelverton Road also results in people having to cross a busy road to get from Holbrook Lane to their cars.</p> <p>If longer stay parking bays were provided, it would make it easier and generally stop people parking where they could cause accidents and danger to other people.</p> <p>There was a clearway restriction which for many years has not been adhered to and there has really been no need for it. Cars parked on the bridge before 9am over the last few years have had very little effect on traffic flow. The restriction from 4pm to 6.30pm is even worse.</p> <p>Would be grateful for a review of restrictions. One hour limited waiting would be better.</p> <p>Extend the limited waiting time to 2 hours</p>
Objection 15 - Petition	<p>A petition of 13 signatures has been received (some petitioners are also individual objectors). The petition requests:</p> <p>Increase the waiting time on Holbrook Lane from 30 minutes to 1 hour</p> <p>Cancel the no waiting clearway i.e. before 9am & between 4pm and 6.30pm</p> <p>Increase the parking spaces from 2 to 4.</p>
Response to objections	<p>The proposal is in response to an objection received to a TRO which was to remove a section of limited waiting parking bay (at the south eastern end of the parking bay) and replace it with double yellow lines. These works have now been implemented. At the time, no reference was made to the duration of the limited waiting (1/2 hour) restriction. Vehicle tracking was undertaken to determine the maximum length the bay could be extended; this was the proposal advertised. It is not possible to extend the bay further than proposed.</p> <p>It is proposed that a consultation is undertaken in regard to a change in the duration of the limited waiting restriction (currently 1/2 hour). A consultation is proposed as different times have been requested, due to the differing needs of customers visiting different businesses. It is not suggested to have a bay divided into different waiting times, as this could be confusing to drivers.</p> <p>Recommendation – Install restrictions as advertised and undertake a consultation in regard to a change (increase) in duration of limited waiting.</p>

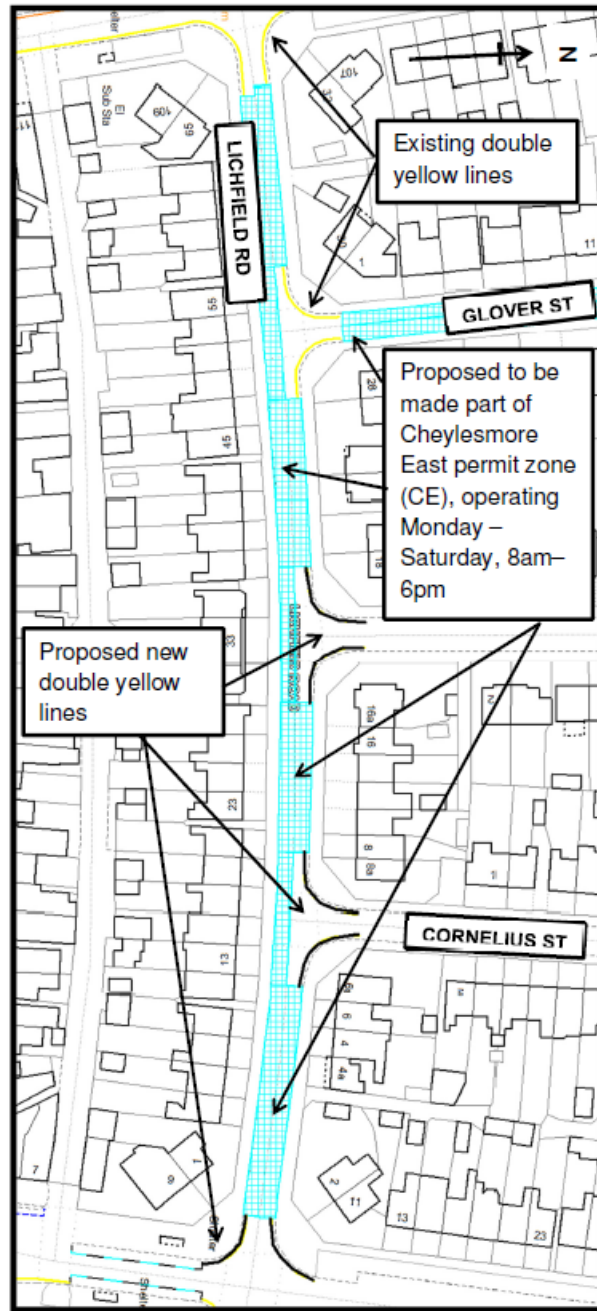
Location (Ward)	Laburnum Avenue/ Barkers Butts Lane (Sherbourne)
Original Request	Request for double yellow lines due to safety concerns raised by residents supported by Councillor

<p>Proposal</p>	<p>Double yellow lines for junction protection.</p> 
<p>Objection 16</p>	<p>We have not incurred any problems with parking on our side of the road. There is one particular long wheel base van which parks on the opposite side of the road after 6pm sometimes making it difficult to have a two way stream of traffic, and we feel that the proposed waiting restrictions are penalising all the other residents for one particular persons inconsiderate parking. We think it is a waste of tax payers money to put double yellow lines on the junction, especially as we are intending to make an application for a drop curb outside our property, on Laburnum Avenue.</p>
<p>Response to objections</p>	<p>The double yellow lines are proposed in accordance with the advice from the Highway Code in regard to parking at a junction. The Highway Code (243) states 'Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'. This is to provide visibility at a junction.</p> <p>It is not a duty of the City Council to provide on street parking.</p> <p>Recommendation – Install restrictions as advertised.</p>

<p>Location (Ward)</p>	<p>Lichfield Road (Cheylesmore)</p>
<p>Original Request</p>	<p>Request for residents parking scheme (petition)</p>

To include Lichfield Road in the Cheylesmore East Residents' Parking Scheme, which operates Monday to Saturday, 8am-6pm and install double yellow lines for junction protection

Proposal



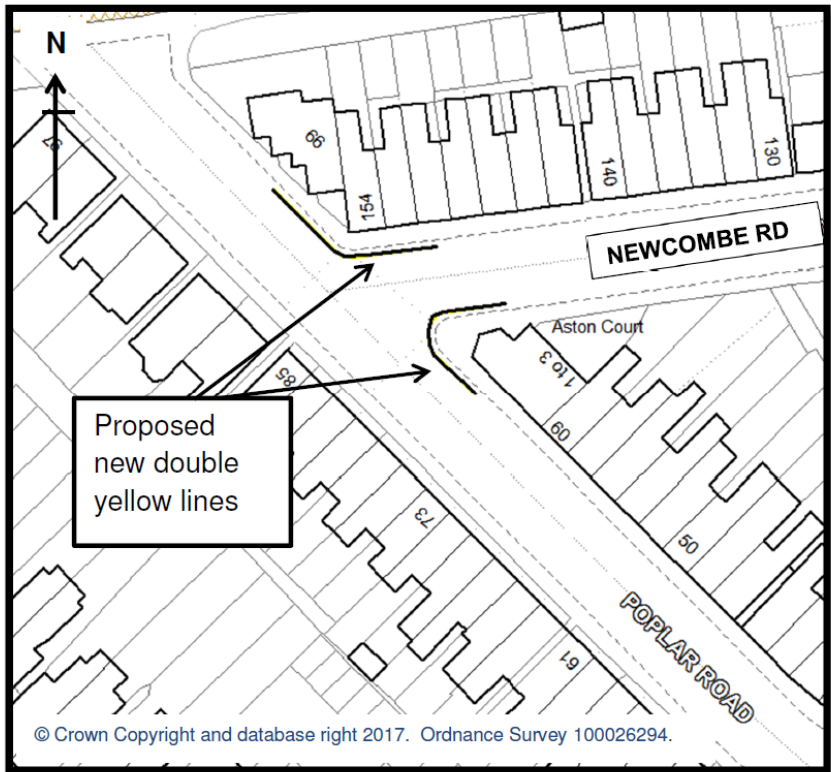
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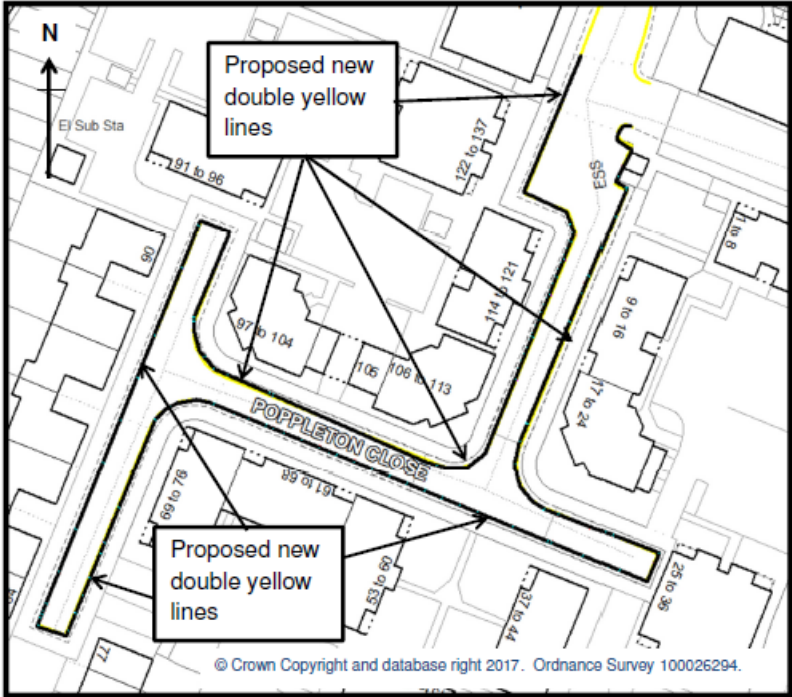
Objection 17

I note the residents not being keen on their road being full of cars which are not their own, but has your department even thought of the knock on effect of lack of parking for customers to Daventry Rd?
 Forgetting about staff of shops, I am very concerned about where people can park to just come to the bank and shop in their lunch break parking in front of the shops is a nightmare, and if clients can't park nearby, they will go elsewhere all small shops are struggling, we have 4 units empty now, I wonder how many more in say 2 years time, I feel so sad that this parade once known as Coventry's own golden mile is surely going to fold due to lack of foresight on landlords and council

Objection 18	<p>Object to the proposal on the following grounds:</p> <p>1- The vote at the conclusion of the consultation process failed to reach the 60% threshold.</p> <p>Throughout the consultation period it was stated in all literature that it would require 60% of residents to vote in favour of the proposal in order for the scheme to be carried forward. In Lichfield Road, 29 votes in favour from 52 issued letters were received which equates to 55.7% in favour. As this falls short of the “60% rule” I believe it would be a breach of the council’s trust to pursue implementation of the scheme any further.</p> <p>2 - There is no protection regarding the cost of future parking permits to residents.</p> <p>Whilst the initial proposed cost to residents could be described as ‘nominal’, I am aware that neighbouring Birmingham and Solihull council areas have among the highest cost of resident parking schemes in the United Kingdom with costs up several hundred pounds per vehicle per annum, and am concerned that in future Coventry City Council may follow suit in the future.</p>
Response to objections	<p>The proposal is in response to a petition requesting a residents’ parking scheme. Residents were surveyed in regard to the proposal and the response to the Lichfield Road consultation was 56% in favour, no responses were received which were not in favour. The proposal was therefore advertised as shown above, due to the closeness of the result, the advertisement giving residents the opportunity to object if they do not want a scheme. Advertising a TRO does not mean that a scheme will automatically be implemented.</p> <p>There is no ‘protection’ in regard to future cost increases for permits. Currently the cost of a permit is £20 for 3 years. Any changes to the cost of permits would go through the political approval process.</p> <p>Parking is available for the shops in the service road in front of the premises and also on Quinton Parade. The parking has a limited waiting restriction to provide a turnover of spaces. Further parking bays were created in this area by formalising parking, where possible, on the ‘splitter island’ located between the service road and Daventry Road.</p> <p>Recommendation – Install restrictions as advertised.</p>

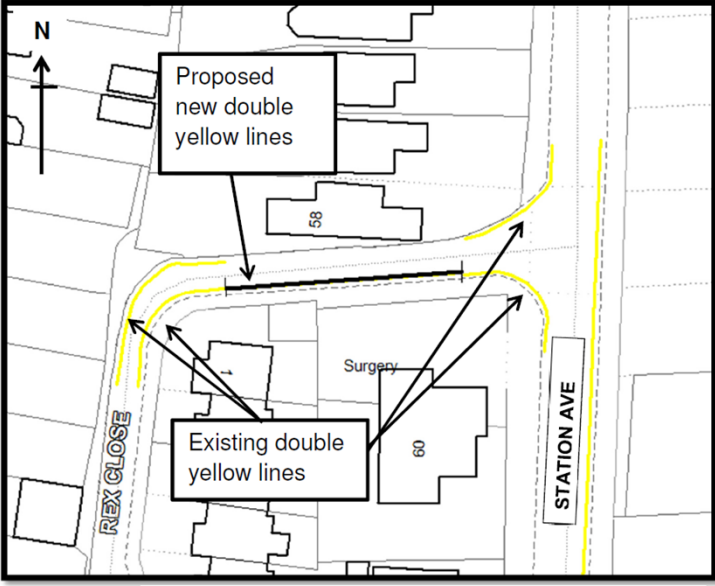
Location (Ward)	Poplar Road/ Newcombe Road (Earlsdon)
Original Request	Problems with refuse collection due to parking on junctions

<p>Proposal</p>	<p>Double yellow lines for junction protection.</p> 
<p>Objection 19</p>	<p>I absolutely agree that double yellow lines should be introduced on the corner outside the flats as people park with little courtesy sometimes dangerously blocking the corner on what is a tight bend.</p> <p>However, I completely disagree with the proposal to place double yellow lines on the road opposite. If the double yellow lines are implemented on the other side of the road the turning circle even for a refuse vehicle will be easily achievable. These extra lines will place an unnecessary strain on the parking arrangements on the road.</p> <p>A revised scheme with one set of double yellows would solve the refuse vehicle challenges and avoid worsening the already tight parking arrangements.</p>
<p>Response to objection</p>	<p>The proposal is in response to an issue raised by residents about missed refuse collection.</p> <p>It is not a duty of the City Council to provide on street parking.</p> <p>The double yellow lines are proposed in accordance with the advice from the Highway Code in regard to parking at a junction. The Highway Code (243) states 'Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'. This is to provide visibility at a junction. However, a further review has been undertaken and it is proposed to reduce the length of proposed double yellow lines by 5 metres on Poplar Road on the northern side of the junction and install the remainder as advertised.</p> <p>Recommendation – install a reduced scheme, reducing the proposed extent of double yellow lines by 5 metres on Poplar Road on the northern side of the junction and install the remainder as advertised.</p>

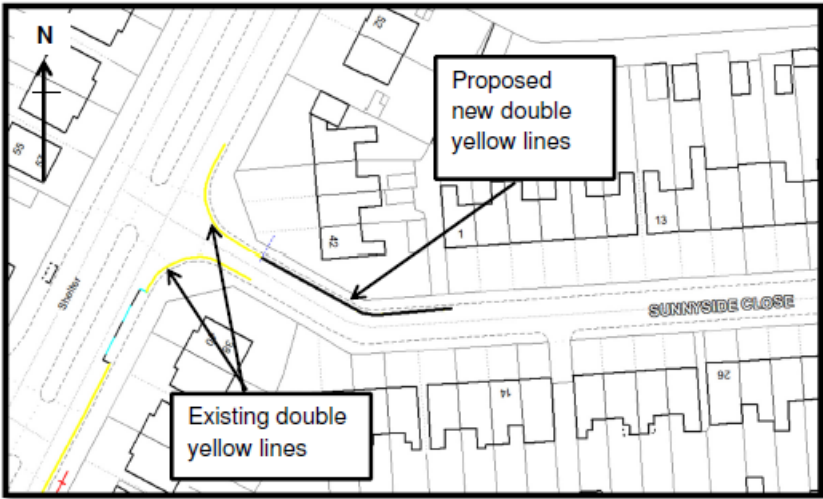
Location (Ward)	Poppleton Close/ Upper York Street (St Michaels)
Original Request	<p>The proposed restrictions are on an area of road which is currently not adopted highway, but is intended to be adopted. Originally a scheme was proposed which provided a combination of double yellow lines and No Waiting Monday to Saturday, 8am-6pm (as agreed with the developer). However, 21 objections were received to original proposal, 18 of which requested double yellow lines throughout the area.</p>
Proposal	<p>Double yellow lines throughout the area.</p>  <p>© Crown Copyright and database right 2017. Ordnance Survey 100026294.</p>
Objection 20	<p>As many of the residents here at Poppleton Close, me and my partner both own a car but only have access to one car park. For the last 3 years, we parked on-street in Poppleton Close like many of our neighbours. Although I appreciate it is not ideal, it didn't seem to cause any issue. It felt like the road obstructions were more of an issue at the main entrance of Upper York street where restaurants customers park on both sides of the road limiting access to one lane and restricting visibility.</p> <p>Considering no alternative parking solution has been made available to Poppleton Close residents, double yellow lines throughout the development feel a little excessive. Please, would it be possible to consider the following proposals:</p> <ul style="list-style-type: none"> • Offer on-street car park after working hours (for instance, after 4pm and before 8am) • Limit on-street car parks to permit owners, and give parking permits to Poppleton Close residents • Alternatively, provide directions to a free suitable car park in the area where residents could park

<p>Objection 21</p>	<p>Following the retraction of the previous waiting restrictions that were proposed by the council after contention from the residents and I, the newly reviewed proposal appears to be even worse.</p> <p>The previous proposal was for part of the roads to be single yellow lines with time restrictions applied. However, the review of our street has brought up the suggestion to double yellow the entire street, disallowing anyone to park at any times.</p> <p>This goes completely against the reasons why the first objections were made (see attached) and just further hinders the parking situation, or lack thereof, on the street.</p> <p>I had appeared at the meeting to ensure that our points were made to the council and that we were perfectly accepting of a location based restriction as it was understood that access for entrances and emergency services was totally warranted.</p> <p>The main objection made was against the time restrictions on where residents were allowed to park as this stops both residents and visitors from parking nearby should they need to. By restricting the locations as well as the times we have taken a step backwards. It appears that the reasons for the previous objections and also any recommendations that might have been made have been met with deaf ears.</p> <p>What is the process in place here when objections are made? Are there steps to accommodate residents feedback or are there steps for all the roads changes en masse, in that if an objection is made against single yellow lines, they are then downgraded to double yellow?</p>
<p>Objection 22</p>	<p>I am terribly disappointed with your new proposal for parking restrictions on Poppleton close. Rather than a new improved proposal from the last one, somehow it has been made much worse.</p> <p>There is plenty of space that can be used for parking whilst not interfering with emergency services and residents arriving and leaving the premises. Having only one parking space for each household creates several problems in social life and dynamics at home. Do you not find it unfair to deny every single person that lives in these lovely flats the right to ever have any visitors ever?</p> <p>This parking issue has brought up several heated discussions with my partner about who gets to use our single car parking space when we both have cars. I feel that if the parking around this area gets any worse I am likely to leave this property. The parking situation in this area could understandably lead to less people wanting to live in this area and the reduction of this property value. This in turn will affect landlords and homeowners alike, overall bringing less money into Coventry's economy.</p> <p>There are several viable solutions to the problem. There is no denying cars shouldn't be parked on corners or opposite car entrances or to cause narrowing of the road so as to reduce safety. There's no harm in single yellow lining partial suitable areas of the road and double yellow lining the rest. You can have time restrictions. You can have free resident parking permits. You can have paid resident parking permits. You can even have paid parking such as pay and display. Some of these options are more favourable than others yet they are all more suitable than the proposed double yellow lines throughout this residential area.</p> <p>Please consider changing the proposal to a less extreme decision. It would really improve the quality of life in this area. This is a big problem that affects me and my family on a daily basis, so please find it in your heart to alter it so that some sensible compromise can be made.</p>

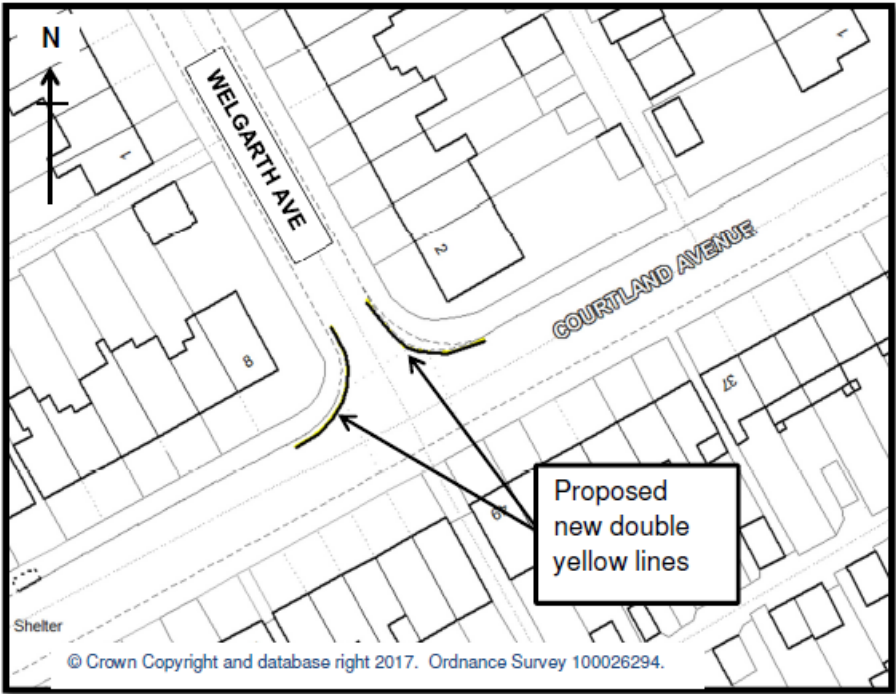
<p>Response to objections</p>	<p>The proposal is in response to objections received when a previous proposal (agreed with the Developer) was proposed. The original proposal provided a combination of double yellow lines and No Waiting Monday to Saturday, 8am-6pm. However, 21 objections were received to original proposal, 18 of which requested double yellow lines throughout the area. The issue has also been discussed with Ward Councillors.</p> <p>It is not a duty of the City Council to provide on street parking. The previous proposal was trying to create some on street parking which could be used in the evening. However, a large number of objections were received to this proposal.</p> <p>Recommendation – Install restrictions as advertised.</p>
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<p>Location (Ward)</p>	<p>Rex Close (Woodlands)</p>
<p>Original Request</p>	<p>A Ward Councillor raised concerns regarding parking on Rex Close outside the surgery and requested double yellow lines to be installed on one side of the road between the existing double yellow lines at the junction and on the bend</p>
<p>Proposal</p>	<p>Double yellow lines on the southern side of Rex Close between the existing double yellow lines</p> 
<p>Objection 23</p>	<p>By putting the lines on that segment of road (Both Sides?), the problem will simply roll further around Rex Close. Cars will just park on the equally (or more) narrow part outside my house. So the problem is not solved, it just moves twenty yards.</p> <p>ie Emergency vehicles, Bin Lorries still cannot pass. Pedestrians will still be walking in the middle of the road, etc, etc.</p> <p>Worse.....the distance between the individual driveway's dropped kerbs is not enough to legally park a car. You HAVE to park partially on a dropped kerb. (The more daft individuals can actually block off two dropped kerbs, thus annoying two households in one fell swoop)! This will hem/block the residents in and cause a lot of friction.</p> <p>You also have to park partially on the pavement or you will close off the road. (Illegal but is practice on this road).</p> <p>So I think a bit more thought is required on this. Perhaps reconsider the plan, perhaps double yellows <u>all the way</u> on the narrow part of Rex Close? Or all the way on Rex Close?</p>

	Any parking on the Narrow part of Rex Close WILL result in residents not being able to use their own driveways. So, nip it in the bud comes to mind. As such, may I formally object to this plan in its current form.
Response to objections	<p>The proposed double yellow lines are a direct response to an issue raised.</p> <p>Drivers should not park in a manner which causes a danger and obstruction. The Council's Civil Enforcement Officers are able to take action, without the need for double yellow lines, if a vehicle is parked across a vehicle crossing.</p> <p>Recommendation – Install restrictions as advertised. Additional restrictions can be installed in the future.</p>

Location (Ward)	Sunnyside Close (Sherbourne)
Original Request	Residents raised concerns regarding problems with refuse collection due to parking
Proposal	<p>Extending existing double yellow lines on northern side of Sunnyside Close an additional 35 metres.</p> 
Objection 24	<p>We live on Four Pounds Avenue, our house is situated [], by installing the proposed double yellow lines we will have to park our vehicles on Four Pounds Ave itself, which if we didn't have a family would not be an issue for us but [describes personal circumstances and disability issue] to get [] into the car which is parked on a busy dual carriage way would be very dangerous and could result in a serious accident, not to mention the increased levels of anxiety and stress we rely on parking on Sunnyside Close where the road is a lot quieter and easier []to get in and of the car.</p> <p>I acknowledge that in late 2016 and also early 2017 there was issues regarding the collection of general waste on Sunnyside Close whether this was due to parked cars on the street at the time is debatable as the recycling lorry and also the garden waste lorry have never had any issues reversing down the close it is only the general waste collections that struggled to reverse down the street! but in the last 6 months i have not seen any issues with lorries getting down the close.</p> <p>If you still feel it is must to install some measurements to aid the bin collections may i suggest introducing parking restrictions only on a tuesday from 7am to 3pm or whatever time the bin men finish their rounds this would make sure the road is clear for the refuse collections and would also allow us to park safely</p>

	<p>off the dual carriage way the rest of the time or if this isn't not possible i suggest only placing the double yellow lines on the bend itself rather than from the junction of four pounds avenue thus leaving space to park 1 or 2 cars to park and still allowing room for the bin lorry to reverse</p>
Response to objections	<p>The proposals are to address an issue raised in a 52 signature petition. 5 refuse collections have been missed in the last 12 months. The proposals only prevent parking on one side of the road. The restriction prevents parking both on the approach to a bend and on the bend itself. A restriction which only operates on set days is not proposed as refuse collection arrangements may change.</p> <p>Recommendation – Install restrictions as advertised.</p>

Location (Ward)	Welgarth Avenue/ Courtland Avenue (Sherbourne)
Original Request	Request for double yellow lines due to safety concerns raised by residents supported by Councillor
Proposal	<p>Double yellow lines for junction protection</p> 
Objection 25	<p>The problem with parking in Welgarth Avenue is - Parents for Coundon Primary School park in our road to drop off their children Those who live in Courtland Avenue park on Welgarth Avenue White vans, particularly one individual (who I have spoken to on several occasions) who has calls out habitually dangerously parks on the corner making it dangerous for drivers turning right / left. He is the main culprit making this junction dangerous. I see the solution for the individual in the white van that his company be fined until he commences to park it safely. Again he lives on Courtland Avenue.</p>

Response to objections	<p>The double yellow lines are proposed in accordance with the advice from the Highway Code in regard to parking at a junction. The Highway Code (243) states 'Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'</p> <p>Recommendation – Install restriction as advertised</p>
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