

Cabinet Member for City Services

29 January 2018

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:

Bablake, Binley & Willenhall, Earlsdon, Henley, Lower Stoke, Sherbourne, Westwood, Whoberley, Wyken

Title:

Objections to Proposed Waiting Restrictions (Variation 5)

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 November 2017, a Traffic Regulation Order (TRO) relating to proposed new waiting restrictions and amendments to existing waiting restrictions was advertised. 45 objections were received (43 individual objections, 1 multi-signature letter, and 1 petition). In addition, 8 responses in support of 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 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 above, approve the implementation of the restrictions as advertised at; Binley Road, Cheriton Close, Ebro Crescent, Kingsley Walk, Knoll Drive and the junction of Scots Lane/Christchurch Road.

3. Subject to recommendation 1 above, approve that the restrictions are not implemented, but the situation is monitored and should the Police advise of issues relating to dangerous or obstructive parking occurring, new proposals be advertised at Brackenhurst Road,
4. Subject to recommendation 1 above, approve that the restrictions are not implemented on Conway Avenue,
5. Subject to recommendation 1 above, approve that the restrictions are not implemented in Coral Close, but that a consultation is undertaken to determine if the majority of residents are in favour of either no additional restrictions, or double yellow lines one side of the road, any new proposals to be advertised as part of the next waiting restriction review,
6. Subject to recommendation 1 above, approve that an extension (approx. 4m) to the double yellow lines on the western side of Coombe Close and double yellow lines for junction protection at Torbay Road/Winsford Avenue are advertised as part of the next waiting restriction review
7. Subject to recommendations 1 to 6, 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 November 2017, a Traffic Regulation Order (TRO) relating to proposed new waiting restrictions and amendments to existing waiting restrictions was advertised. 45 objections were received (43 individual objections, 1 multi-signature letter and 1 petition). In addition, 8 responses in support of proposals were also received.
- 1.2 The majority of Traffic Regulation Orders relating to loading and waiting restrictions in Coventry are consolidated into one Order. New or changes to existing waiting and loading restrictions are undertaken by varying the Consolidation Order.
- 1.3 Many of the locations where changes are proposed had been identified from requests for new or changes to existing waiting restrictions. These requests had been received from a number of sources, including the public, due to safety concerns relating to parked vehicles.
- 1.4 As part of the statutory procedure, the Traffic Regulation Order was advertised in the local press and notices were posted on lamp columns in the area of the proposed restrictions on 17th November 2017, advising that any formal objections should be made in writing by 8th December 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 45 objections were received (43 individual objections, 1 multi-signature letter and 1 petition). In addition, 8 responses in support of proposals were also received. The objections to the proposals, responses to the objections, details of support and origin of proposed waiting restrictions are summarised in the tables in Appendix A.
- 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 November 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:
 - 45 objections were received (43 individual objections, 1 multi- signature letter and 1 petition)
 - 8 letters of support to proposals were also received

3.2 The number of objections received were:

- 1 to proposal for Binley Road
- 18 to proposal for Brackenhurst Road (17 individual objections and 1 petition)
- 6 to proposal for Cheriton Close
- 5 to proposal for Conway Avenue
- 8 to proposal for Coral Close
- 1 to proposal for Ebro Crescent
- 3 to proposal for Kingsley Walk (2 individual objections and 1 multi-signature letter)
- 2 to proposal for Knoll Drive
- 1 to proposal for Scots Lane/Christchurch Road

3.3 The number of letters of support were:

- 1 to proposal for Brackenhurst Road
- 1 to proposal for Cheriton Close
- 1 to proposal for Clifford Bridge Road/ Bridgeacre Gardens (northern junction)
- 5 to proposal for Conway Avenue

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 March 2018.

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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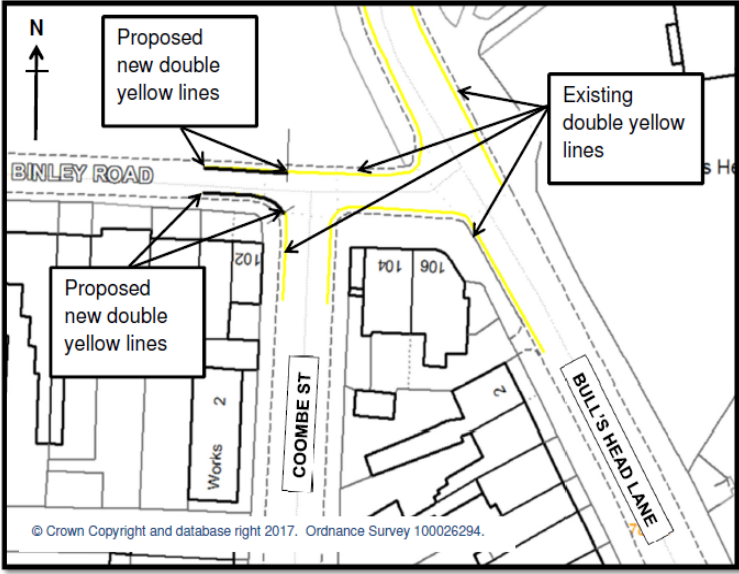
Email: caron.archer@coventry.gov.uk

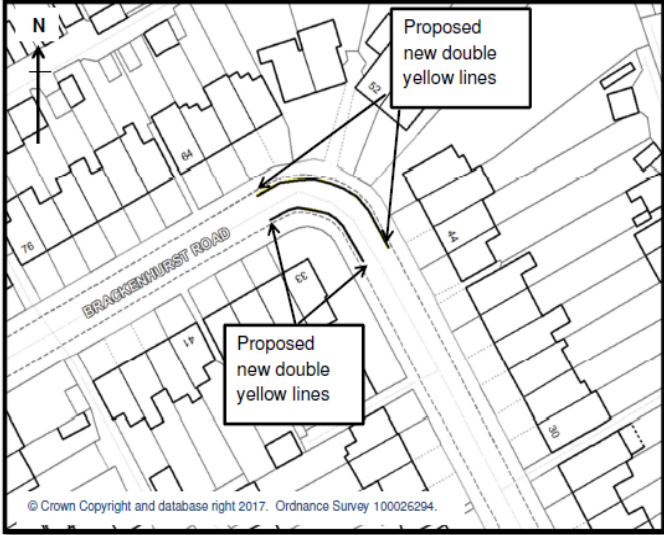
Enquiries should be directed to the above person.

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Colin Knight	Director - Transportation and Highways	Place	05.01.2017	18.01.2018
Colin Whitehouse	Acting Head of Traffic and Network Management	Place	05.01.2017	18.01.2018
Rachel Goodyer	Traffic and Road Safety Manager	Place	05.01.2017	18.01.2018
Liz Knight/Michelle Salmon	Governance Services Officer	Place	05.01.2017	08.01.2018
Names of approvers: (Officers and Members)				
Graham Clark	Lead Accountant., Finance	Place	05.01.2017	05.01.2018
Rob Parkes	Commercial Lawyer, Legal Services	Place	05.01.2017	15.01.2018
Councillor J Innes	Cabinet Member for City Services	-	05.01.2017	15.01.2018

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

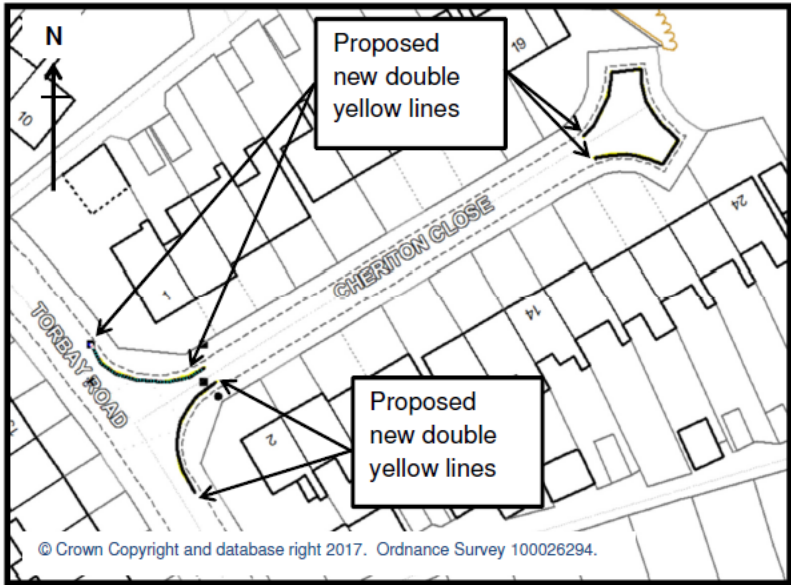
Location (Ward)	Binley Road (Lower Stoke)
Original Request	Double yellow lines on approach to junction with Coombe Street to improve visibility. Issue raised by residents supported by Councillor
Proposal	<p>Double yellow lines to improve visibility on approach to junction.</p>  <p>The map shows a street junction. Binley Road runs horizontally at the top. Coombe Street runs vertically, crossing Binley Road. Bull's Head Lane runs diagonally from the bottom right towards the junction. A north arrow is in the top left. Two boxes labeled 'Proposed new double yellow lines' point to yellow lines on Binley Road: one on the approach to the junction and one in front of a property on the western side of Coombe Street. A box labeled 'Existing double yellow lines' points to yellow lines on Binley Road further east. Property numbers 102, 104, and 106 are visible on the western side of Coombe Street. A 'Works' area is marked near property 102. A copyright notice at the bottom reads: '© Crown Copyright and database right 2017. Ordnance Survey 100026294.'</p>
Objection 1	<p>Object to double yellow lines proposed in front of property and request length reduced to allow a car to park.</p> <p>Subsequent telephone call received advising of concerns in regard to the priority of the junction at Binley Road/Coombe Street and requesting an extension of the double yellow lines on the western side of Coombe Street (approx. 4 metres)</p>
Response to objection	<p>The double yellow lines are proposed in accordance with the advice from the Highway Code in regard to parking at a junction. The Highway Code (243) states 'Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'. This is to provide visibility at a junction.</p> <p>It is not a duty of the City Council to provide on street parking.</p> <p>Parking at the approach to this junction is affecting visibility, which can result in drivers travelling along Binley Road, overshooting the junction. The double yellow lines are proposed to address this issue, in addition a give way sign is also to be installed.</p> <p>Further site visits have been undertaken to determine whether any reduction in the length of double yellow lines on the southern side of the road, outside the property, is possible. However, it is considered that the proposed length should not be shortened due to the issue that is trying to be addressed.</p> <p>Recommendation – Install restrictions as advertised and include the request for a short extension of the double yellow lines on Coombe Street in the next waiting restriction review.</p>

Location (Ward)	Brackenhurst Road (Bablake)
Original Request	Request for double yellow lines on bend due to safety concerns raised by residents, supported by Councillor.
Proposal	<p>Installation of double yellow lines on bend</p> 
	<p>Due to the large number of objections that have been received (18; 17 individual objections and 1 petition) many with similar reasons, the objections have been grouped together highlighting the main reasons for objecting to the proposal.</p>
Objections 2 - 6	<p>The 'Independent' Councillor Glenn Williams received 2 requests for lines to be installed on the bend on Brackenhurst Road. I have been told in person by Councillor Williams that the requests were made on grounds of 'safety'. I strongly object that Councillor Williams, on the say so of two residents, has now set this costly, time consuming and extremely unnecessary ball rolling.</p> <p>Regarding accidents statistics -there have been NO accidents. [Reference on 2 objections to long term experience in regard to the location]. You can hear clearly cars coming in both directions and see lights approaching at night.</p> <p>We have been told verbally that residents have requested double yellow lines so they can more easily drive in and out of their block paved front gardens - these houses were NOT designed to incorporate driveways. I believe for this process to be honest and transparent we need to see evidence of the original requests.</p> <p>The removal of approximately 8 to 10 parking spaces in Brackenhurst Road due to the double yellow lines would mean added mayhem to an existing parking crisis in the road and surrounding area. Indeed, we already have residents from Brownhill Green Road parking on the bend of Brackenhurst Road.</p> <p>Councillor Williams did NOT survey other local residents before putting this ridiculous proposal together and setting off this official process. Had he knocked on the majority of residents doors (particularly those that live on the bend) he would have realised immediately that this proposal is totally unwelcome. [Refers to support received for the proposal to be abolished]. [Ref to personal details of particular residents and detrimental affect double yellow lines will have on these residents wellbeing]</p> <p>I regularly visit and park on or around the bend of Brackenhurst Road</p> <p>Parking in the street is already practically impossible. Yellow lines will worsen this situation. I am totally shocked that on the request of just two people, random Councillors (not acting in the best interests of the people they serve) are launching negative, life changing processes</p>

	<p>such as this TRO. This is so disappointing and will now turn into a time, consuming, costly and stressful time ahead, spanning Christmas.</p> <p>Could you explain how this process has been able to get started and processed so far without a full and fair survey of the area and the residents of that area.</p>
<p>Objection 7-18</p>	<p>Most of these objections advise there have been no accidents at this location, many advising of the lengthy time periods they have lived in the area</p> <p>The objections refer to the loss of available parking on Brackenhurst Road, which it is advised is 'already under pressure' and concerns for where residents and visitors will be able to park. Further reference made to difficulties when trying to park in the vicinity of the properties directly affected by the double yellow lines, particularly those that are disabled or elderly</p> <p>We are all aware of the bend in the road. If cars are parked, people tend to drive with caution the same as they would on the approach to a bend .Therefore it is not practical and most certainly not cost effective.</p> <p>Brackenhurst Road is a quiet street, it is not used as a short cut, nor does it contain any shops or services. It could be argued that in fact the instalment of double yellow lines could cause cars to approach the corner at an increased speed than at present.</p> <p>What is the justification for the expense?</p> <p>It is hard enough to park in this road when I visit my friends. It would be move useful to make it a one way street.</p> <p>Why, when 2 residents requested these, that the rest of the residents were not consulted. The Councils "Statement of Reasons" says that local residents have raised concerns caused by drivers parking at junctions and all day commuter parking. There is no problem with commuters in Brackenhurst Road and the proposals are for the bend in the road not a junction. We have been informed by the local Councillor, who sponsored this proposal, that 2 residents had asked for double yellow lines on the bend. We have canvassed the street and forty six (46) households are against the proposals and only six (6) in favour.</p> <p>Because of the limited sight-line on the inside of the bend, all vehicles have to negotiate it slowly irrespective of whether vehicles are parked on the bend or not. The reason people park on the bend is because there is nowhere else to park, due to the number of vehicles owned by the residents and the high number of frontages converted to dropped kerbs. The same reason that people have park opposite each other and so need to have two wheels on the pedestrian footpath to allow vehicles to pass down the centre of the road. None of which is strictly correct but is allowed, and sometimes encouraged, by the Council.</p> <p>As it is a 90' corner with cars parked on the inside of the bend it forces cars to slow down and take the corner with care, hence no accidents; also with the provision of dropped kerbs around the outside of the corner there is only 1 space within the bend for a car to park, so there is usually plenty of space for cars to pass each other safely;</p> <p>The inner side of the bend (odd number houses) is basically the ONLY area where a few "guest" parking slots are ever available – essential unless Brackenhurst is to become a no-visit ghetto. These additional parking restrictions will clearly cause significant concern for locals as cars will inevitably park where they can – blocking homeowners frontages where no drives exist , and when these are all taken, parking across driveways with dropped access. The council would be better served spending our rates on "sponsoring" more off road driveways (ie reducing the cost for dropped kerb access), as these clearly remove two cars from parking requirement per household – normally enough for even modern families. Dropped kerb driveways are also self managing In that only guests or deliveries to that property are accepted. It is great to see that local Coventry councillors are keen to consider local issues and appear driven to resolve them.</p>
<p>Objection</p>	<p>The petition has 130 signatures, some of the petitioners have also sent in individual objections</p>

<p>19 (Petition)</p>	<p>which are considered above. The petition is sponsored by Councillor Birdi. The petition advises ' we call on Coventry City Council to:</p> <ol style="list-style-type: none"> 1. Reject the proposal and remove Brackenhurst Road from the proposed TRO published on 17th November 2017 2. Fully consult with local residents before any future proposals are published <p>Brackenhurst Road is a quiet residential street with both ends connected to Brownhill Green Road. So there is no need for any traffic other than residents, their visitors and services. The bend in the road is a very tight 90 degrees and on the inside, the property wall with tall hedge, follows the kerb line. As a consequence; without any parking, the view around the bend is severely limited and requires road users to approach the bend slowly. If vehicles are parked on the bend, there is very little difference to the site lines in either direction other than, perhaps, to make drivers just that little bit more careful. This could be considered as a good thing, as it improves road safety. There is no history of any serious incidents on, or near, this bend; as residents of over 50 years will testify. The proposed installation of double yellow lines on both sides around the bend will mean that, approximately, a dozen opportunities for people to park their vehicles will be lost. This will have a detrimental effect on the goodwill in the community and cause friction between neighbours. The Council has a policy of slowing traffic, on residential streets, with the introduction of 20mph limits and traffic calming measures. Brackenhurst Road already has this, by design, and we do not want it compromised by ill conceived and badly researched proposals.</p>
<p>Support 1</p>	<p>The Highway Code clearly states "You must park at least 20 feet and 6 metres from the corner but more space is better. This will allow enough room for drivers to make turns and for drivers to position themselves to share the road with you". "Never park on a curve, hill or anywhere you do not have a clear view for at least 125 meters in both directions."</p> <p>Clearly when drivers park in the middle of the bend, halfway on the road and pavement, you cannot see round a corner and this makes this a very bad blind bend.</p> <p>It's ok for certain residents to object as they are more concerned with the 7 to 8 parking spaces less for their friends and family to park.</p> <p>I worry if the fire brigade try to get round the bend when cars and vans and parked both sides of the road. In my opinion road safety comes before parking.</p> <p>Perhaps if the yellow lines are only applied on the side of the road where the cars park (i.e.odd house numbers) as there are no houses here. This is where the problem lies. I am still very committed to having yellow lines perhaps this would be a compromise.</p>
<p>Response to objection</p>	<p>The proposed double yellow lines were to prevent parking on the bend, in response to safety concerns raised by a Councillor on behalf of constituents. As the Highway Code (243) states '<i>Do not stop or park on a bend</i>' and the location is a 90' bend, the proposal was advertised. 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 and ensures that residents are made aware of any proposals so that they have the opportunity to comment/object.</p> <p>In this instance many residents have advised that they do not consider the parking at this location to be a danger. The personal recorded injury collision history of this location shows that there have been no recorded personal injury collisions in the last 3 years.</p> <p>The statement of reasons does refer to proposals relating to safety concerns caused by drivers parking at junctions and all day commuter parking. However, this relates to the general reason for the introduction of many of the restrictions in the Order; Appendix A of the statement of reasons provides more detail for each location and for Brackenhurst Road advises double yellow lines are proposed on the bend in response to concerns of residents supported by a Councillor.</p> <p>Whether parking is prohibited by a TRO or not, a driver should not park in a manner that is dangerous or causes an obstruction.</p> <p>Making Brackenhurst Road one way is not a proposal that would currently be considered, this would be more likely to increase speed on the road as drivers do not have to anticipate traffic</p>

	travelling in the opposing direction. Recommendation – Do not install restrictions, but continue to monitor and should the Police advise of issues relating to dangerous or obstructive parking occurring in this location, new proposals be advertised.
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Location (Ward)	Cheriton Close (Whoberley)
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 at the junction with Torbay Road and in the turning area.</p> 
	<p>Due to the number of objections that have been received (6) many with similar reasons, the objections have been grouped together highlighting the main reasons for objecting to the proposal.</p>
Objections 20 - 25	<p>The yellow lines at the junction of Torbay Road and Cheriton Close has merit from a road safety view point.</p> <p>The following comments relate to objections to the proposals for double yellow lines in the turning head:</p> <p>The yellow lines at the turning head of Cheriton Close, in an ideal world would be an advantage, but with the number of cars in the Close is totally impractical from again road safety, this is if the lines were introduced, the vehicles would have to be parked elsewhere, with the Close already full, they would have to go onto Torbay Road, a main arterial road of the estate. Torbay Road is already very congested and any other vehicles parked would potentially increase the hazard of vehicles using this road.</p> <p>Congestion in the Close is at its maximum during the evening and overnight when residents have returned from work. During the day, the Close can have no parked vehicles around at all and there is no reduction to free and easy access.</p> <p>I have lived in the close for over 40 years and have never seen the drives [in turning area] blocked. People do park at the top but not over the drives.</p> <p>If the restriction goes ahead it would cause extremely limited parking for residents with no drive.</p>

	<p>The residents are only able to park on one side of the road due to how narrow it is. A number of people have drives which has eased the parking but some still have to rely on parking on the road. I usually park at the top [description of personal circumstances & reason for parking in this area]</p> <p>Some residents have limited mobility and reduced availability of parking near to their homes could impact greatly on their ability to get out and about.</p> <p>In spite of the fact that there are a lot of vehicles in a relatively small amount of space in the Close, access for emergency vehicles has been maintained and not impeded in any way</p> <p>Concern raised in regard to car crime in the area and the increased security when able to park where the cars can be seen.</p> <p>We have never had issues with the parking in the street as the majority of our neighbours have respect for one another and work together to make use of the limited parking we have in the street.</p> <p>Four objections include reference to a need for double yellow lines at the junction of Torbay and Winsford Avenue due to issues at school times.</p>
<p>Support 2</p>	<p>In regard to the double yellow lines in the turning head, the reason for concern is if an ambulance or fire engine is urgently needed what chance have residents at the top of the close got of 'staying alive'. If an emergency vehicle has to either reverse up or down the close (when vehicles are parked in the turning [head] emergency vehicles would have no chance of turning round. Precious minutes or even seconds could mean a loss of life. [Reference made to number of elderly residents]</p> <p>There is a fire hydrant at the top of the close, car have parked over this, all weekend at times.</p>
<p>Response to objection</p>	<p>The double yellow lines at the Cheriton Close/Torbay Road junction 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>The double yellow lines have been proposed in the turning head in response to concerns about accessibility.</p> <p>It is noted that drivers tend to park on one side of the road only to assist with access along the road, which is a common practise in roads of a similar nature. The turning area is provided to enable a vehicle to turn around and vehicles parked in this area can restrict the ease of manoeuvring.</p> <p>It is not a duty of the City Council to provide on street parking, and it is noted the objections received advised that residents are aware of the impact of the parking and park considerately.</p> <p>Vehicle tracking has been undertaken. This shows that it is possible to manoeuvre a car in the turning head when other cars are parked (diagram 1 below). But that a larger vehicle, such as a fire appliance could not (diagram 2 below).</p> <p>Recommendation – Install restrictions as advertised. Include the request for double yellow lines at the junction of Torbay Road/Winsford Avenue in the next waiting restriction review.</p>

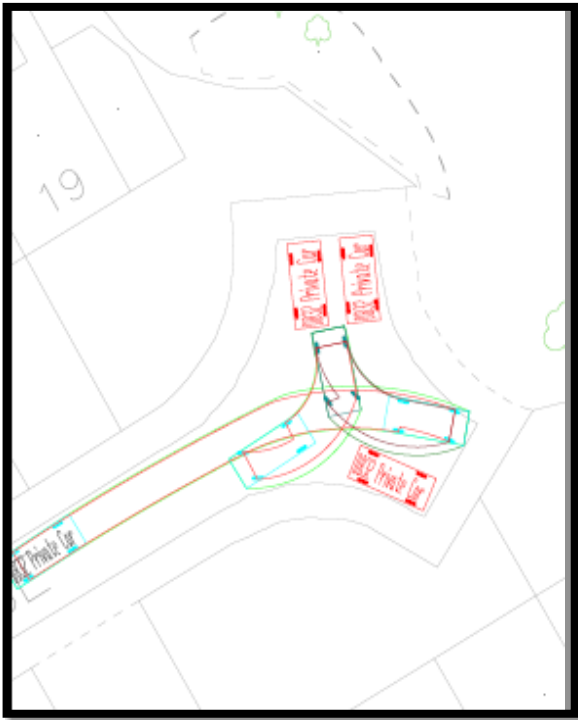
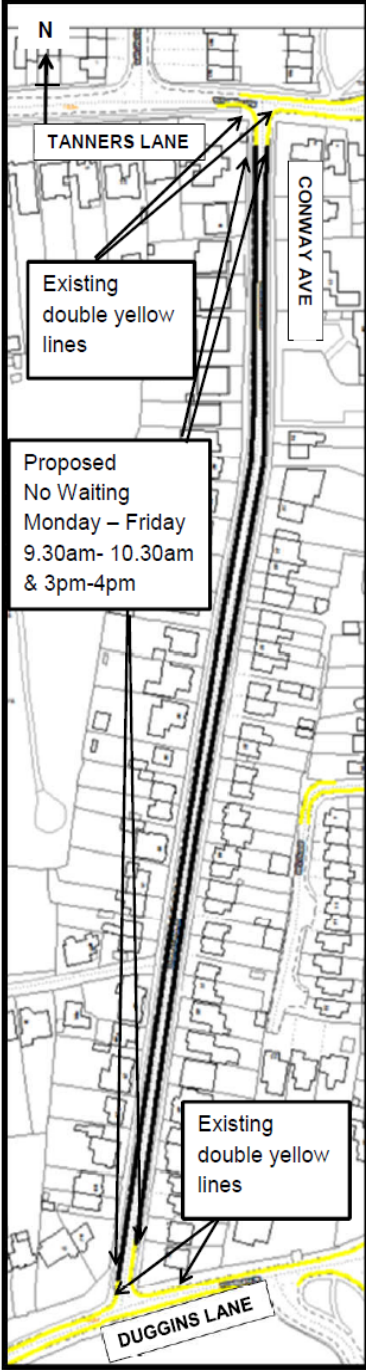


Diagram 1 Private car manoeuvring whilst cars parked in turning head



Diagram 2 Fire Appliance manoeuvring in turning head

Location (Ward)	Conway Avenue (Westwood)
Original Request	Request for restrictions to prevent commuter parking
Proposal	<p>Prohibition of parking for one hour in the morning and one hour in the afternoon, to prevent all day commuter parking. No waiting Monday – Friday, 9.30am -10.30am & 3pm – 4pm.</p>  <p>Existing double yellow lines</p> <p>Proposed No Waiting Monday – Friday 9.30am- 10.30am & 3pm-4pm</p> <p>Existing double yellow lines</p> <p>© Crown Copyright and database right 2017. Ordnance Survey 100026294.</p>
	Due to the number of objections that have been received (5) many with similar reasons, the objections have been grouped together highlighting issues raised and the main reasons for objecting to the proposal.
Objections 26 -30	The proposed waiting restrictions in Conway Avenue will not solve the problem just move it to other roads in the area (Nailcote Ave, Hathaway etc.). Rather than

targeting the offending vehicles it will simply punish local residents.

The problem appears to be inappropriately parked rail users who restrict the width of Conway Avenue, preventing utility, service & emergency vehicles having clear passage. The proposed scheme will not affect those people parking inappropriately, it would be better to penalise the offending vehicles. One assumes the proposed parking restrictions will require monitoring, so why not for a trial period monitor and target offending vehicles.

It will in many cases make life harder for many residents because many of the properties in the road have no suitable off street parking or insufficient parking for the vehicles at those properties. Residents will want to park during the restricted times. It will impact on residents who need cars or have visitors who stay.

[Many of the individual objections detail personal circumstances which advise of the adverse effect the restrictions would have on their day to day movements]

Is this fair that they will be fined just because they want to continue living their lives how they have for many years?

The proposal is a response to parking by Tile Hill train station commuters, it is not the residents fault.

[Of the] Commuters using the rail network to travel outside of the city, many are daytime shoppers that won't be affected by the proposed restrictions. These cause the difficulties at the Duggins Lane end of Conway Ave.

The parking problem has been exacerbated since the introduction of additional double yellow lines on Duggins Lane. Introducing new restriction will just move the problem elsewhere.

A previous proposal was a residents parking scheme, residents had to fill in a form and return it by post. Not everyone received the form, so how can the survey be true and why have we not received the same form for this proposal? Different rules?

While I am not a fan of the idea of permits, surely this would be preferable to waiting restrictions?

The actual solution to the problem of parking is not to move the problem further afield, it is to provide enough parking for those that use the train.

There are other alternatives that could be implemented, such as introducing an overnight parking charge at the station car park. This would deter holiday makers travelling to BHX from parking there for a week or two at a time and perhaps free up spaces for commuters

So when Coventry City council planners look at proposals do they consider the effects of the plans before them? In this case obviously not.

It was stated by the councils senior officer that several residents and a local councillor have proposed the changes, how many residents have proposed this compared with how many proposed a residents parking scheme?

With the parking scheme proposal a certain percentage of residents had to be in favour to pass the proposal, is this proposal governed by the same rules?

Why cannot a residents parking scheme be trialled before this more permanent scheme? after all it will still need the same manpower to be policed by the council in either scheme?

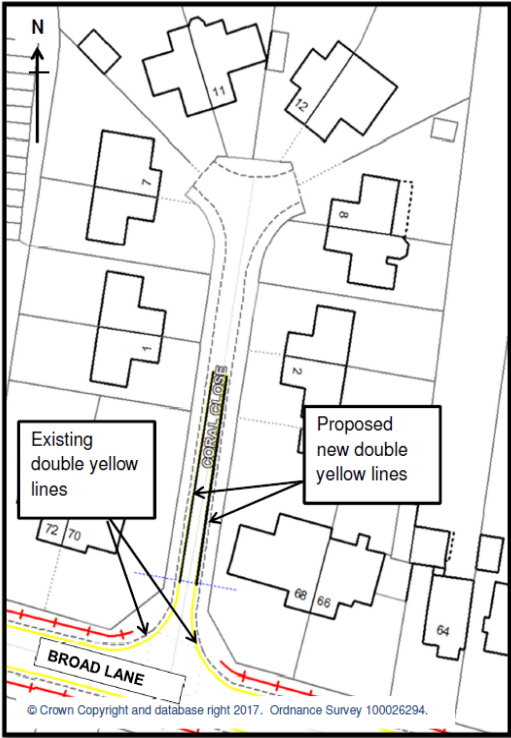
The proposal if installed will reduce the value of properties in the area, will we be

	<p>compensated for this?</p> <p>Finally have you considered where the commuters are going to park once this scheme is enforced?</p> <p>The best solution would be to increase the available parking at Tile Hill station, either on the field to the north of the railway line or behind the flats to the south of the railway line, and charge the railway as they take the commuter ticket revenue.</p> <p>Residents cars are not the source of the problem we have on our road. [Can there be an] override of these restrictions for residents?</p> <p>I realise that in other places in the city residents have permits for their own streets and visitor permits, but they often have to pay for those. I would like to maintain the right to park in front of our own house with our own cars and have visitor passes to use when needed, but I feel it is unfair to require us to pay for these. In summary, I would say that I agree with the restrictions if, and only if, residents are able to have permits and visitor passes free of charge.</p> <p>Whilst I acknowledge that the commuter parking is an issue particularly at the bottom of the Avenue closest to Tile Hill Station, I feel that a concession should be made for the owners of the terraced houses with no off road parking facilities. Would it be possible to reconsider the residents parking scheme which was put forward some time ago, if not for the whole street, then just for the terraced houses?</p>
SUPPORT	<p>Due to the number of supporting documents that have been received (5) many with similar reasons, they have been grouped together highlighting any reasons for support of the proposal.</p>
Support 3 - 6	<p>Advise of support (4) of proposal</p> <p>Additional comment from 1 of the 4 - action needs to be taken as access through this road is continuously hindered due to an overspill of vehicles left by commuters using Tile Hill Rail Station. This could lead to serious consequences as emergency services may find that they are unable to gain access to residents premises/traffic incidents etc</p>
Support 7	<p>Support, but proposal falls short of providing a satisfactory outcome to the objective.</p> <p>Tile Hill Station has seen a huge increase in footfall over the past few years. It is a seven day business. The proposal on restrictions should include weekends, as, vehicles are parked in an inconsiderate manner not just during Monday to Friday.</p> <p>Commuters park their vehicles all weekend and fly out from Birmingham Airport for a weekend break.</p>
Response to objections	<p>The proposals are in response to issues raised about commuter parking. Preventing parking for two 1 hour periods during the day prevents drivers being able to leave their vehicle all day and has a lesser impact on residents than a restriction such as double yellow lines.</p> <p>A possible residents' parking scheme, which covered a number of roads, has been consulted upon twice. The residents' parking scheme policy advises that 60% of households are required to be in favour of a scheme before it will be progressed. An initial scheme was consulted upon in April 2016; the responses in favour of residents parking were low. An amended scheme was consulted upon in September 2016, unfortunately, again there was insufficient responses in favour of a residents parking scheme. A street news was issued following each consultation to update the residents with the consultation results.</p> <p>Other types of restrictions, such as prohibitions of parking, do not require a</p>

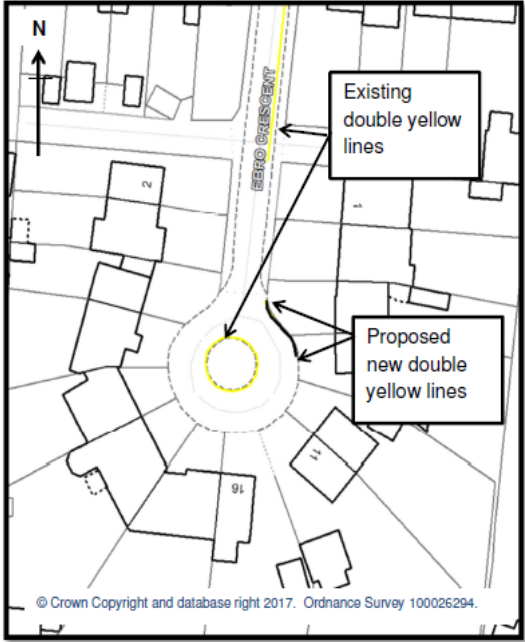
percentage of households to be in favour. Once a TRO proposal has been advertised objections will be considered and the way forward determined.

Residents with no available off street parking would be greatly affected by the proposals. However, 'overrides' would not be provided to these residents, as in effect this would be a residents' parking scheme. The alternative option would be to reduce the restriction so it is not applied to the whole road. However, any vehicle would be able to be parked where no restriction was proposed, not just residents.

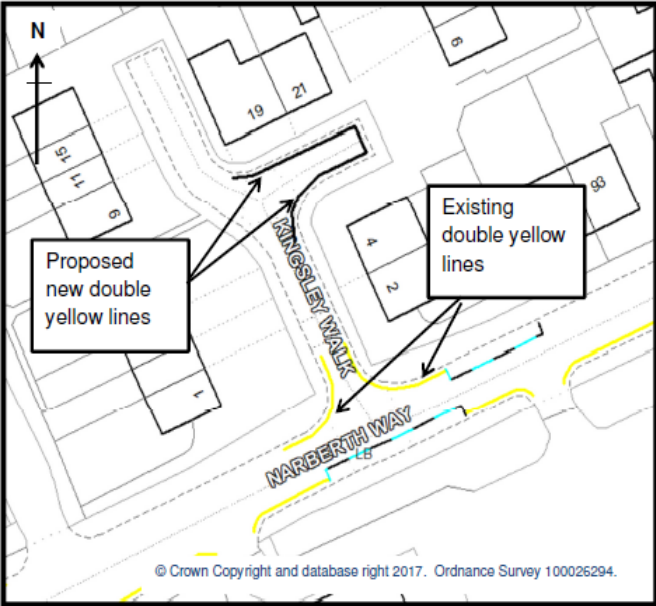
Recommendation – Do not install restrictions and continue to monitor. Previous residents' parking scheme proposals consulted upon did not have sufficient responses in favour and the response to this proposal also has the same number of people advising they object as are in favour.

Location (Ward)	Coral Close (Earlsdon)
Original Request	Resident raised concerns about obstructive parking, supported by Councillor
Proposal	<p>Extension to existing junction protection double yellow lines, extending further into Coral Close (approximately 33m)</p> 
	Due to the number of objections that have been received (8) many with similar reasons, the objections have been grouped together highlighting issues raised and the main reasons for objecting to the proposal

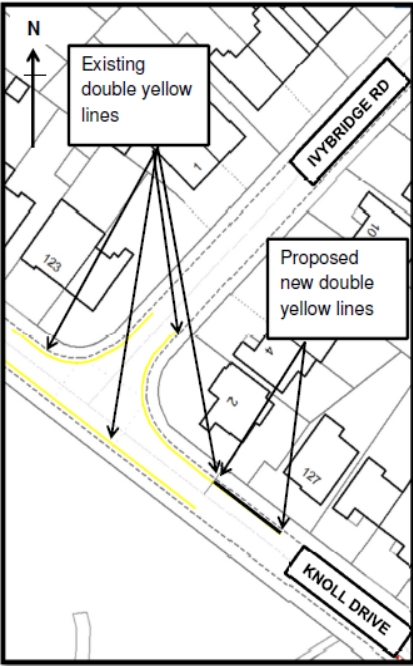
<p>Objections 31- 38</p>	<p>Parking has not been an issue in the Close, if it has it is negligible.</p> <p>Never had a problem entering or exiting the close. We wish to object to the extension of double yellow lines on both sides of the road, this is disproportionate to the number of occasions that there are any potential problems.</p> <p>I would suggest if the double yellow lines are extended as proposed people will just park further down the close.</p> <p>We do not see any reason to change arrangements from those currently in place</p> <p>The proposed restrictions will be an inconvenience to most Coral Close residents.</p> <p>3 objections suggest double yellow lines should only be put on one side of the road (so people would be able to park and emergency vehicles can still get down the close). 1 objection suggests a single yellow lines restriction one side of the road</p> <p>One objection advises - the proposal is, to our knowledge, that of one resident who has not consulted with other residents and does not represent the views of the majority of people living in the Close [they advise have consulted with other residents].</p> <p>Many residents have family and friends visiting at the weekend. If people prevented from parking at the end nearest to Broad Lane park further up the Close, then there would be no space for family and friends, including elderly visitors, to park. This is a serious potential consequence as Coral Close is some distance to any alternative street parking, given the existing yellow lines in Broad Lane. If Coral Close visitors have to overspill to other small streets, e.g. Hendre Close, this will just add needlessly to parking problems for residents there.</p>
<p>Response to objections</p>	<p>The double yellow lines were proposed in response to issues raised regarding parked cars causing obstruction.</p> <p>Whether parking is prohibited by a TRO or not, a driver should not park in a manner that is dangerous or causes an obstruction.</p> <p>However, the objections received are from the majority of residents on the close advising that they do not consider on street parking to be a problem</p> <p>Recommendation – Due to the number of objections received, it is proposed that the double yellow lines are not installed on Coral Close, but that a consultation is undertaken to determine if the majority of residents are in favour of either no additional restrictions, or double yellow lines one side of the road. If the residents are in favour on double yellow lines on one side of the road, the proposal can be advertised and formal objection invited.</p>

Location (Ward)	Ebro Crescent (Binley & Willenhall)
Original Request	Double yellow lines in turning head to reduce obstruction caused by parked cars
Proposal	<p>Installation of 10m length of double yellow lines at entry to turning head</p> 
Objection 39	<p>I am objecting as I feel applying such a change in the small area would be insufficient to reducing obstruction by parked cars.</p> <p>In fact, I would go as far as suggesting that the proposed changes should include applying double yellow lines as shown in the diagram below. [Diagram shows new double yellow lines extending from end of existing double yellow lines on eastern side of road continuing round to outside no. 2]. If double yellow lines are to be placed in the small section mentioned to avoid obstruction by parked cars, then this argument surely applies to the areas highlighted in the diagram below also.</p> <p>At present, there are only double yellow lines in the areas shown on the diagram. If I draw your attention to section A [refers to section of existing double yellow lines on eastern side of road]. When vehicles are parked on the other side of the road, this can cause obstruction to large vehicles, which causes the drivers to ascend the footpath in order to continue forward. Hence, I feel the suggested changes are insufficient, and incongruent to what is needed to make the road safe for vehicles entering and leaving the crescent.</p> <p>Furthermore by introducing the double yellow lines as proposed it will result in additional cars parking outside my house and blocking my drive. Whilst I acknowledge that cars able to park there now, this proposal will magnify the issue and make it much worse. Hence, I believe that double yellow lines should be proposed as I have suggested on the diagram below.</p> <p>I would be willing to withdraw my proposal if the kerb outside my drive, which is partly dropped, is extended as this will also mitigate against the double yellows, which are being proposed. I am willing to pay for the kerb drop to be extended.</p> <p>Until either of my proposals is considered, I formally object. I am more than willing to discuss and work with the council to come up with a solution, which allows the proposal as long as it does not impact me.</p>

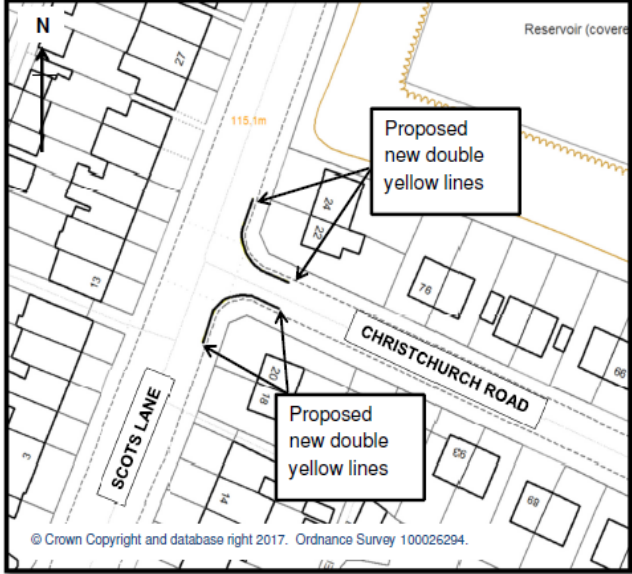
<p>Response to objection</p>	<p>The proposal is in response to issues raised in regard to vehicles parking in the location where the double yellow lines are proposed, preventing other vehicles accessing the turning area (which due to the central grassed area works similar to a roundabout).</p> <p>The additional double yellow lines should assist to resolve the original concern raised.</p> <p>Drivers should not park over vehicle dropped kerbs and both the Police and Council's Civil Enforcement Officers (CEOs) have the necessary powers to take action if a vehicle is parked across a vehicle crossover without the need for a TRO or any additional markings.</p> <p>Recommendation – Install restrictions as advertised and continue to monitor.</p>
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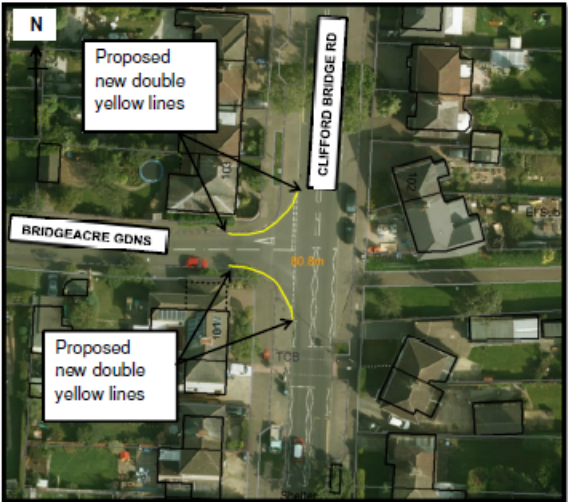
<p>Location (Ward)</p>	<p>Kingsley Walk (Henley)</p>
<p>Original Request</p>	<p>Residents request for double yellow lines to prevent parked vehicles causing obstruction, supported by Councillor</p>
<p>Proposal</p>	<p>Double yellow lines to reduce obstruction caused by parked vehicles.</p> 
<p>Objection 40 (5 signature letter)</p>	<p>We [residents] strongly object to double yellow lines. This was tried to be installed previously 5 – 6 years ago by [refers to particular people and situation] but denied. Once again only that person wants them. Everyone else does not have a problem. There is no obstruction at all.</p>
<p>Objection 41 (Also signed multi signature letter)</p>	<p>I don't understand why we have all of a sudden got an obstruction and visibility issues when I've lived here for [No.] years and had no problems..we've recently had 2 scaffolding trucks plus works vans in the street for a few weeks in Aug./sept..we all managed to get round the work vehicles perfectly fine.</p> <p>[Describes personal issues regarding parking of vehicles and driveway] Parked on street for many years..because no one has knocked my door complaining or asked us to move the car because they couldn't get through we didn't see we was causing an issue.. but we've never to my knowledge in [No.] years had any damages or scratches to any residents cars from there being a visabiliy issue..so I don't see what the issue is..it's not a big street and all residents keep their cars outside their</p>

	<p>own propertys ..I personally think circle housing should of spoke to all residents not just the ones complaining they haven't knocked my door and asked my view..the double yellow lines will effect alot of residence so everyones views matters..I've had over a few days a few neighbours approach me over their concerns with the double yellow lines and they live either side of my house so it just shows that it will effect others not just myself and my nextdoor neighbour..</p> <p>if your final decision is that we will have the double yellow lines then i am concerned if we get too many parking In other sections of the street causing problems for other residents but it will be something we will have to see if and when it happens..</p>
Objection 42	<p>Although I'm not directly affected by this proposal, I wish to support my neighbours who will be directly affected as a result. The road in question is neither busy nor is it narrow. Having been a resident of this cul-de-sac for the last [No.] years, I have not witnessed once, an obstruction on this road, if the obstruction was to imply a daily or regular instance whereby a vehicle was unable to pass through. [No.] years of this were on the opposite side at No X, which involved me having to frequent the said road. To simply put there are no significant difficulties which might be alleviated as a result of the double yellows.</p>
Response to objections	<p>The double yellow lines were proposed in response to issues raised regarding parked cars causing obstruction. However, the objections received are from the majority of residents whose access would be affected by parking in this area, advising that they do not consider on street parking to be a problem.</p> <p>Whether parking is prohibited by a TRO or not, a driver should not park in a manner that is dangerous or causes an obstruction.</p> <p>Recommendation – Do not install restrictions, but continue to monitor and should the Police advise of issues relating to dangerous or obstructive parking occurring in this location, new proposals be advertised.</p>

Location (Ward)	Knoll Drive (Earlsdon)
Original Request	Residents request for extension to double yellow due to concerns regarding safety due to parking outside the school, supported by Councillor.
Proposal	<p>Extension of double yellow lines on Knoll Drive east of the junction with Ivybridge Road</p>  <p>© Crown Copyright and database right 2017. Ordnance Survey 100026294.</p>
Objection 43	<p>Writing to object to the double yellow lines being proposed for the short distance on Knoll Drive. The yellow lines currently are such a distance around from the junction from Ivybridge Road to ensure that the view for drivers is not impeded. The next house down on knoll drive already has a white line telling all not to park across their drive. (the road, outside of the 10 mins school drop off and pick up is deathly quiet anyhow) the area which is proposed for yellow lines is down the side of a house and a little across the front of another house with the white lines already. I know no owner has the right to park outside their house anyhow so I'm at a loss how any of this deserves your time? The time and cost of implementing it? At a time that even our local library has closed! I know it is a separate issue but at school drop off time no one pays the slightest notice of the lines anyhow. A mockery of the valuable time you and your colleagues are putting in now. In the [No.] years I've lived here only once had anyone every enforced it.</p> <p>Not that it is my concern but leaving parents who do take their children to school by car. Leaving them no where to legally park entices them to simply park in dangerous places.</p> <p>There has been no accidents. And I'm at a loss as to where this idea has come from?</p>
Objection 44	<p>I object to the proposed new double yellow lines for the following reasons:</p> <ol style="list-style-type: none"> 1. The small distance of the proposed lines does not justify the council time and money to implement 2. I fail to understand the justification of the lines as the proposed site has not had any accidents, no need for drivers visibility to be improved or that the area needs to be kept clear for access. 3. If the justification for the lines is in relation to the school parking then the small extension of the double yellow WILL HAVE NO IMPACT upon the issue, (which I suspect is an issue outside every single school during drop off and pick up

	<p>times). I live in [No.] Ivybridge Road. The double yellow lines [at the junction] have no impact on preventing people from parking there. In the [No.] years I have lived here I have only witnessed enforcement of the restrictions once.</p> <p>Parking around schools needs root cause analysis rather than using council resources to paint small sections of double yellow lines.</p> <ol style="list-style-type: none"> 4. Knoll drive is a fairly quiet residential road. There is a small window when school-related parking is a frustration, this is between 8.25-8.45 and 3.10-3.30 during term time only. This is for the duration of 20 minutes in the morning and 20 minutes mid-afternoon. Totalling 40 minutes a day and only Monday to Friday term time. A very small amount of time in the big scheme of the day. 5. Painting of the double yellow lines in the proposed site will simply push parking further down the road and has the potential to cause a number of residents further frustration as there is a concentration of drives along that stretch of Knoll Drive. That is if people decide to adhere to the waiting restriction. 6. The proposed site, for the most part, not a resident's drive and therefore there is no need for access which could be used for justifying the proposed waiting restrictions. It is worth noting that the resident of No 127 Knoll Drive does already have a white line painted across the drive. <p>I am at a loss to understand why people should be prevented from using such a small stretch of road to park their vehicles.</p>
<p>Response to objections</p>	<p>The extension to the double yellow lines was in response to safety concerns raised by residents and supported by a Councillor. The concern raised was in regard to parking occurring on both sides of the road where the double yellow lines currently end. The introduction of the short length of double yellow lines will prevent parking both sides of the road. There is a School Keep Clear marking on the opposite side of the road commencing where the new proposed double yellow lines stop.</p> <p>The issue of enforcement of the existing double yellow lines has been referred to Parking Services</p> <p>Recommendation – Install restrictions as advertised.</p>

Location (Ward)	Scots Lane/ Christchurch Road (Sherbourne)
Original Request	Double yellow lines for junction protection (Councillor)
Proposal	<p>Double yellow lines for junction protection.</p> 
Objection 45	<p>While not objecting to the safety aspects of the proposal, I foresee that, just as the 20mph speed limit which this area is subject to, due to not being patrolled/enforced, this will be another great waste of my council tax, which would be better spent on things of benefit to all Coventry council tax payers, libraries, for instance!</p>
Response to objection	<p>The proposal is in response to safety concerns about parking at the junction.</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>Recommendation – Install restrictions as advertised</p>

Location (Ward)	Clifford Bridge Road/ Bridgeacre Gardens (northern junction) (Wyken)
Original Request	Double yellow lines for junction protection requested by residents due to safety concerns.
Proposal	<p>Double yellow lines for junction protection.</p>  <p>© Crown Copyright and database right 2017. Ordnance Survey 100026294.</p>
Support 8	<p>I am delighted to hear that something is finally to be done about the parking and resultant visibility problem at this junction.</p> <p>However, it will not resolve the whole issue with this junction. At peak times, especially during the 'school run', there is an additional problem/danger for vehicles trying to enter Bridgeacre Gardens as others are trying to exit it. Vehicles park on both sides of Bridgeacre Gardens as close Clifford Bridge Road as possible and the proposed double yellow lines will mean that they can legally park right up to where the new lines will start.</p> <p>When vehicles are queueing to exit Clifford Bridge Road they are positioned in the centre of the road between the rows of parked vehicles. It is therefore impossible for any vehicle, especially delivery vans and trucks to enter Bridgeacre Gardens at these times. The result is that the rear of their vehicle projects into Clifford Bridge Road and traffic swerves into the opposite lane to avoid the obstacle.</p> <p>Might I suggest that the double yellow lines are extended into Bridgeacre Gardens for around 15/20m and thus provide unrestricted exit from AND access too Bridgeacre Gardens. Traffic that is leaving can stay in the left hand lane and vehicles entering will have clear access as they leave Clifford Bridge Road. I hope this makes sense and believe that it will resolve both issues in one step.</p>
Response	<p>The proposal is in response to safety concerns about parking at the junction and 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>Recommendation – Install restrictions as advertised and monitor, if following implementation it is considered that the double yellow lines need to be extended further in to Bridgeacre Gardens, the required legal procedure will be undertaken.</p>