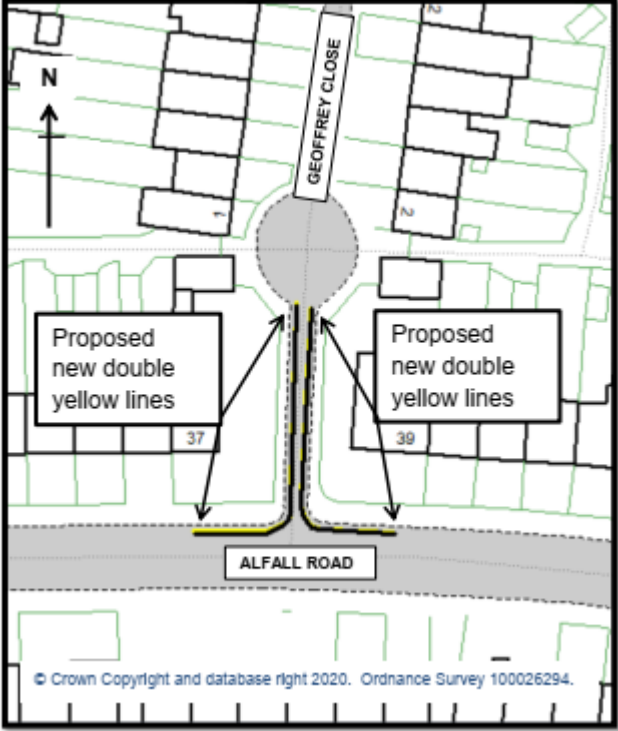


Appendix A – Summary of proposed restrictions, objections, letters of support and responses

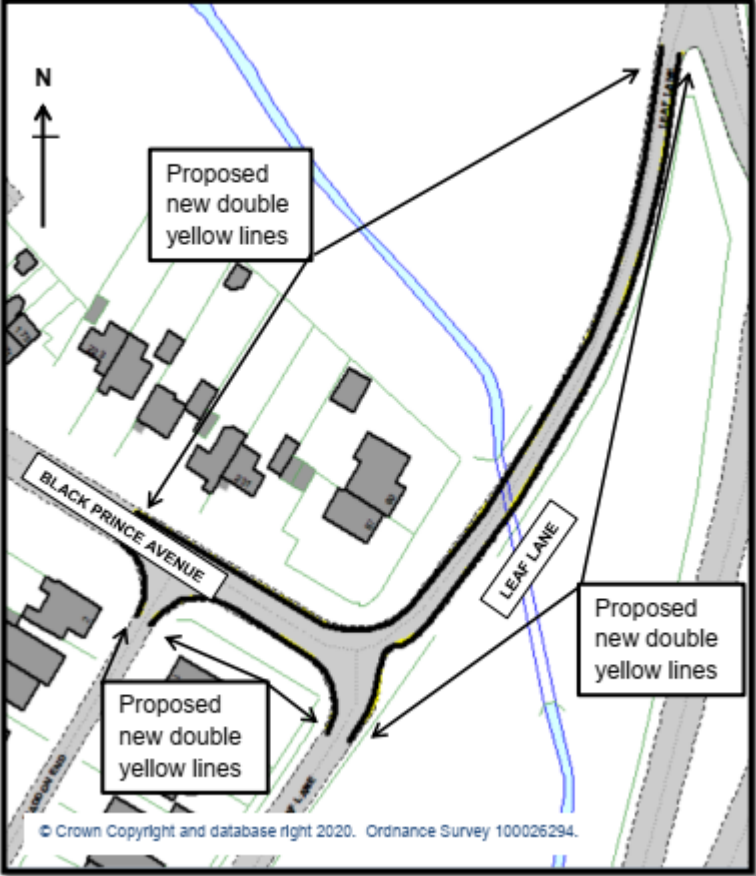
<p>Location (Ward)</p>	<p>Alfall Rd/Geoffrey Close (Upper Stoke)</p>
<p>Original Request</p>	<p>Safety concerns raised by resident about parking at the junction and visibility.</p>
<p>Proposal</p>	<p>Double yellow lines for junction protection, extending into Geoffrey Close due to narrow road width.</p> 
<p>Objection 1 & 2</p>	<p>The issues raised are similar and have been summarised below so as not to identify the objectors</p> <p>Loss of parking which will affect value of property. Where is it suggested that people who currently use these spaces should park? Neither refuse lorries or emergency vehicles have a problem gaining access into the close, so why do the restrictions extend so far in to the close. In the event of this going forward, will be seeking compensation for inconvenience and devaluation of property/the value of my property will decrease and this is a major concern. This will become a barrier when I wish to sell my house in the future. Surely, such proposals should have discussed with us beforehand. Questioning the reasoning behind restricting parking, as none previously. Consider all being affected greatly because of the lack of confidence of one driver in Geoffrey Close who decided it was necessary.</p>
<p>Response to objection</p>	<p>The double yellow lines are proposed in accordance with the advice from the Highway Code regarding parking at a junction. The Highway Code (243) states 'Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'. This is to provide visibility at a junction. In addition to the junction protection the proposed double yellow lines extend further into Geoffrey Close due to the narrow width of the road. If a vehicle parks at this location it either prevents access to the close or parks on the footway obstructing pedestrians – as demonstrated in photo below</p>



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

Residents are consulted as part of the TRO process, including writing to directly affected residents. For junction protection schemes consultation is not undertaken in advance of the commencement of this process.

Recommendation – Install restrictions as advertised.

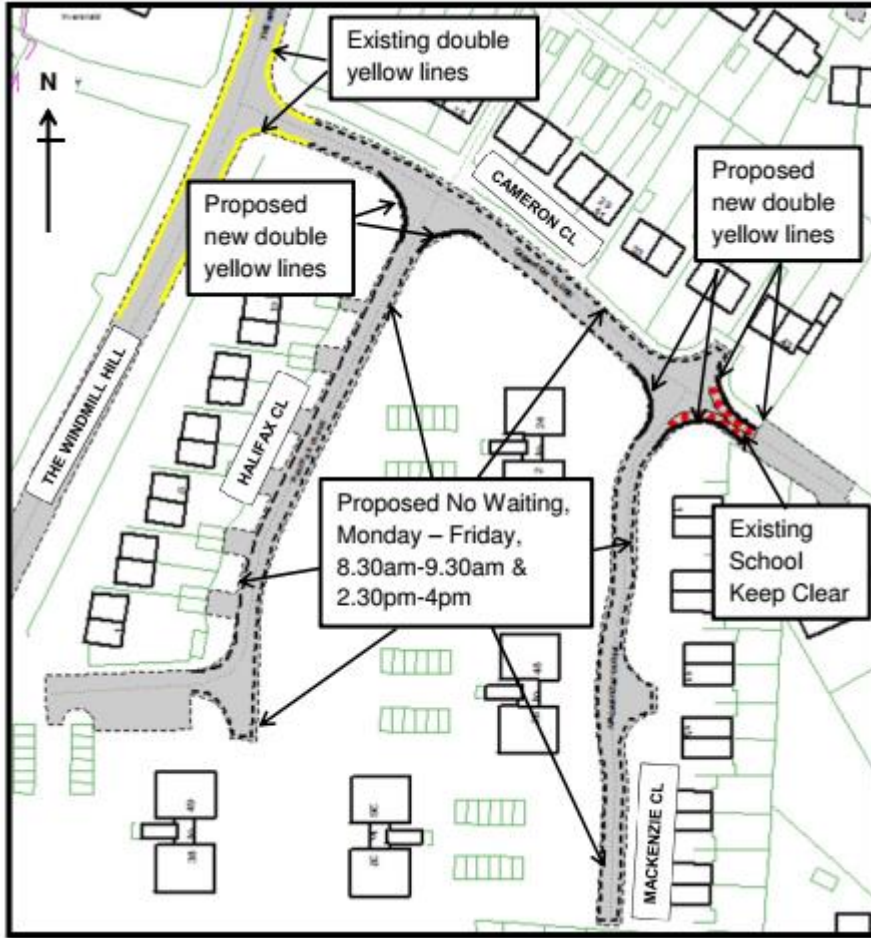
Location (Ward)	Black Prince Ave, Leaf Lane, Haddon End (Cheylesmore)
Original Request	Petition received (16 signatures) supported by Councillor Bailey, requesting the installation of double yellow lines from the junction of Black Prince Avenue/Leaf Lane up to Haddon End due to concerns about parked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

<p>Response to objection</p>	<p>The proposal is in direct response to the issues raised in a petition by local residents. Residents observe the situation on the road where they live daily and as several residents have signed the petition, advising of concerns, the proposals are to try to address the issues raised.</p> <p>The proposals protect the junctions of Black Prince Avenue with both Haddon End and Leaf Lane. The extents have then been extended to cover both sides of Black Prince Avenue; an issue raised in the petition.</p> <p>The original proposal did not request double yellow lines on Leaf Lane (other than at the junction), the proposal was extended as the introduction of waiting restrictions can result in the transference of parking problems and therefore measures were taken to prevent parking on this section of Leaf Lane. However, it is proposed to remove the section of Leaf Lane from its junction with Black Prince Avenue to its junction with the A444 as this section of road has different rules relating to enforcement, therefore this section of Leaf Lane will be monitored and if parking problems occur new proposals will be advertised.</p> <p>Recommendation – Install a reduced extent of double yellow lines, removing the section of double yellows proposed on Leaf Lane from its junction with Black Prince Avenue to its junction with the A444.</p>
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Location (Ward)	Cameron Close Area - Controlled Parking Zone (Bablake)
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Original Request	Residents, supported by a Councillor, raised concerns about school gate parking issues. Following site visits, including meeting some residents, a consultation was undertaken on 3 options: 1) Controlled Parking Zone - No waiting, Monday to Friday, 8.30am-9.30am & 2.30pm- 4pm. 2) Double yellow lines (No Waiting at Any Time) at the junctions and also on sections of Mackenzie Close. 3) Do nothing/no changes. 62 responses were received; the majority (65%) supported option 1, the Controlled Parking Zone.
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Proposal	Controlled parking zone (CPZ) to include Cameron Close, Halifax Close and Mackenzie Close. No Waiting, Monday-Friday, 8.30am-9.30am & 2.30pm-4pm and double yellow lines for junction protection
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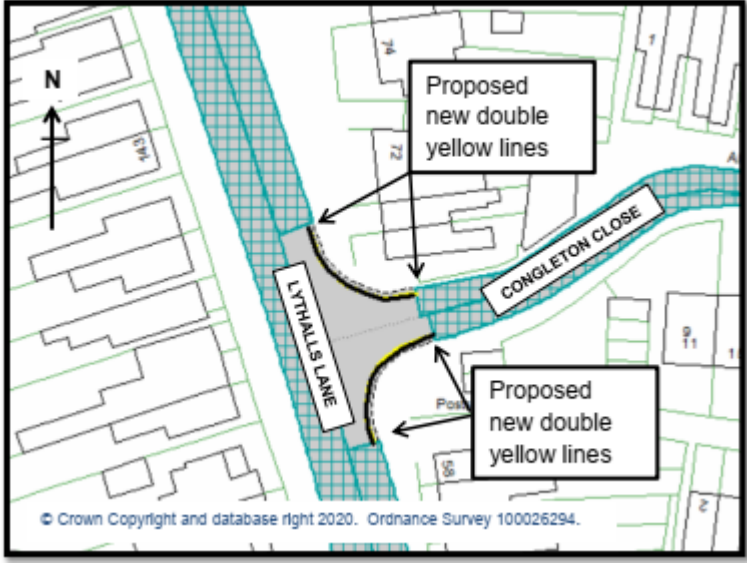


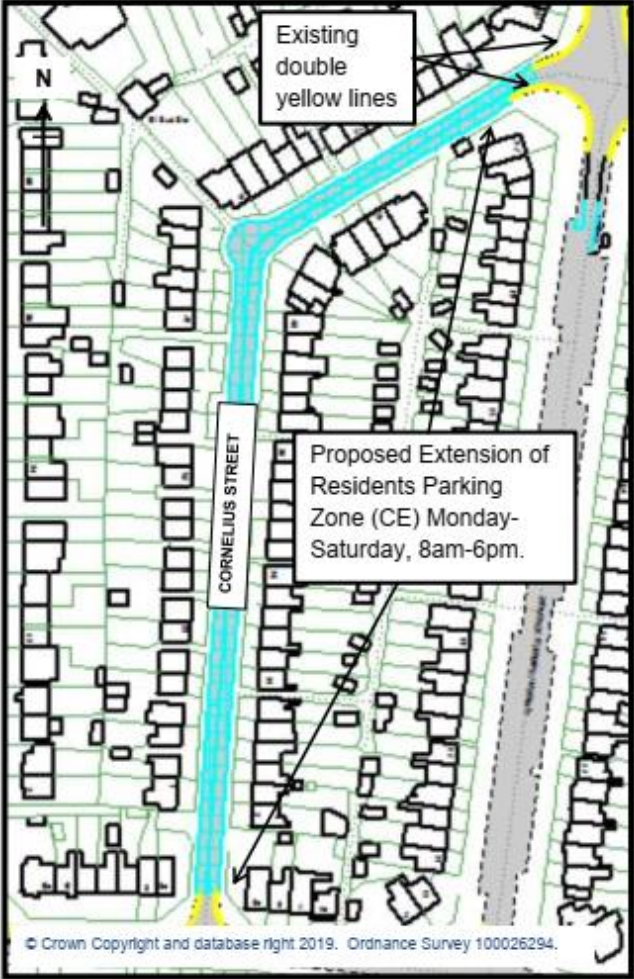
Objections	Due to the number of objections that have been received (26) with similar reasons, the objections have been grouped together highlighting the main reasons for objecting to the proposal
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Objections 4 - 29	The following are the issues raised in the objections. The number relates to the number of objections which have raised the same or a similar issue.	
	Why do residents (and their visitors) have to be affected. This will make it more difficult for residents. They will have to move their cars if parked on the road.	14
	If this does go ahead could we have parking permits (1 response requested free permits, 1 requested a reduced price or free for pensioners)	6
	The alternative parking place will be on The Windmill Hill/Browns Lane which is a very busy road. Concerns raised included child safety, crossing the road, obstruction created by parked cars	15
	Parents dropping off children will move to the areas adjacent to the proposed restrictions	8
	Need to consider other parking arrangements for parents to use to drop off children to Allesley School [areas suggested are not adopted highway]	4

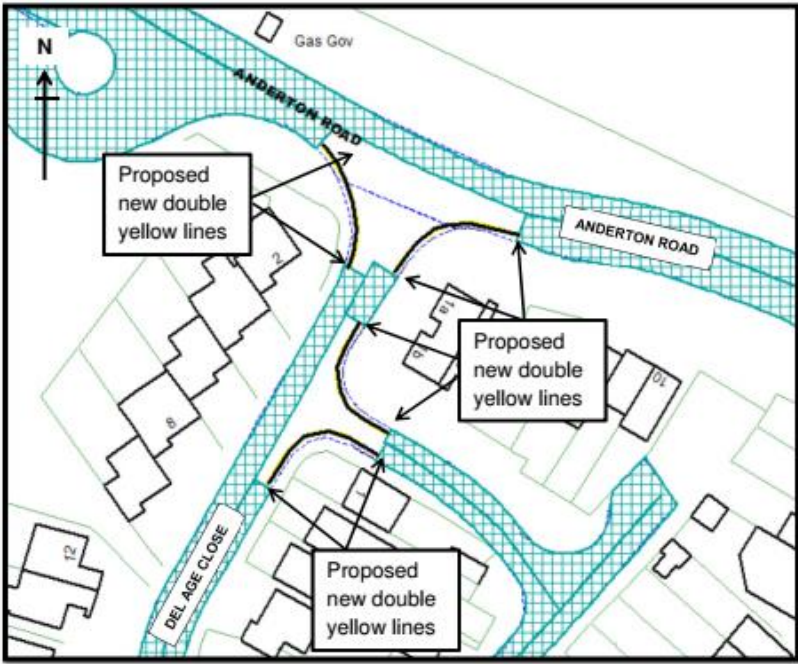
	The problem is due to increased intake of pupils at the school, with no regard to traffic implications	2
	The times are wrong – the restrictions should not operate in the school holidays	2
	The congestion only occurs twice a day for at a maximum of 2hrs. and only during term time	2
	There are already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

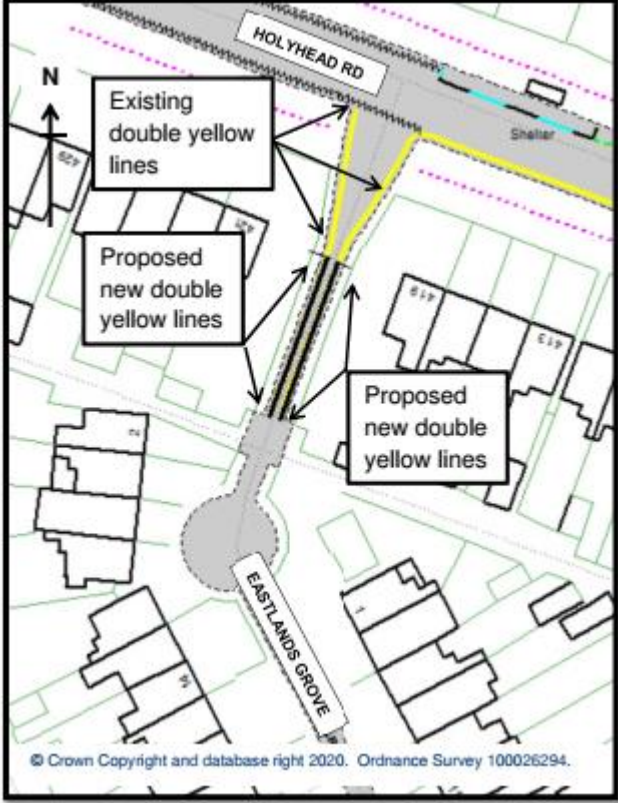
Appendix A – Summary of proposed restrictions, objections, letters of support and responses

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

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

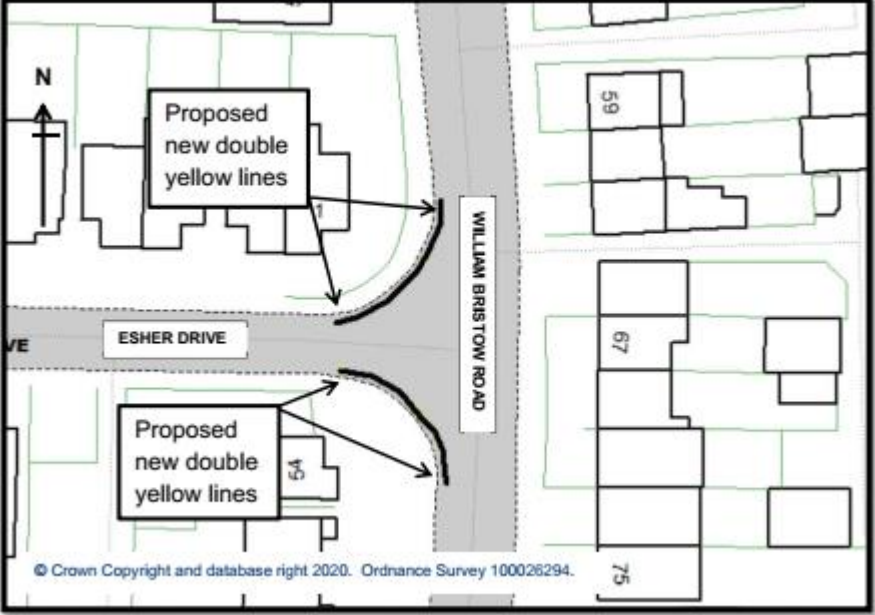
<p>Objection 32</p>	<p>My objections are based on the following:-</p> <p>Whilst from time to time cars can parked inconsiderately, the scale of the problem is exaggerated. [photos provided]</p> <p>This scheme attacks the symptoms and does not address the root cause. Speaking to "parkers and walkers",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

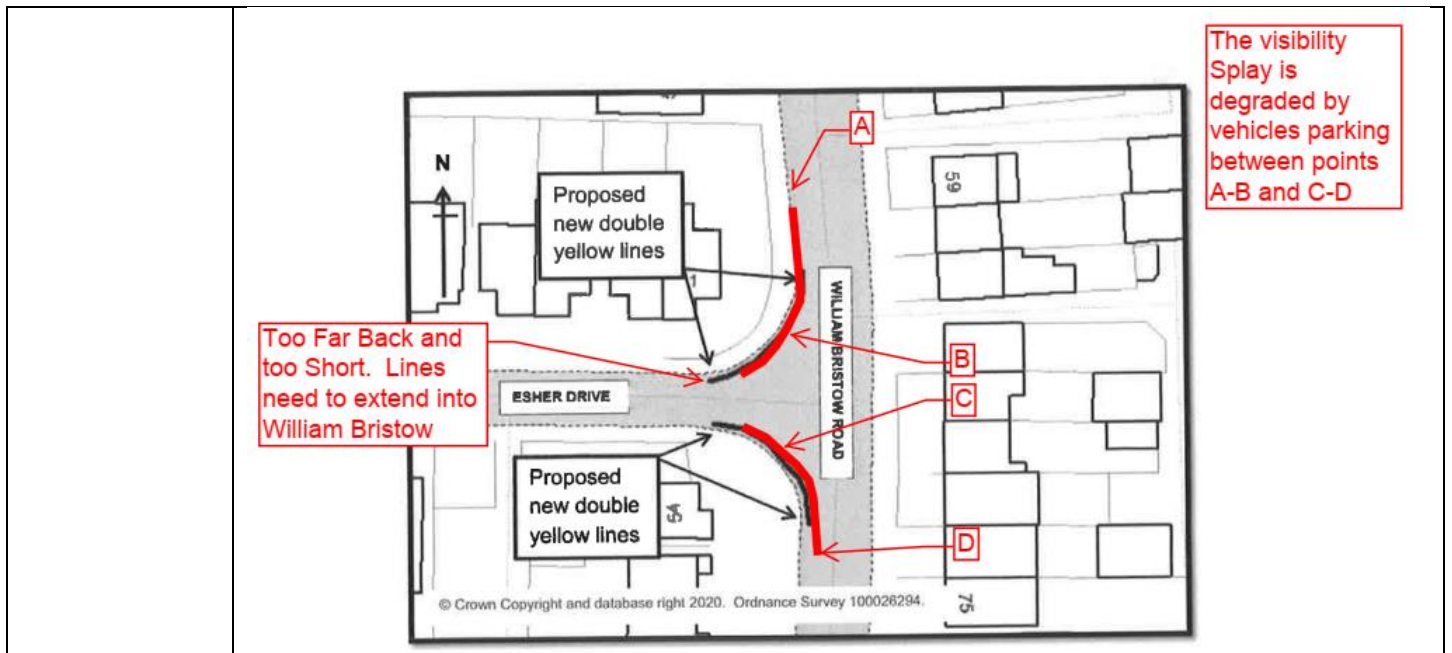
Location (Ward)	Delage Close /Anderton Rd (Longford)
Original Request	Concerns raised by residents regarding parking on the junction.
Proposal	<p>Proposed double yellow lines (no waiting at any time) for junction protection (2 junctions)</p>  <p>© Crown Copyright and database right 2020. Ordnance Survey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

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

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

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

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




Response to objections


The proposal was made in response to concerns relating to parking at the junction and the effect on access. The length of double yellow lines proposed is in accordance with the advice from the Highway Code regarding parking at a junction. The Highway Code (243) states 'Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'. This is to provide visibility at a junction. In addition, it also assists with vehicles positioning to turn into the junction.

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

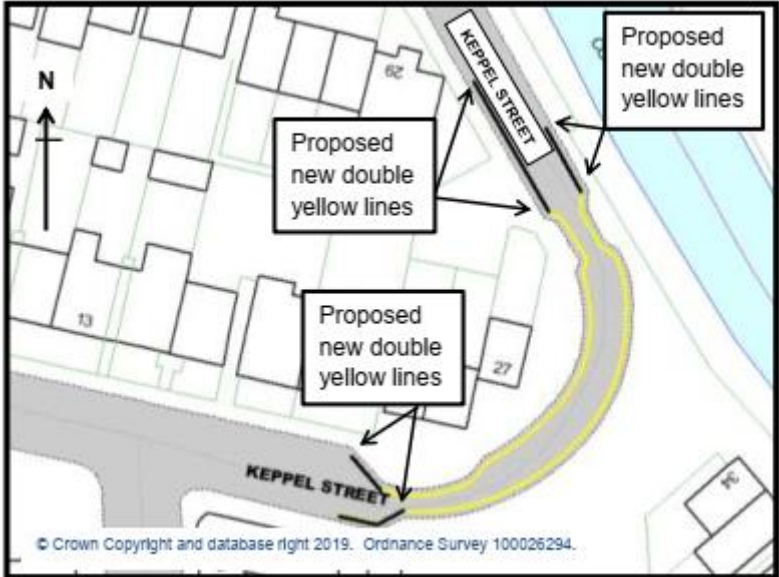
In response to the request to extend the double yellow lines on William Bristow Road, it is not possible to do so as part of these proposals. However, an extension of the double yellow lines will be advertised as part of the next waiting restriction review.


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

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

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

	<p>What were the concerns raised by the residents? Did they mention any wider concerns such as a dangerous alleyway that is consistently littered? Lack of engineering on the road such as speed bumps - encouraging a rat run style road rather than residential street The alleyway also has a dangerous border wall leaning out on it?</p> <p>Has there been a review of other proposals in detail? Such as the cost of resident permits vs the cost of double yellow lines, with an option to buy guest permits?</p> <p>Please can you advise what analysis you have on the impact of the Council placing double yellow lines in front of a property and what compensation there would be if it were to be understood there were a detrimental value to the property because of it.</p>
<p>Support 7</p>	<p>I am a resident [] I whole heartedly welcome [the double yellow lines] as people park on the junctions which make it impossible to see the adjoining roads when driving.</p> <p>I wondered if the same will be done at the other end of Beaconsfield Road where it meets Copperfield Road as this is noticeably worse and dangerous as its a tight bend which is only really suitable for a one way traffic system.</p>
<p>Response to objection</p>	<p>The introduction of double yellow lines for junction protection were proposed in accordance with the advice from the Highway Code in regards to parking at a junction. The Highway Code (243) states 'Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'. This assists to improve visibility.</p> <p>Residents' parking was not a consideration; the issue raised was one of road safety at the junction. If a residents' parking scheme was proposed in this area, double yellow lines would still be proposed at the junction. The installation of a residents' parking scheme may improve the availability of parking spaces at other locations if non-residents are prevented from parking in the area, thereby reducing the parking taking place on the junction. However, there are several criteria which are required to be met before a residents' parking scheme is progressed, which includes that 60% of households have to be in favour of a scheme. The issue raised was not one of a lack of parking, but of danger relating to parking on a junction, therefore the solution proposed addressed the issue raised.</p> <p>Parking on the junction has been observed. It is an area where drivers should not park. Reviews of other options have not been taken, as double yellow lines will address the safety concerns raised. The assumed impact of the double yellow lines is an improvement to visibility at the junction which improves road safety.</p> <p>Notices were placed on street, but not on the telegraph pole as this belongs to a third party and not the Council.</p> <p>It is not a duty of the City Council to provide on street parking and the installation of waiting restrictions on the public highway is not an event for which compensation is payable.</p> <p>Recommendation – Install restrictions as advertised.</p>

Location (Ward)	Keppel Street (St Michaels)
Original Request	Resident supported by Councillor advised of issues with resident parking causing obstruction which affected access for refuse collection and requested an extension to the existing double yellow lines.
Proposal	<p>Extension of existing double yellow lines to prevent cars parking up to/adjacent to area where road narrows.</p> 
Objection 39	I don't understand how we are going to get rid of main problems we face for our rubbish collection in the street. Most of the times when rubbish collection trucks can't turn into Keppel from junction of wright/Keppel streets due to cars parked on both corners In your proposal you didn't include these two corners I am afraid excluding them corners from proposals will not help to solve the problems. And also residents in our area facing huge parking problems There are more cars than the available parking space in area I believe city council officers and councillors aware of this serious issue but there is not much has been done on this issue Please kindly help us to address this issue and plan for free parking areas for residents
Comment 3	Request double yellow lines are extended further to address issues with driveway. Also advises current restrictions are not enforced.
Response	<p>The proposed double yellow lines were in direct response to an issue relating to obstructive parking in a particular location.</p> <p>The comments regarding enforcement of the existing restrictions were passed to the Parking Service Team when they were received.</p> <p>The Police have the necessary powers to undertake enforcement action, if a vehicle is parked in a dangerous or obstructive manner, without the need for waiting restrictions. However, if approved, double yellow lines for junction protection will be proposed at the junction of Keppel Street/Cambridge Street and Keppel Street/Wright Street as part of the next waiting restriction review.</p> <p>The objector advises that there are already 'more cars than available parking space' and there is the potential with the introduction of any new waiting restrictions that there may be transference of parking into other areas where no restrictions are present. The Traffic Management Team deal with issues relating to the adopted highway and are not able to create free parking areas on land which is not adopted.</p> <p>Recommendation – Install restrictions as advertised and include a proposal for double yellow lines for junction protection at Keppel Street/Cambridge Street and Keppel Street/Wright Street as part of the next waiting restriction review.</p>

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

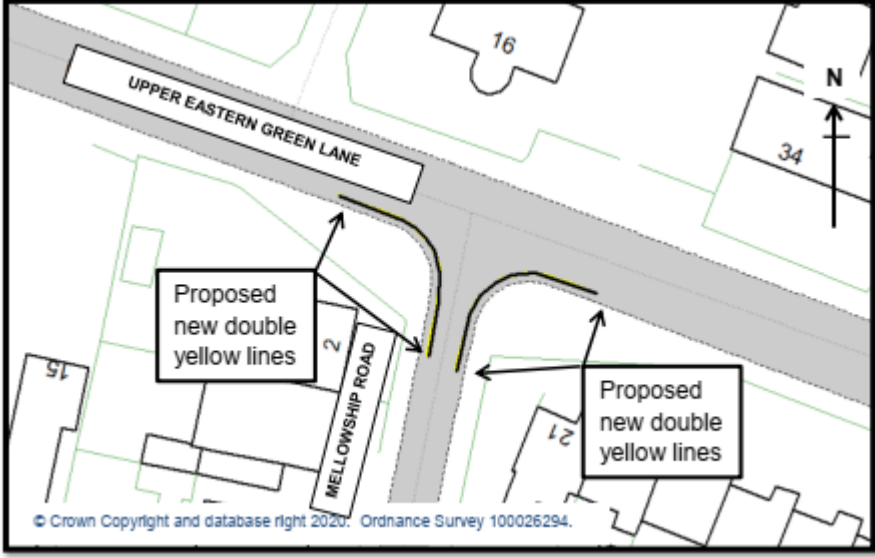
There is the potential with the introduction/changes to waiting restrictions that there can be a transference of parking to other areas,

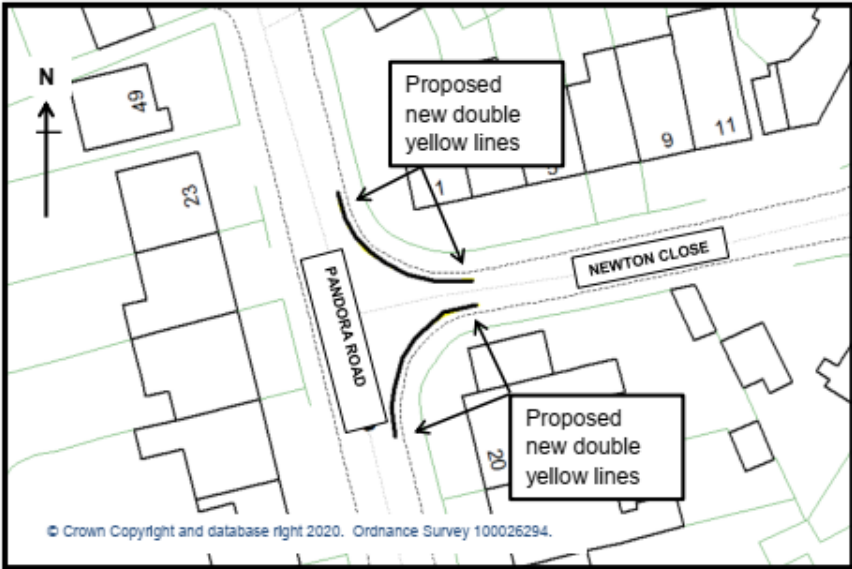
If a vehicle crossover (dropped kerb) to a driveway is parked over, it is an obstruction and both the police and City Council's Civil Enforcement Officers have the necessary powers to take action without the need for waiting restrictions. Blue Badge holders also have the option to apply for an access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

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

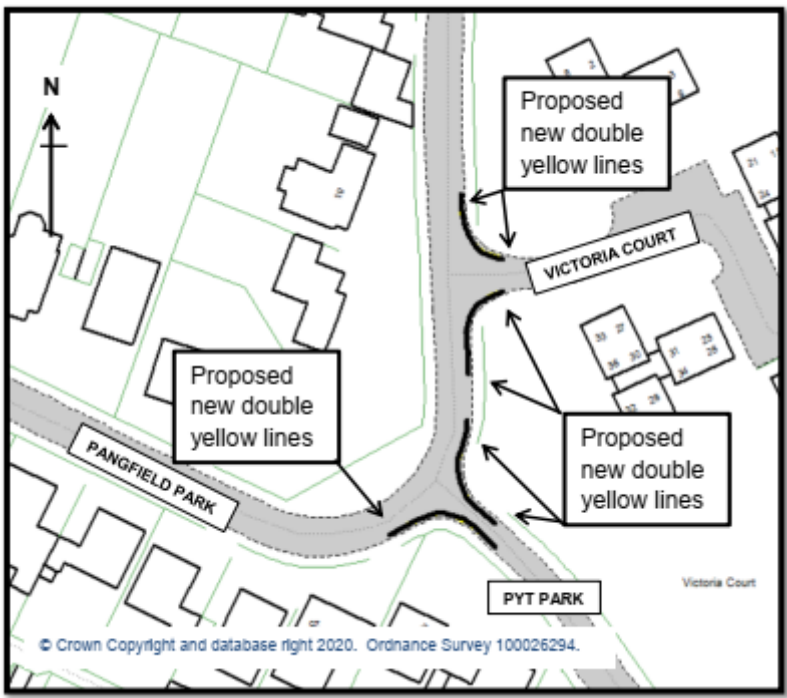
Recommendation – Install restrictions as advertised, monitor and consult with residents about a possible extension to the waiting restrictions.

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

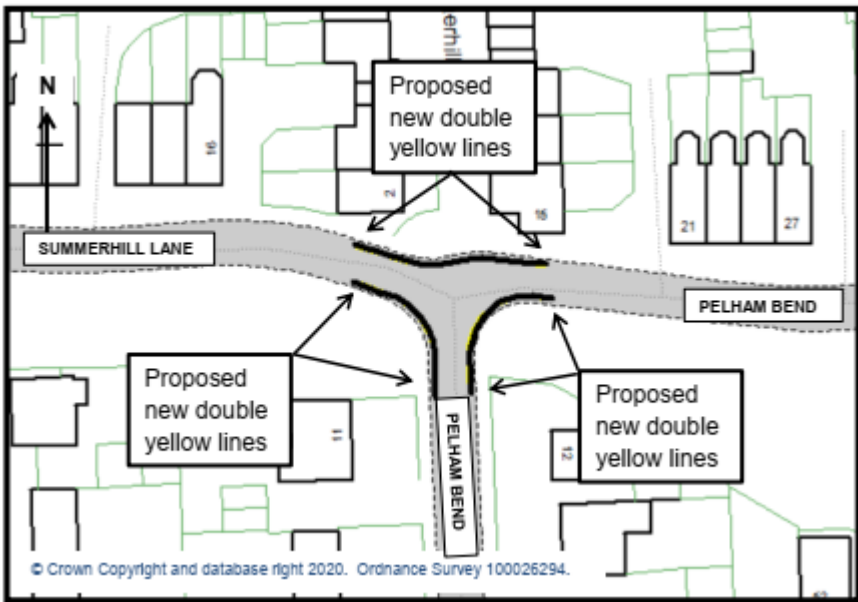
<p>Location (Ward)</p>	<p>Mellowship Rd / Upper Eastern Green Lane (Woodlands)</p>
<p>Original Request</p>	<p>Residents, supported by a Councillor, raised concerns about parking at the junction causing obstruction</p>
<p>Proposal</p>	<p>Proposed double yellow lines (no waiting at any time) for junction protection.</p> 
<p>Objection 43</p>	<p>I cannot see why CCC would want to waste money in putting double yellow lines around the proposed area when no one ever parks there anyway or very rarely. There are bollards around one side outside no 2 mellowship road anyway so no one can park there. If we are talking about safety issues then it would make more sense to put the double yellow lines around the entrances of no 10 Upper Eastern Green Lane and no 16 also affects no's 12/14 /18/20/22. As when vehicles park right on the corners as per picture [photo provided] then it makes a hazard for the residents trying to get in and out as the cars have to actually be on the road before they can see if it's clear to turn right or left very dangerous.</p>
<p>Response</p>	<p>The proposal was made in response to concerns relating to parking at the junction and the effect on access. The length of double yellow lines proposed is in accordance with the advice from the Highway Code regarding parking at a junction. The Highway Code (243) states 'Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'.</p> <p>The issue raised advised of drivers parking on the road, not the footway</p> <p>Double yellow lines are very rarely used to protect an individual access.</p> <p>Recommendation - install the restrictions as advertised</p>

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

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

Location (Ward)	Pangfield Park/ Pyt Park & Pangfield Park/ Victoria Court (Whoberley)
Original Request	Safety concerns raised by residents due to parking on the junctions
Proposal	<p>Proposed double yellow lines (no waiting at any time) for junction protection, both junctions.</p>  <p>© Crown Copyright and database right 2020. Ordnance Survey 100026294.</p>

<p>Objection 46</p>	<p>Whilst I am in agreement with the proposals that will result in higher visibility and a safer environment to both the recently installed dropped kerb crossing points, I feel the measures do not go far enough.</p> <p>These measures will simply compound a problem that already exists in Pyt Park. [photos attached of parking]. You will also note that the inconsiderate parking is likely to hamper access for the emergency services together with your own refuse collection service.</p> <p>The fact is that Pyt Park at its junction with Pangfield Park is a single roadway circa 3.6 metres wide. [Personal details of parking issues encountered by objector and others]. As mentioned your proposals will simply make our occasional problem a permanent one.</p> <p>Logically, if the "yellow lines" were to be extended on both sides to the point where Pyt Park widens (at the boundary of No.4 & No.6 Pyt Park) this issue could be avoided.</p> <p>Further email and phot sent showing problem when large vehicle parked in this area</p>
<p>Support 10</p>	<p>I am pleased to read about the above improvements.</p> <p>My concerns are that people will simply park on the other side of the road, impeding the view of residents leaving their houses [due to] vehicles opposite.</p> <p>[Also advises of concern, especially for wheelchair users], that drivers will park their cars at the top of Pangfield Park at its junction with Allesley Hall Drive where tactile paving & dropped kerbs have only recently been installed.</p> <p>Sadly this is a daily occurrence and for wheelchair users it affects their ability to see clearly and be seen by other road users when trying to cross the road.</p>
<p>Response to objection</p>	<p>The restrictions were proposed in response to road safety concerns due to vehicles parking at the junction. Therefore, the length of double yellow lines proposed is in accordance with the advice from the Highway Code regarding parking at a junction. The Highway Code (243) states 'Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'.</p> <p>When new restrictions are proposed there is the potential that the parking may transfer to other areas. The objector and supporter have made requests for additional double yellow lines to address this potential issue. It is not possible to do this as part of these proposals, as the legal process, including objection period, has to be followed. However, it is proposed that an extension of the double yellow lines along Pyt Park up to the boundary of nos. 4 and 6 Pyt Park and double yellow lines for junction protection at the Allesley Hall Drive/ Pangfield Park will be advertised as part of the next waiting restriction review.</p> <p>Recommendation – Install the restriction as advertised. As part of the next waiting restriction review, propose an extension to the double yellow lines on both sides of Pyt Park (up to the boundary of nos. 4 and 6 Pyt Park) and double yellow lines for junction protection at the Allesley Hall Drive/ Pangfield Park junction.</p>

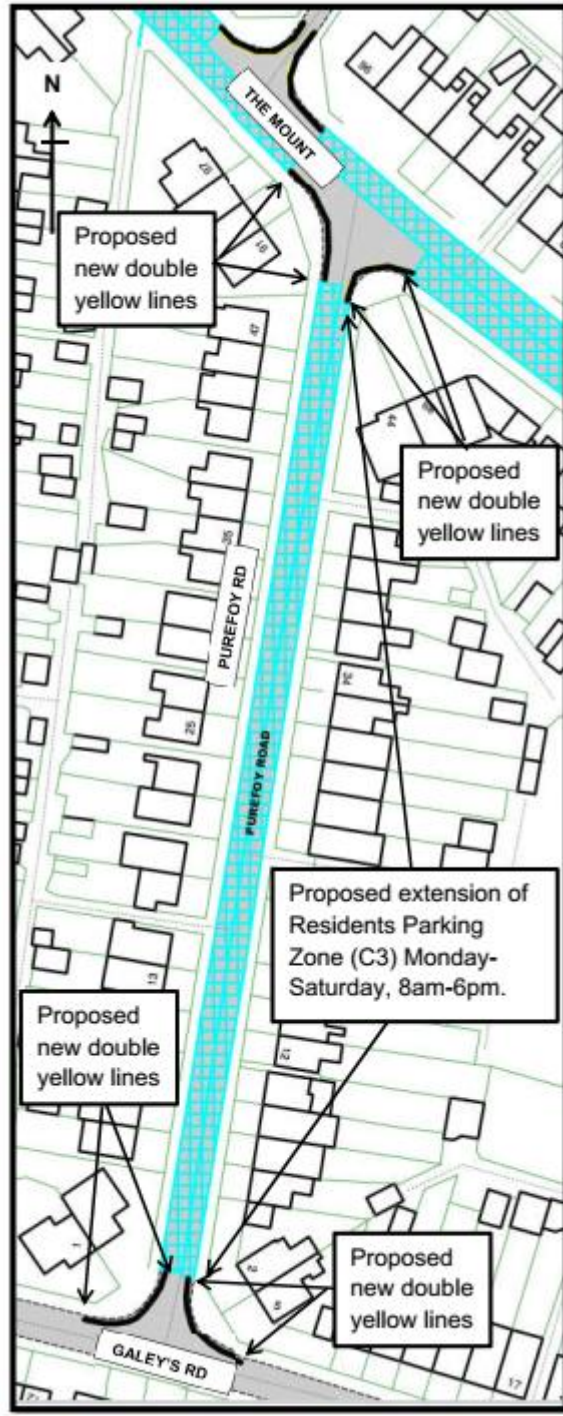
Location (Ward)	Pelham Bend /Summerhill Lane (Woodlands)
Original Request	Resident advised of concerns about parked cars blocking visibility.
Proposal	<p>Double yellow lines (no waiting at any time) proposed for junction and bend protection</p> 
Objection 47	<p>[personal details] and assume that the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

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

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

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




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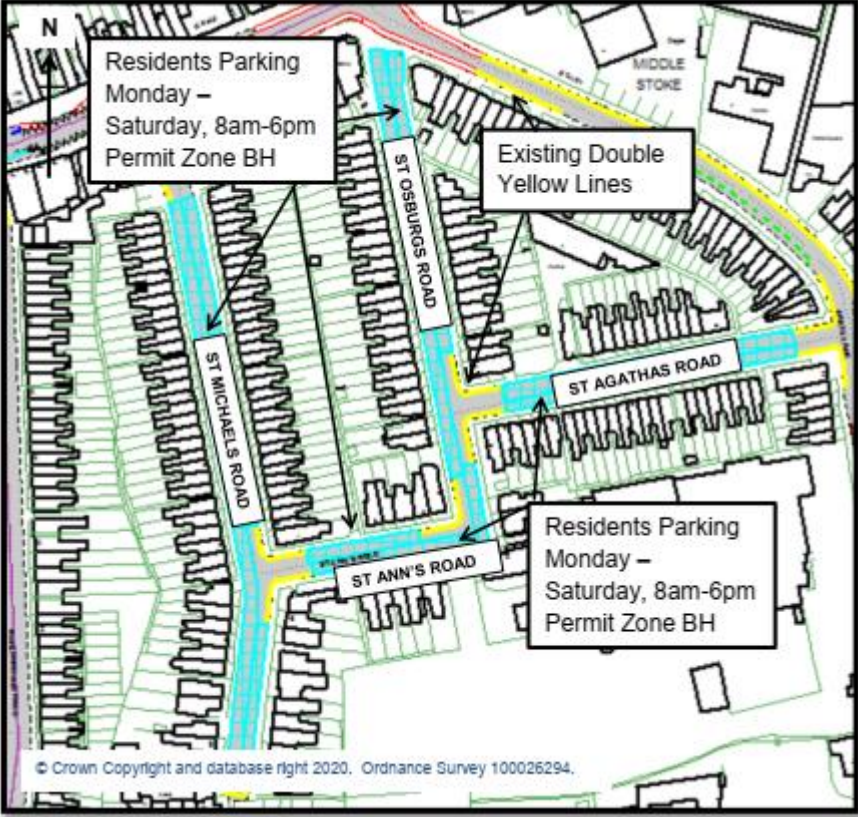
Objection 49 I write to strongly object to the Residents :Parking Scheme in Purefoy Road [personal details], and the adjoining street, The Mount, as there is no high volumes of cars parked for a few hours or all day by city centre shoppers and workers: Monday-Saturday, because:
- it takes approx. 25/30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

	<p>People do not need to park in Purefoy Road to visit the shops on Daventry Road, for the following reasons:-</p> <ul style="list-style-type: none"> - loads of parking there; 3 rows of parking bays/spaces in front of the shops and parking along Daventry Road - easy to find a parking space, because there are more shops that you rarely if ever visit: Estate Agents, Flooring & Bed Shop, Funeral Directors, Opticians, Phone Shop, Vaping Shop, Travel Agents, now only 2 banks there - some shops have been empty for sometime and more shops will never re-open after the Coronavirus. <p>There is always available parking in Purefoy Road, Monday-Friday. However, at weekends there is a lot more parked vehicles by Residents, their family and friends visiting their homes.</p> <p>I also object to the Residents Parking Scheme because [personal details]. Having a Residents Parking Scheme would be very difficult and problematic when having a number of tradesmen coming to the house at different times of the day. [Details experience of a residents parking scheme] with a Residents Parking Scheme the whole process is very disruptive and stressful.</p> <p>[personal details] I visit Purefoy Road once a week, sometimes more, on different days and times. and are very familiar with the street scene.</p> <p>I notice in Galeys Road, that people park on or very close to 2 of the junctions, creating limited driving visibility. The Residents of Galeys Road and visitors park very close to the junction with Queen Isobels Avenue/Galeys Road and park their vehicles on the corners of Purefoy Road/Galeys Road , which is illegal! Double yellow lines should be at these 2 junctions.</p> <p>I do not understand why Purefoy Road and The Mount, Cheylesmore, requires a Residents Parking Scheme.</p>
<p>Response to objection</p>	<p>Residents’ parking schemes are introduced in response to issues raised by residents, or due to a proposed change/ development which may have an effect of increasing on-street parking by non-residents. The support of at least 60% of the households in the potential scheme area is required if a scheme is to be progressed. The petition for a residents’ parking scheme on Purefoy Road demonstrated sufficient support and parking surveys showed that the level of on street parking/availability of spaces met the residents’ parking scheme criteria. The legal procedure to introduce a TRO for a residents’ parking scheme was therefore commenced. The scheme has been proposed in accordance with Coventry City Council policy. The advertisement of the TRO is not a guarantee that a scheme will be implemented as it is subject to the consideration of any objections received.</p> <p>Double yellow lines for junction protection are proposed at the Galeys Road/Purefoy Road junction as part of these proposals</p> <p>The introduction of double yellow lines at the junction of Queen Isabel's Avenue/Galeys Road will be proposed as part of the next waiting restriction review.</p> <p>Recommendation – Install the restriction as advertised. As part of the next waiting restriction review, propose double yellow lines for junction protection at Queen Isabel’s Avenue/Galeys Road (north eastern side, as TRO already in operation on other corner)</p>

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

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

	<p>will this be monitored the same to parking on the Double Yellows at Drop off and pick up time.</p> <p>Cars even park on the Zig Zag Lines of the Zebra Crossing on Rotherham Road at the shops to drop off and pick up children</p>
<p>Response to objection</p>	<p>The proposal was made in response to concerns relating to parking at the junction. The length of double yellow lines proposed is in accordance with the advice from the Highway Code regarding parking at a junction. The Highway Code (243) states 'Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'. This is to provide visibility at a junction. In addition, it also assists with vehicles positioning to turn into the junction.</p> <p>There are criteria that have to be met before a residents' parking scheme is proposed, one of which is that 60% of households must be in favour of a scheme.</p> <p>A further review has been undertaken following the comments made and it is proposed to install a shorter length of double yellow lines on Morland Road. However, if approved and once implemented, concerns are again raised, it may be proposed to extend them to 10 metres (this would require the necessary legal procedure to be undertaken once more)</p> <p>The concern raised about parking taking place on the zig zag markings (controlled area) of the zebra crossing on Rotherham Road have been forwarded to Parking Services.</p> <p>Recommendation – Install a reduced extent of double yellow lines on Morland Road, reducing the extent to 5 metres each side of the junction. No reduction is proposed on Romford Road. If approved, once installed the situation will be monitored and if future concerns are raised consideration will be given to extending the double yellow lines.</p>

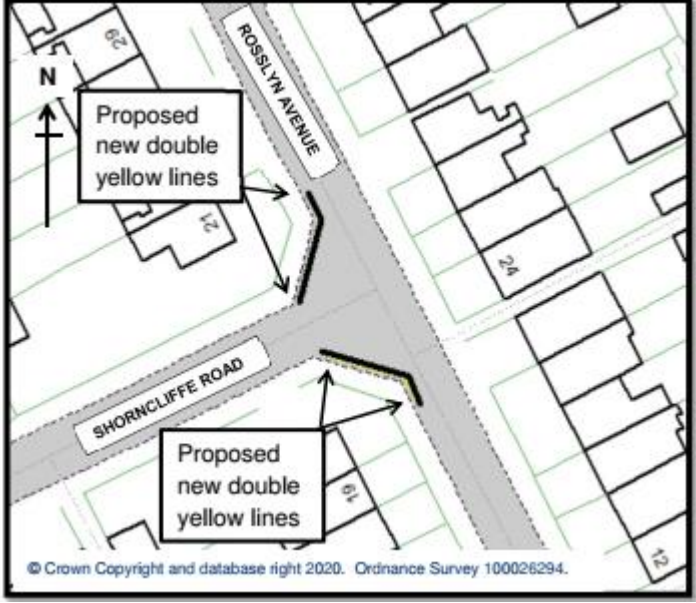
Location (Ward)	St Agatha's Rd/St Michael's Rd Area- Residents' Parking Scheme (Lower Stoke)
Original Request	Petition received (67 signatures) supported by Councillor McNicholas requesting a residents' parking scheme on St Agatha's Road, St Ann's Road, St Osburg's Road and St Michael's Road. A further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

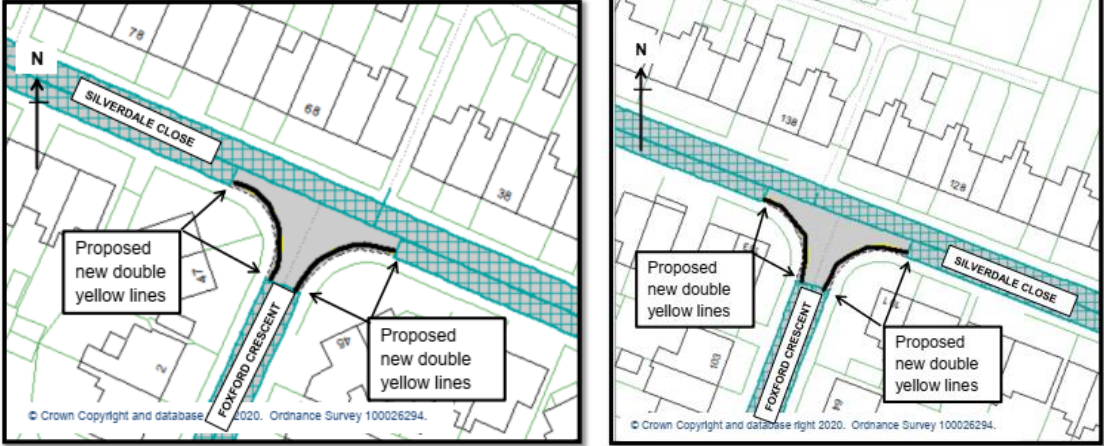
	<p>between Walsgrave Road and St Agatha's be included in the resident parking scheme. Another possible solution, as well as the resident parking for Brays Lane, would be to take the double yellow lines outside numbers 6 – 20 back to their original position, creating a further 5 parking spaces and a disabled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

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


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

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

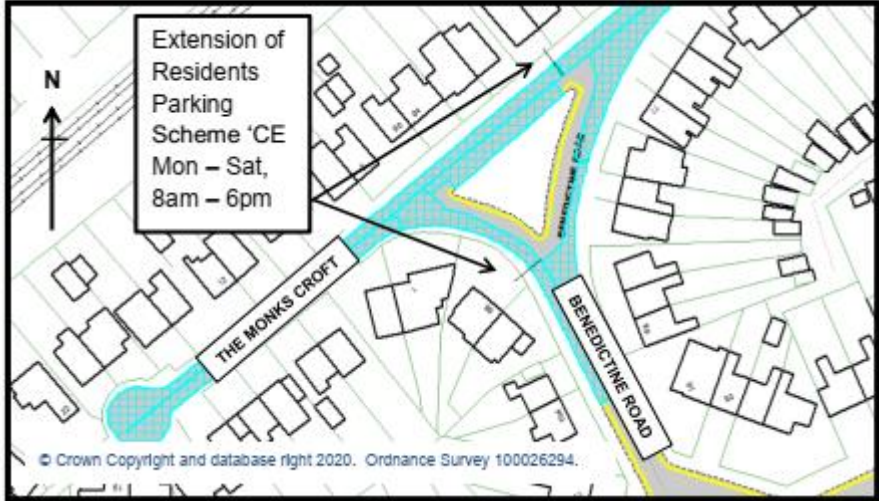
Location (Ward)	Shorncliffe Road/Rosslyn Ave (Holbrook)
Original Request	Resident raised concerns regarding parking causing obstruction
Proposal	<p>Double yellow lines (no waiting at any time) for junction protection,</p> 
Objection 65	<p>I would like to raise an objection as it will remove approx 4 parking spaces [personal details provided] it is difficult to park on the street as it is, without the double yellows. I also feel that this would create unnecessary tension and angst between the neighbours in a location that we feel does not demand such measures as it does not feel or appear to be an unsafe condition. The road is wide and the corners are chamfered to create an even wider corner than normal. Even with the double yellows I see no real benefit to actually having them as the corners are not a problem.</p> <p>As an alternative, for some neighbours who may have issue with cars blocking their drives (which I'm not aware of) or such, maybe painting white access lines across their dropped kerbs could satisfy any grievance they may have.</p>
Objection 66	[personal details] if the proposal is passed I can foresee it causing a lot of friction as it will take 4 spaces away from the residents of a very crowded road already
Response to objection	<p>The restrictions proposed were in direct response to issues raised about parking at the junction and not driveways being obstructed.</p> <p>The length of double yellow lines proposed is in accordance with the advice from the Highway Code regarding parking at a junction. The Highway Code (243) states 'Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'. Due to the layout of this junction, this length relates mainly to the 'chamfered' corners of the junction.</p> <p>Recommendation – Install the restriction as advertised</p>

Location (Ward)	Silverdale Close/Foxford Crescent (Longford)
Original Request	Residents raised concerns regarding parking at the junction affecting refuse collection
Proposal	<p>Proposed double yellow lines (no waiting at any time) for junction protection - two junctions (eastern & western)</p> 
Objection 67	<p>1) Because of the delay exiting JACKERS rd. eastbound, Silverdale Close has become an alternative solution and the speed reached in both directions to put mildly is excessive. This becomes more urgent with movement of children going to one of the 3 schools in the immediate area. As a number one priority it needs a major calming solution to reduce speeds I realise that parking provision is not your remit but single white lines even outside properties that do not own a car exacerbates this situation.</p> <p>2) item not relating to junction parking</p> <p>If you proceed with the double yellows are you going to monitor them? A better solution would be to only have the exclusion active between 0800—1800hrs</p>
Objection 68	<p>I think you're going too far with these double yellow lines. As there has not been a problem since houses were built. And now you're on about losing valuable spaces outside [properties]. The only problem seems to be the bin men can't get access to Foxford Crescent and I should know because I'm here about it every time it happens. So why don't you use the tools you have available I.E the bin men to put stickers on cars warning re-offenders they will get a £40 parking fine. Please find picture attached</p>
Response to objections	<p>The proposal was made in response to concerns relating to parking at the junction affecting access. The length of double yellow lines proposed is in accordance with the advice from the Highway Code regarding parking at a junction. The Highway Code (243) states 'Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'.</p> <p>The use of single white lines (access protection markings) assist to highlight the location of a dropped crossing; parking at these locations is an obstruction and should not occur with or without the presence of an access protection marking.</p> <p>Junctions, in accordance with the Highway Code, should not be parked on at any time, therefore if a parking restriction is introduced at a junction it is a 24 hour restriction.</p> <p>The Council can only issue a Penalty Charge Notice where parking on the highway is in contravention of a restriction.</p> <p>Recommendation – install the restrictions as advertised.</p>

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

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

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

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

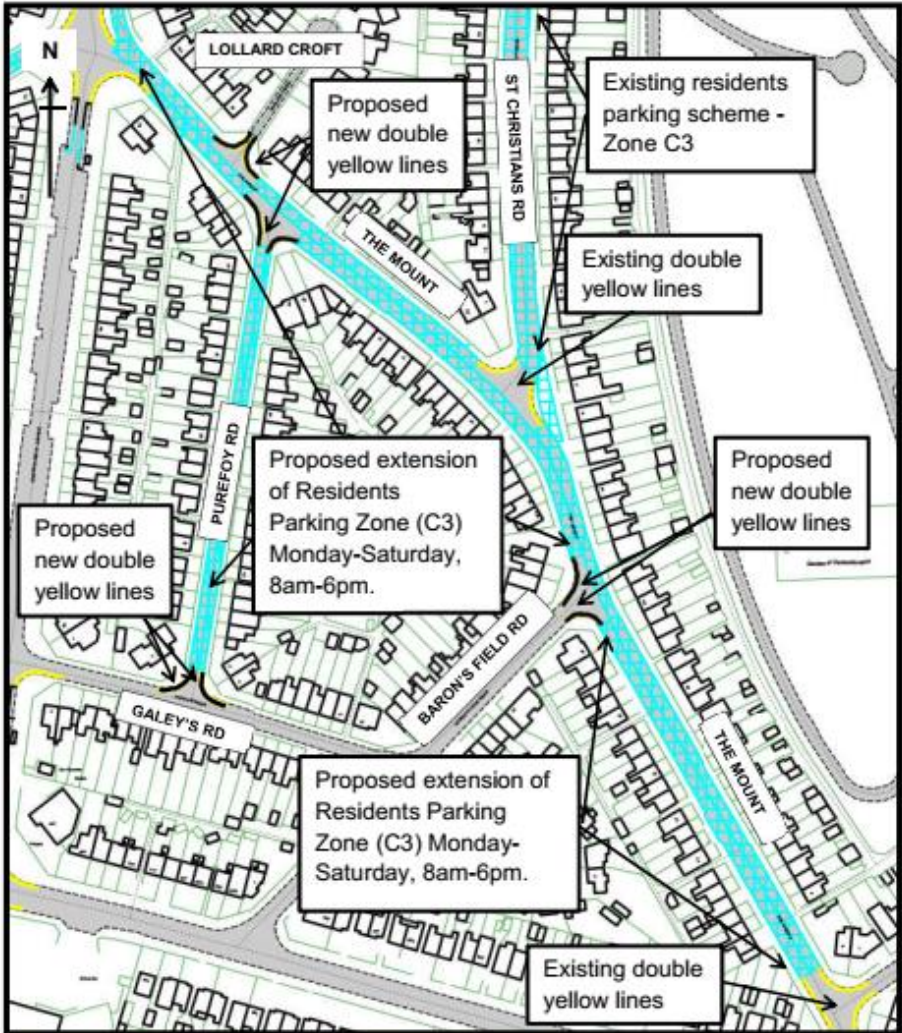
meet this criterion. Due to it being a potentially larger area scheme (both roads) the whole area was consulted. Therefore, as residents of The Monks Croft had previously been consulted about the possibility of being part of a residents' parking scheme, they have been consulted again when further requests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


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

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

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

Recommendation – Install restriction as advertised.

Location (Ward)	The Mount (Cheylesmore)
Original Request	Petition received (74 signatures) supported by Councillor Bailey requesting a residents' parking scheme on The Mount.
Proposal	<p>Proposed to extend the existing Residents' Parking Scheme, Zone C3, Mon Sat, 8am-6pm to include The Mount and install double yellow lines for junction protection at the junctions of The Mount with Lollard Croft, Baron's Field Road and Purefoy Road</p> 
Objection 49	<p>Objection 49 advises: I write to strongly object to the Residents :Parking Scheme in Purefoy Road [personal details], and the adjoining street, The Mount, as there is no high volumes of cars parked for a few hours or all day by city centre shoppers and workers: Monday-Saturdays The full objection details are contained in the Purefoy Road table</p>
Response to objection	<p>Residents' parking schemes are introduced in response to issues raised by residents, or due to a proposed change/ development which may have an effect of increasing on-street parking by non-residents. The support of at least 60% of the households in the potential scheme area is required if a scheme is to be progressed. The petition for a residents' parking scheme on The Mount demonstrated sufficient support and parking surveys showed that the level of on street parking/availability of spaces met the residents' parking scheme criteria. The legal procedure to introduce a TRO for a residents' parking scheme was therefore commenced. The scheme has been proposed in accordance with Coventry City Council policy. The advertisement of the TRO is not a guarantee that a scheme will be implemented as it is subject to the consideration of any objections received.</p> <p>Recommendation – Install the restriction as advertised.</p>

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

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