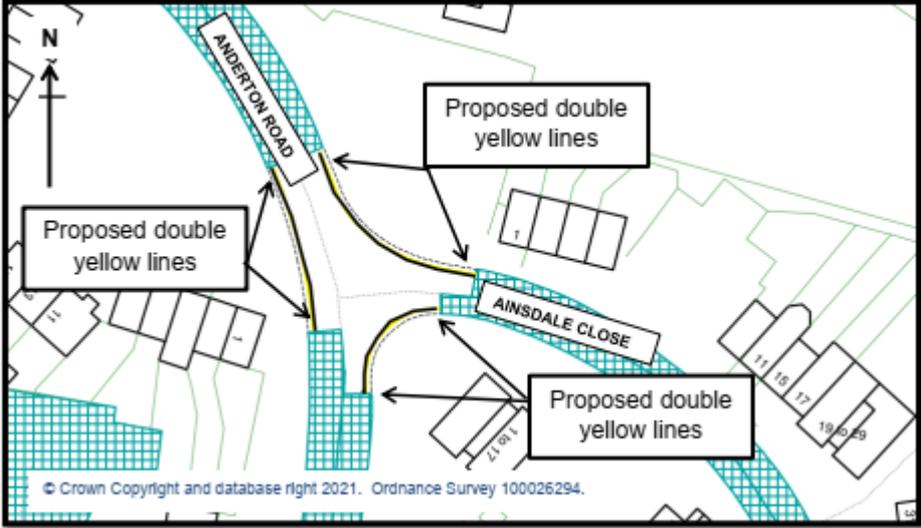
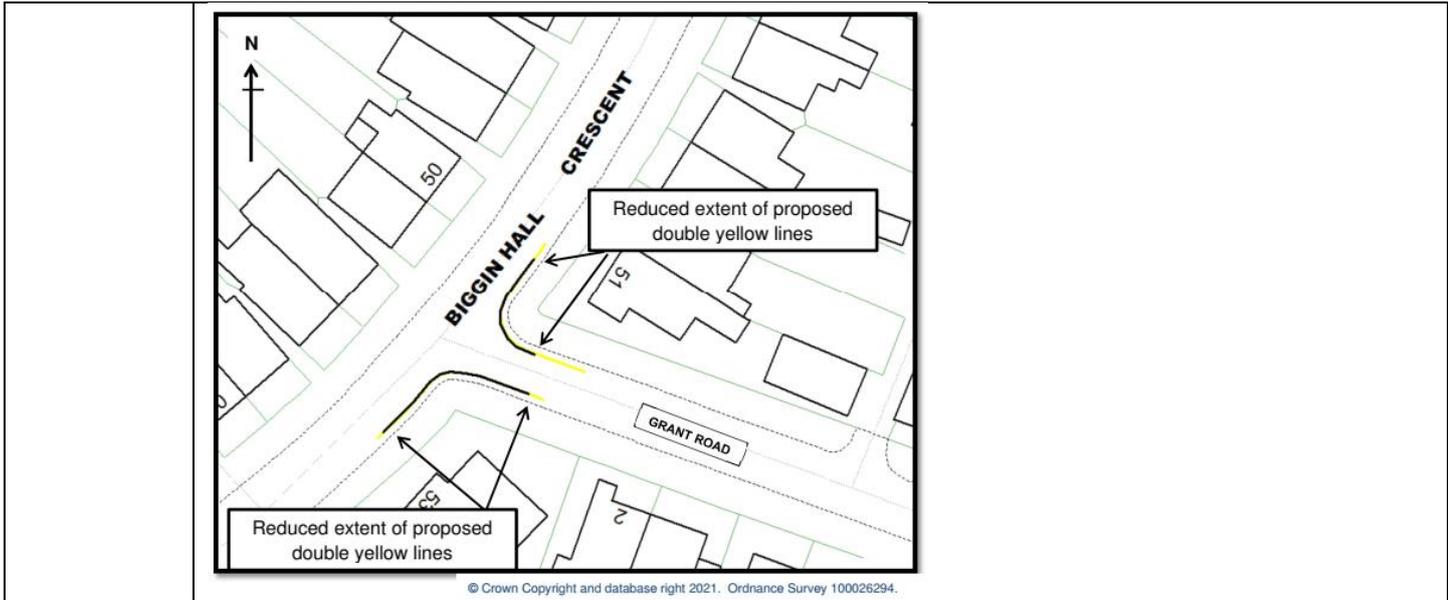


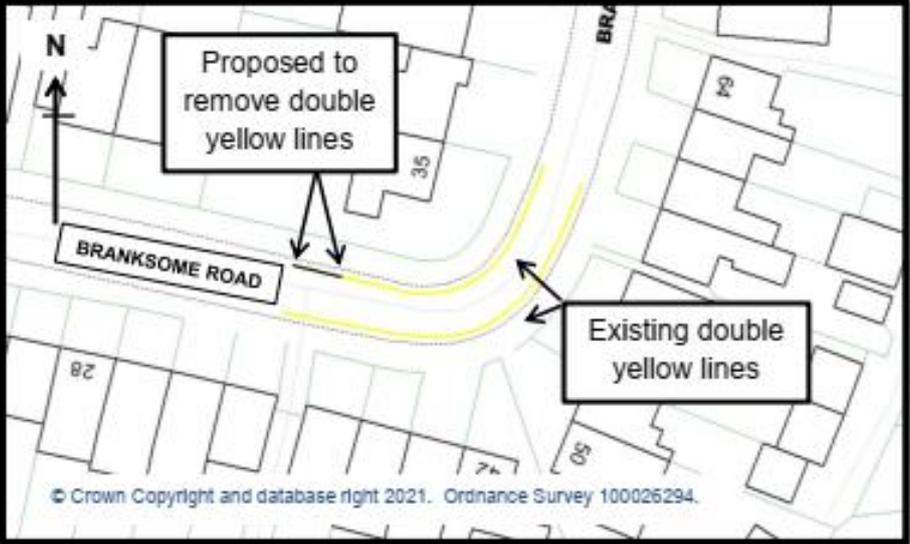
**Appendix A – Summary of proposed restrictions, objections, letters of support and responses**

<p><b>Location (Ward)</b></p>	<p><b>Anderton Rd / Ainsdale Close (Longford)</b></p>
<p><b>Original Request</b></p>	<p>Concerns raised due to cars parking close to pedestrian dropped kerbs affecting visibility/ obstructing pedestrians.</p>
<p><b>Proposal</b></p>	<p>Proposed double yellow lines (no waiting at any time) for junction protection extending to cover the pedestrian dropped kerbs.</p> 
<p><b>Objection (1)</b></p>	<p>I am aware that it is important that pedestrians need to get across the road safely. And cars should not park across this drop kerb.          [The proposals] will have an impact on myself for parking my Vehicle on the road side. The double yellow line placement will take away at least two parking spaces.          I have lived here for over [number] years and have always been able to park [location]. [We] have also lost six more parking spaces on Anderton road as six new electric charging meters have been placed along the road too. This already is having a great impact on the residents that need to park their cars on street parking. [Residents] are also worried about where we will all be able to park as Space is already very tight due to the six electric charging meters.          I am writing to you to reconsider the double yellow line parking restriction. [Highlights personal safety concerns relating to where can park]. It is not the councils duty to provide on street parking, but the council should consider my safety and the residents next door to me.</p> <p>Would it be possible to have a warning notice to cars that may park across the drop kerb. [As this still allows some parking, but not across the dropped kerbs]</p>
<p><b>Response to objection</b></p>	<p>The Highway Code (243) states 'Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'. This is to provide visibility at a junction. The proposed double yellow lines are in accordance with this advice and in addition extend further to cover the pedestrian dropped kerbs to prevent vehicles parking up to the dropped kerb. Concerns have been raised specifically about poor visibility of and for pedestrians, using the crossing points at this location, as vehicles are parking so close to the dropped kerbs</p> <p>It is not a duty of the City Council to provide on street parking</p> <p><b>Recommendation</b> – Install restrictions as advertised.</p>

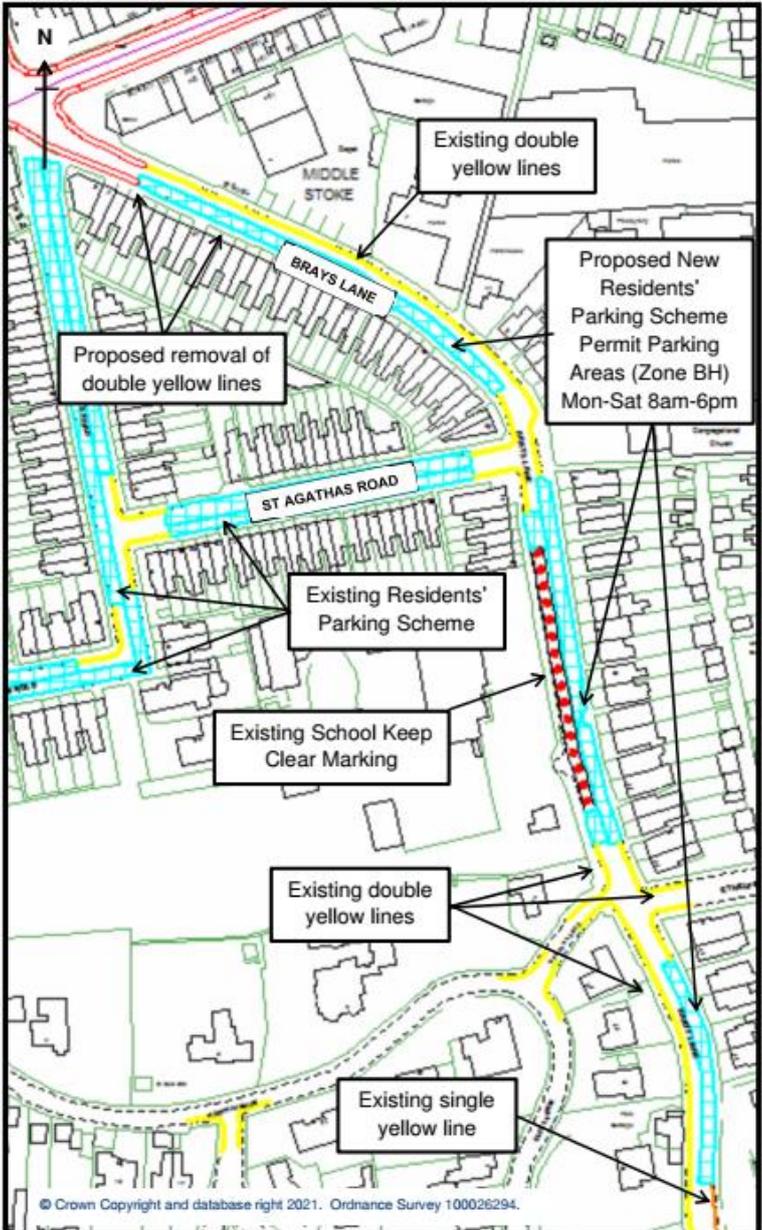
<b>Location (Ward)</b>	<b>Berkett Road/Romford Road (Holbrook)</b>
<b>Original Request</b>	Residents raised concerns due to cars parking at junction causing access issues
<b>Proposal</b>	<p>Double yellow lines (no waiting at any time) for junction protection.</p> 
<b>Objections (2)</b>	<p>The issues raised have been summarised below so as not to identify the objectors</p> <p>Concerns about impact of restrictions on parking as it is limited in the area. Agree there is a need for double yellow lines on the corner, but request lengths are shortened.</p> <p>No problems when parked at the location, need the space.</p>
<b>Response to objections</b>	<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.</p> <p>It is not a duty of the City Council to provide on street parking</p> <p>The location has been reviewed due to the objections received and it is proposed to reduce the extent of double yellow lines on Romford Road, by 5m on the western side of junction and 4m on the eastern side of the junction. It is not proposed to reduce the extent of the proposed double yellow lines on Berkett Road, as these are to allow for larger vehicles to enter/exit.</p> <p><b>Recommendation</b> – Install the restrictions as advertised on Berkett Road and a reduced extent on Romford Road, reducing by 5m on the western side of junction and 4m on the eastern side of the junction.</p>

<b>Location (Ward)</b>	<b>Biggin Hall Crescent/Grant Road (Lower Stoke)</b>											
<b>Original Request</b>	Resident raised safety concerns due to vehicles parking on the junction.											
<b>Proposal</b>	<p>Double yellow lines (no waiting at any time) for junction protection.</p>  <p>© Crown Copyright and database right 2021. Ordnance Survey 100026294.</p>											
	Due to the number of objections received (4) with similar reasons, the objections have been grouped together highlighting the main reasons for objecting to the proposals											
<b>Objections (4)</b>	<p>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.</p> <table border="1" data-bbox="306 1025 1541 1301"> <tr> <td data-bbox="306 1025 1422 1061">Will make the parking situation worse/cause inconvenience</td> <td data-bbox="1422 1025 1541 1061">4</td> </tr> <tr> <td data-bbox="306 1061 1422 1097">Many properties have multiple vehicles</td> <td data-bbox="1422 1061 1541 1097">1</td> </tr> <tr> <td data-bbox="306 1097 1422 1133">Existing issues with parking over/close to existing dropped kerbs (driveways)</td> <td data-bbox="1422 1097 1541 1133">2</td> </tr> <tr> <td data-bbox="306 1133 1422 1202">Someone from Biggin Hall Crescent is running a business fixing old large vans which are just permanently parked in Grant Road taking up space</td> <td data-bbox="1422 1133 1541 1202">1</td> </tr> <tr> <td data-bbox="306 1202 1422 1301">I can agree that something needs to be done on Grant Road, but I do not think this needs to be extended to Biggin Hall Crescent and particularly to the length you are proposing</td> <td data-bbox="1422 1202 1541 1301">1</td> </tr> </table>		Will make the parking situation worse/cause inconvenience	4	Many properties have multiple vehicles	1	Existing issues with parking over/close to existing dropped kerbs (driveways)	2	Someone from Biggin Hall Crescent is running a business fixing old large vans which are just permanently parked in Grant Road taking up space	1	I can agree that something needs to be done on Grant Road, but I do not think this needs to be extended to Biggin Hall Crescent and particularly to the length you are proposing	1
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Someone from Biggin Hall Crescent is running a business fixing old large vans which are just permanently parked in Grant Road taking up space	1											
I can agree that something needs to be done on Grant Road, but I do not think this needs to be extended to Biggin Hall Crescent and particularly to the length you are proposing	1											
<b>Comment</b>	<p>Whilst I have no objection to the proposed yellow lines on junction of Grant Road/ Biggin Hall Crescent, I am surprised the same is not being done on Lindley Road/Biggin Hall Crescent because as a resident using this road every day, this is the piece of road that has caused me to have a few near misses as cars/scrap trucks park on these corners sticking out onto Biggin Hall obstructing drivers view from both sides.</p> <p>I think it would be good to have double lines on these corners too as it gets very dangerous there especially with the speed some drivers use on this residential road.</p>											
<b>Response to objections</b>	<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.</p> <p>It is not a duty of the City Council to provide on street parking</p> <p>The proposed length of double yellow lines has been reviewed due to the concerns raised. At the time of an evening visit, no vehicles were observed parked close to the junction. However, concerns were raised about parking at this location.</p> <p><b>Recommendation</b> – install a reduced extent of double yellow lines, reducing the extent by 5m, on the north side of Grant Road and 2m on the south side of Grant Road, and reducing on Biggin Hall Crescent by 2m on the northern side of the junction and 1m on the southern side of the junction (as shown in the plan below)</p>											

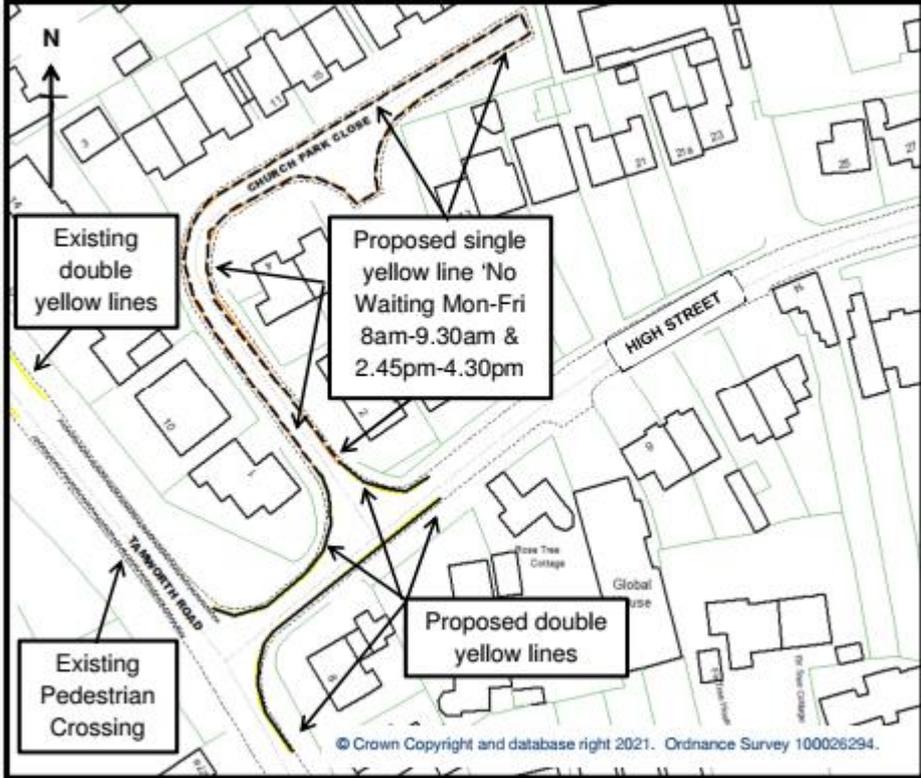


<b>Location (Ward)</b>	<b>Branksome Road (Sherbourne)</b>
<b>Original Request</b>	Resident request to reduce double yellow lines and create more parking.
<b>Proposal</b>	<p>Reduction, one car length, of existing double yellow lines (no waiting at any time) on northern side of road</p>  <p>The map shows a residential street with a north arrow. Branksome Road is labeled. A callout box says "Proposed to remove double yellow lines" with arrows pointing to a section of the road. Another callout box says "Existing double yellow lines" with arrows pointing to a longer section of the road. A copyright notice at the bottom reads "© Crown Copyright and database right 2021. Ordnance Survey 100026294."</p>
<b>Objections (2)</b>	<p>My concern is as follows; by removing the yellow lines currently in place you are narrowing the road on a significant blind corner which would force traffic coming up from Tarlington Road to drive in the middle of the road which could inadvertently cause collisions with oncoming traffic (from shorncliffe and haynestone Road).</p> <p>The removal of the double yellow lines on the bend on Branksome Road, I think would add more risk of collision at that point.</p> <p>Wouldn't it be better for Branksome Road to be a one way for vehicle travel. This would eliminate the chance of two cars meeting in different directions at that particular bend. Removing double yellow lines would reduce space as parked cars would then be taking up space on the bend. A one way system would be better.</p>

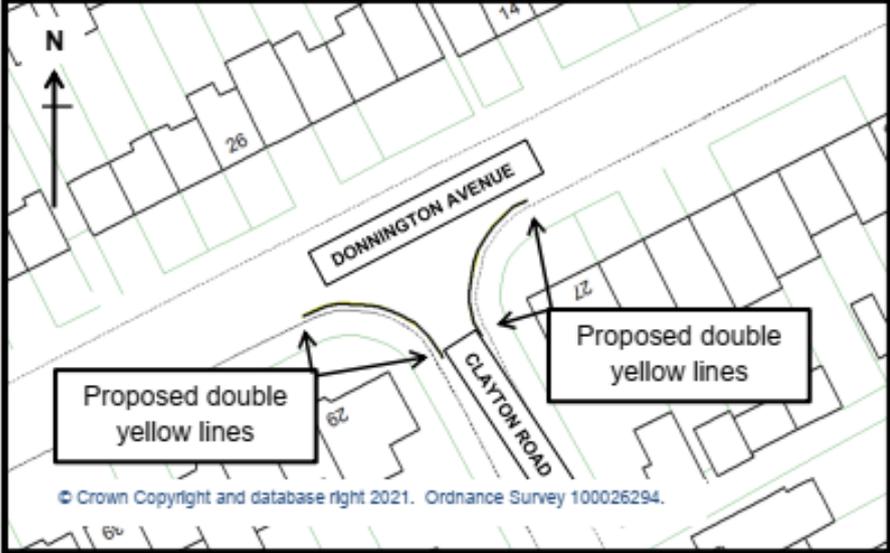
<b>Response to objections</b>	<p>The request was for the removal of some double yellow lines to create more parking; therefore the location was reviewed to determine the length of double yellow lines that could be removed. Due to the proximity of the bend it was proposed to only remove the equivalent of a car length of double yellow lines.</p> <p>The alternative request of making the road one way would not be considered; often speeds can increase on one-way roads as drivers are not anticipating cars approaching from the opposite direction. It can also impact on the length of journeys.</p> <p>To address the objectors concerns it is recommended that the double yellow lines are not reduced.</p> <p><b>Recommendation</b> – Do not reduce the double yellow lines at this location.</p>
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Location (Ward)	Brays Lane (Lower Stoke)
Original Request	<p>In response to previous requests for a residents' parking scheme, consultation had been undertaken, but less than 60% of households were in favour. When the legal process was undertaken to install a residents' parking scheme in the adjacent area, 13 objections were received. The objectors were concerned about possible transference of parking.</p> <p>It was approved by the Cabinet Member for City Services at the objection meeting that the scheme in the adjacent area would be introduced and the residents of Brays Lane consulted again. If there was sufficient support, the legal process to introduce a scheme would be commenced. The results of the consultation showed that 74% of households were in favour of a scheme.</p>
Proposal	<p>Removal of existing double yellow lines, (outside nos. 8-20) and, where no restrictions apply, on Brays Lane introduce a residents' parking scheme - Permit Parking Area (Zone BH) Monday - Saturday, 8am-6pm.</p> 

<p><b>Objection (1)</b></p>	<p>The objection relates to potential school parking issues and includes some issues relating to the existing scheme, which are not part of this proposal and therefore have not been included for consideration.</p> <p>The objection has been summarised:</p> <p>The proposed dispensation times do not work for the school community and actual operating hours. Parents should not be penalised for dropping their children off and collecting their children from school, c.500 parents will require parking dispensations.</p> <p>Parking outside the school - This proposal is untenable and will push all the traffic into the Avenue's and surrounding roads. You will already know that the active residents association will not be happy with increased traffic on the surrounding roads. The children and parents will have to cross many roads causing a huge safety issue as there are no crossing patrols on the surrounding roads. This will cause unnecessary stress for parents who are trying to get to work on time and also they have 10 minutes to drop their children off for registration. Therefore [will need] all parents to have dispensation on Bray's Lane for the allotted times..... 8.20am – 8.50am and 3:05pm – 3:35pm for the main drop off and collection.</p> <p>[Concerns] if this scheme goes ahead in its current format, then there is a huge potential for increased conflict between the school and the residents.</p> <p>[ ] I am not objecting to the overall parking scheme, but to have flexibility in the system for parents. The school has been in situ since the 1970's and at two points of the day there is a short increase in traffic.</p>
<p><b>Support (1)</b></p>	<p>I write following your most recent letter to residents within which you invite objections to the RPS Order. As you are aware we are massively in favour of the RPS scheme and are keen to see it implemented ASAP.</p> <p>The reason for my email is to point out that if Sacred Heart School object to the permit scheme their objection would be invalid in my view. To gain their planning permission to enable the school to move to 2-form entry the school committed to use the Church car park on Harefield Road. This has never happened in reality, but if the RPS scheme went ahead it would simply force staff and parents to use the Church car park as promised. The benefits would be substantial for residents but also for school children as Air Quality would significantly improve in Brays Lane as they wait for school to open.</p>
<p><b>Response to objection</b></p>	<p>The proposals are in response to requests for a residents' parking scheme. In considering the objection and impacts relating to school gate parking, there are 2 possible options:</p> <p>Option 1:</p> <ul style="list-style-type: none"> <li>• Install proposed residents' parking scheme as advertised and monitor. If issues arise consider the provision of shared-use bays (Permit Parking Area (Zone BH) Monday - Saturday, 8am-6pm) and Limited Waiting Monday - Saturday, 8am-6pm 30 mins No Return Within 2 hours) between St Agatha's Road and Victoria Park. Implementation subject to the necessary legal procedure.</li> </ul> <p>Option 2:</p> <ul style="list-style-type: none"> <li>• Install proposed residents' parking scheme in part, between Ball Hill and St Agatha's Road;</li> <li>• Do not install the proposed residents' parking scheme on Brays Lane south of St Agatha's Road</li> <li>• Propose amended restriction (residents' parking scheme (Permit Parking Area (Zone BH) Monday - Saturday, 8am-6pm) and Limited Waiting Monday - Saturday, 8am-6pm 30 mins No Return Within 2 hours) between St Agatha's Road and Victoria Park as part of the next waiting restriction review.</li> </ul> <p><b>Recommendation</b> – Implement Option 1 – Install as proposed and monitor.</p>

<b>Location (Ward)</b>	<b>Church Park Close, Tamworth Road &amp; High Street (Bablake)</b>							
<b>Original Request</b>	28 signature petition received advising of inconsiderate parking when children are dropped off/collected from school. Parking on the junction of High Street and Church Park Close making it impossible to walk on the pavements and forcing pedestrians into the road. On Church Park Close, parking causing obstruction, preventing exiting the close and issues with deliveries and refuse collection.							
<b>Proposal</b>	<p>Double yellow lines (no waiting at any time) for junction protection and school time no waiting restriction (No waiting Monday- Friday, 8am-9.30am &amp; 2.45pm -4.30pm) on Church Park Close.</p> 							
<b>Objection (15 signature petition)</b>	<p>We object to the proposed restrictions preventing resident and visitor parking.</p> <p>Without school traffic a very minimal amount of on street parking and through traffic takes place, leaving clear access for emergency vehicles.</p> <p>Access is important to us a ten of the fifteen occupied house holds have residents over 70 years and many of our friends and relatives of a similar age and we require parking.</p> <p>We propose that a Permit Scheme be put in place using the Teranto Scheme from 8am-6pm allowing resident and visitor parking.</p>							
<b>Objections (6)</b>	<p>Due to the number of objections received (6) with similar reasons, the objections have been grouped together highlighting the main reasons for objecting to the proposals.</p> <p>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</p> <table border="1" data-bbox="303 1771 1557 1971"> <tr> <td data-bbox="303 1771 1345 1841">No objection to the proposed double yellow lines at the junction of Church Park Close, High Street &amp; Tamworth Road</td> <td data-bbox="1348 1771 1557 1841">4</td> </tr> <tr> <td data-bbox="303 1845 1345 1915">Have no objection to restricting non-residents from parking in Church Park Close</td> <td data-bbox="1348 1845 1557 1915">1</td> </tr> <tr> <td data-bbox="303 1919 1345 1971">Object to restricting residents (and their visitors) from parking in Church Park Close. It will have a great impact.</td> <td data-bbox="1348 1919 1557 1971">4</td> </tr> </table>		No objection to the proposed double yellow lines at the junction of Church Park Close, High Street & Tamworth Road	4	Have no objection to restricting non-residents from parking in Church Park Close	1	Object to restricting residents (and their visitors) from parking in Church Park Close. It will have a great impact.	4
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Have no objection to restricting non-residents from parking in Church Park Close	1							
Object to restricting residents (and their visitors) from parking in Church Park Close. It will have a great impact.	4							

	<p>Parking issues on whole of high street, preventing parking on Church Park Close will make situation worse, High Street also needs restrictions.</p>	1
	<p>Understand the need for double yellow lines for junction protection, however [do they] need to extend as far past the Tamworth Road/High Street junction that they cross the dropped Kerb and entrances to driveways on High St. I propose that any restrictions crossing the entrance to properties on High Street be treated the same as the houses on Church Park Close ie a single yellow line with “No waiting Mon-Fri 8 am-9.30 am &amp; 2.45 pm - 4.30 pm”, with the proposed two sets of double yellow lines on the entrance to Church Park Close providing sufficient junction protection.</p>	1
<p><b>Comment</b></p>	<p>Delighted to read that something is being done regarding the traffic management. [ ] High Street is total and utter chaos from 8.15am until 9.30am and again at 2.45pm to 4.30pm. This is mainly caused by the parents of the Keresley Grange school children who have absolutely no consideration whatsoever for others. One woman in particular parks right on the junction of High Street and Tamworth Road and sits there from 8.15am; this in itself is dangerous!</p> <p>Traffic comes to a complete standstill on High Street most days. People double park their vehicles, block drive ways. They block the pavements and it is dangerous for pupils [walking home]</p> <p>[However] the restrictions that are proposed seem to stop just inside the junction of High Street and Church Park Close. In my view these restrictions should extend all along High Street where the current proposals show there are none. This is because there is in my view, a real danger that you will simply funnel all of the traffic which will not be able to park where these new restrictions prohibit them from doing so along High Street where there are no restrictions. This is going to make a bad situation worse because it will exacerbate the problems that already exist along High Street.</p>	
<p><b>Response to objections</b></p>	<p>The proposals were to address the issues that were raised in a petition about school time parking problems in Church Park Close and parking on the junction.</p> <p>The proposed double yellow lines are to prevent the parking issues highlighted, which as has been described, can result in the footways being blocked, with insufficient room in some instances for pedestrians to use the footway.</p> <p>The responses received have differing opinions regarding preventing parking at all times or at school entry and exit times on High Street (other than at the junctions).</p> <p>If a shorter extent of double yellow lines was installed on the southern side of High Street, it would result in no restrictions opposite the junction to Church Park Close, which would be most likely to become heavily parked. It therefore proposed that the double yellow lines are installed as proposed.</p> <p>The school time waiting restriction in Church Park Close was proposed in response to a petition from residents of the Close. However, a petition in opposition to the proposals has been received from the residents, therefore it is proposed that the school time restrictions are not installed on Church Park Close and further consultation is undertaken with residents about possible alternative restrictions.</p> <p><b>Recommendation</b> – Install the proposed double yellow lines as advertised. Do not install the school time waiting restrictions on Church Park Close and consult residents about possible alternative restrictions.</p>	

<b>Location (Ward)</b>	<b>Clayton Road /Donnington Ave (Sherbourne)</b>
<b>Original Request</b>	Safety concerns due to vehicles parking on the junction (concerns raised with Ward Councillor)
<b>Proposal</b>	<p>Proposed double yellow lines (no waiting at any time) for junction protection</p> 
<b>Objections (2)</b>	<p>The issues raised are similar and have been summarised below so as not to identify the objectors</p> <p>Concerned about the effect the proposals will have on parking.</p> <p>Understand the double yellow lines are a reaction to people parking on the corners and affecting the vision splay and therefore a safety concern. As with many places in Coventry, on street parking is a problem; I fear this approach will only exacerbate the issue.</p> <p>Request lines reduced, which will still allow some parking but stop parking on the junction.</p> <p>I strongly object to the works being implemented on the say so of one resident, which is costly, time consuming and an extremely unnecessary knee jerk response.</p> <p>The proposed double yellow lines go beyond the junction and affectively removes the parking space [to properties], which has no safety concerns, and impacts no-one locally [but the residents]. I therefore object to the length of the double yellow lines.</p> <p>Clayton Road is a quiet street whereas Donnington Avenue itself can be busy with many motorists using it as a shortcut at speed. I therefore think you are focussing your energy, costs and resources in the wrong stretch of road!</p>
<b>Response to objections</b>	<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.</p> <p>In regard to the concerns raised, the Councillor has advised that ‘some local residents asked about the possibility of yellows to help protect sight lines on exiting Clayton Road. The double yellow lines on Donnington Avenue will assist to do this.</p> <p>It is not a duty of the City Council to provide on street parking. However, in considering the objections it is proposed to reduce the double yellow lines on Donnington Avenue, each side of the junction by 2m, in effect this will enable a car to park in front of the properties either side of the junction between the end of the proposed double yellow lines and the property boundary.</p>

	<b>Recommendation</b> – Install a reduced extent of double yellow lines on Donnington Avenue, reducing by 2m each side of the junction with Clayton Road
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