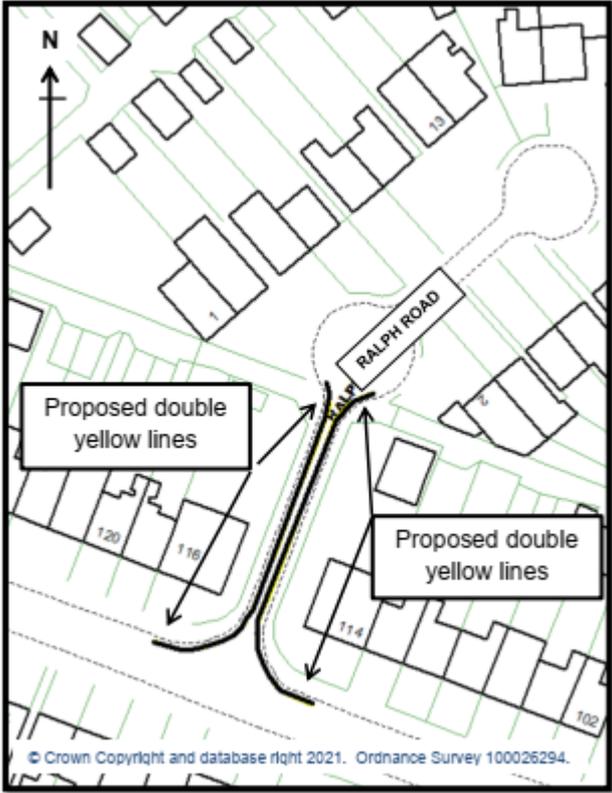
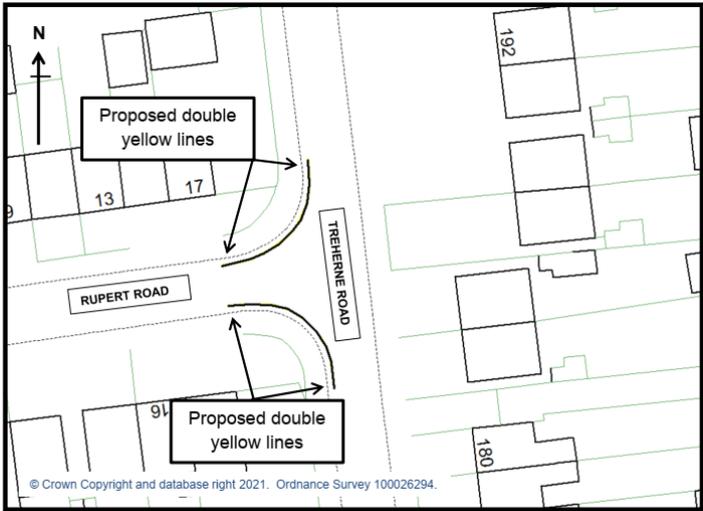


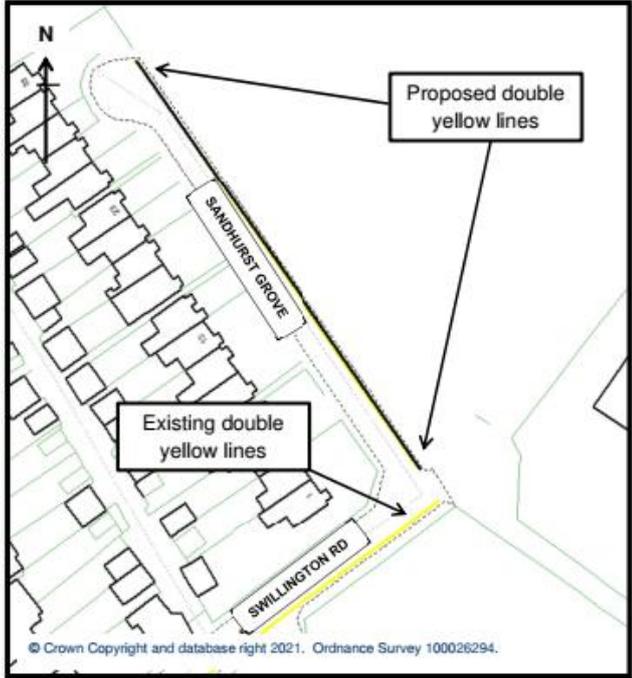
Appendix A – Summary of proposed restrictions, objections, letters of support and responses

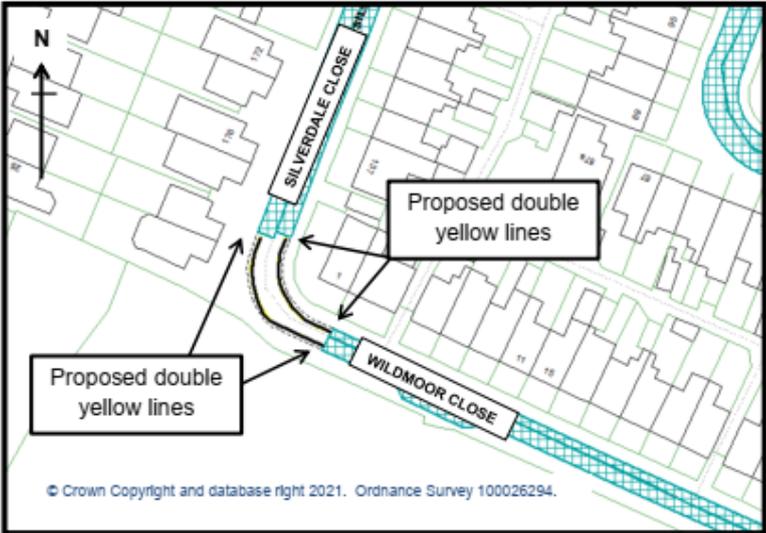
Location (Ward)	Ralph Rd (Sherbourne)													
Original Request	Concerns raised about access issues													
Proposal	<p>Proposed double yellow lines (no waiting at any time) for junction protection extending into Ralph Road.</p> 													
	Due to the number of objections received (3) with similar reasons, the objections have been grouped together highlighting the main reasons for objecting to the proposals													
Objections (3)	<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 1462 1557 1910"> <tr> <td data-bbox="303 1462 1422 1534">No objections to double yellow lines on the junction but object to extension along Ralph Road</td> <td data-bbox="1425 1462 1557 1534">1</td> </tr> <tr> <td data-bbox="303 1534 1422 1606">When have visitors etc use the space in Ralph Road to park as parking in the area is difficult</td> <td data-bbox="1425 1534 1557 1606">2</td> </tr> <tr> <td data-bbox="303 1606 1422 1677">We've lived here for [number of years] and have not been aware of any problems caused by parking in this area.</td> <td data-bbox="1425 1606 1557 1677">1</td> </tr> <tr> <td data-bbox="303 1677 1422 1749">Most of problems have been caused by residents of Lavender Ave parking in Ralph Rd</td> <td data-bbox="1425 1677 1557 1749">1</td> </tr> <tr> <td data-bbox="303 1749 1422 1821">Other areas where consider restrictions are required (more).</td> <td data-bbox="1425 1749 1557 1821">2</td> </tr> <tr> <td data-bbox="303 1821 1422 1910">Vehicles parked in the area are not blocking access to any driveway/ properties, and also do not inhibit access up Ralph Road A pavement is located on both sides of Ralph Road, therefore always one pavement is available for us at all times for pedestrians.</td> <td data-bbox="1425 1821 1557 1910">1</td> </tr> </table>		No objections to double yellow lines on the junction but object to extension along Ralph Road	1	When have visitors etc use the space in Ralph Road to park as parking in the area is difficult	2	We've lived here for [number of years] and have not been aware of any problems caused by parking in this area.	1	Most of problems have been caused by residents of Lavender Ave parking in Ralph Rd	1	Other areas where consider restrictions are required (more).	2	Vehicles parked in the area are not blocking access to any driveway/ properties, and also do not inhibit access up Ralph Road A pavement is located on both sides of Ralph Road, therefore always one pavement is available for us at all times for pedestrians.	1
No objections to double yellow lines on the junction but object to extension along Ralph Road	1													
When have visitors etc use the space in Ralph Road to park as parking in the area is difficult	2													
We've lived here for [number of years] and have not been aware of any problems caused by parking in this area.	1													
Most of problems have been caused by residents of Lavender Ave parking in Ralph Rd	1													
Other areas where consider restrictions are required (more).	2													
Vehicles parked in the area are not blocking access to any driveway/ properties, and also do not inhibit access up Ralph Road A pavement is located on both sides of Ralph Road, therefore always one pavement is available for us at all times for pedestrians.	1													
Comment (1)	We have no objections to the installation of double yellow lines in Ralph Rd [but concerned about transference of parking]													

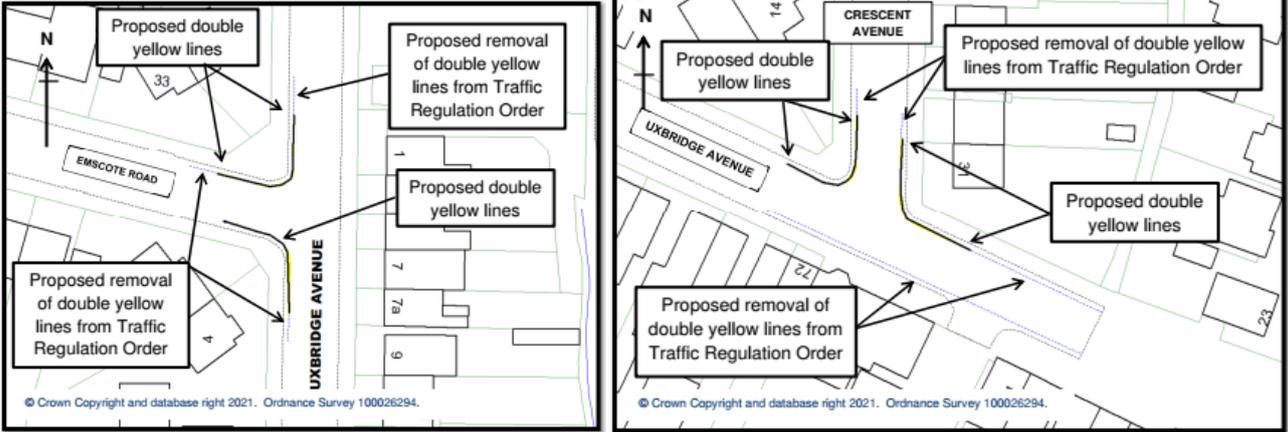
Response to objections	<p>The double yellow lines are proposed in accordance with the advice from the Highway Code regarding parking at a junction. The Highway Code (243) states 'Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'. This is to provide visibility at a junction. In addition to the junction protection the proposed double yellow lines extend further into Ralph Road. 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.</p> <p>Recommendation – Install restrictions as advertised.</p>
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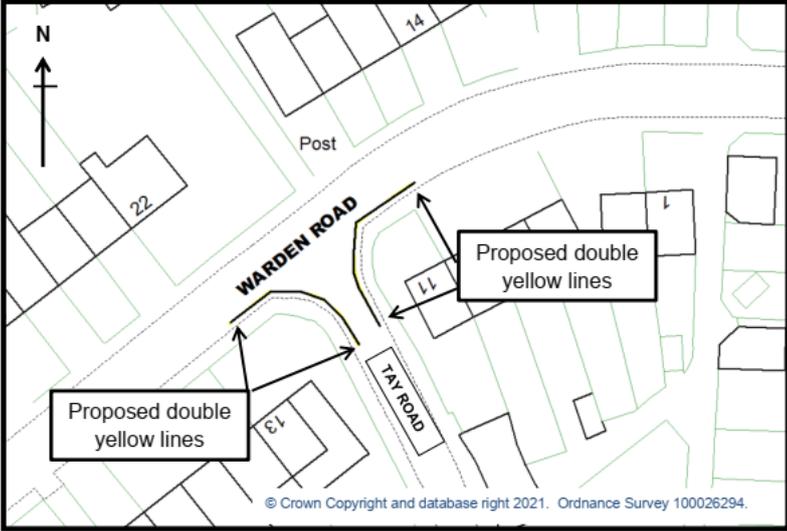
Location (Ward)	Rupert Road / Treherne Road (Radford)
Original Request	Safety concerns raised by resident about parking at the junction and visibility.
Proposal	<p>Proposed double yellow lines (no waiting at any time) for junction protection.</p> 
Objection (1)	<p>[Personal history] advises of parking issues in the street and installation of electric charging bays that are not used.</p> <p>while nobody should be parking on the junction many have no option to as back access to properties to park is not an option, the junction on Rupert road should be what you look into due to [property detailed] parking vans right on the corner, leaving people no choice to edge out blindly hoping nobody is coming down the road.</p> <p>[Personal details and impact of not being able to park]</p> <p>[Personal details] the real issue on this road and had been for years is drivers speeding from beak ave or burnably using treherne road as a cut through. yet other streets have speed humps fitted for [] years i have and others mentioned the same issue but nothing has been done. it took eight years to keep asking for give-way lines to be fitted at the junction.</p> <p>Given the area and surrounding roads, there is no other option or place to park, the side streets are narrow and offer no spare spaces for those able-bodied, who can walk. while burnably road had back entrance to opt to park there the residents don't this is not an option for treherne road as no back access is there. what actually would help is to remove the electric bays which serve no help to us locally, and maybe a residents only parking for treherne road, i dunno something that would actually help rather than hinder would be a refreshing change.</p>
Response to objection	<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</p>

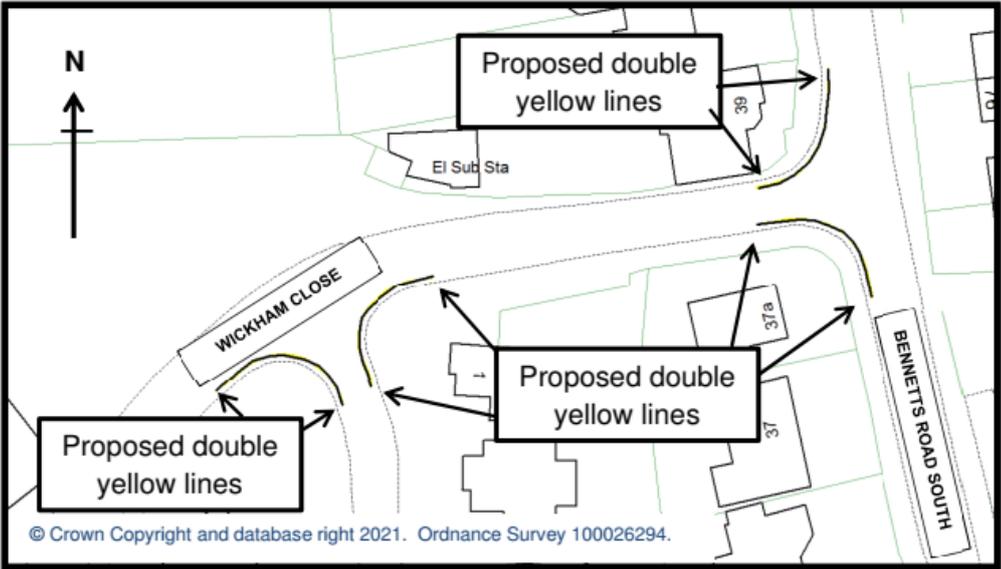
	<p>or within 10 metres (32 feet) of a junction, except in an authorised parking space'. This is to provide visibility at a junction.</p> <p>The double yellow lines were proposed in response to the issues raised of parking on the junction, which is also referred to by the objector.</p> <p>The installation of electric charging bays is part of a scheme to create an electric vehicle chargepoint network across the city. This project is to encourage the move to electric vehicles which should provide a cleaner environment. Part of the project is to provide on street charging points on the streets where off-street charging facilities are not available.</p> <p>Recommendation – Install restrictions as advertised.</p>
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Location (Ward)	Sandhurst Grove (Radford)
Original Request	Cars parking on both sides of the road creating access issues.
Proposal	<p>Proposed double yellow lines (no waiting at any time) on north-eastern side of the road (grass side).</p> 
Objection (1)	<p>Agree some times access at the top of the road by the (south east) TA Army end when people park grass side can be tricky but not a major problem. The bottom end of the Grove (north) doesn't seem to have that problem.</p> <p>What I would kindly ask is that you do not make the double yellow lines come any further than the turning area at the bottom of the Grove please as marked on 2 attached photographs, [area near boundary of no.s 25/27] the reason for this is there is a parking space grass side, which [describes circumstances and that area is used by residents] and this would cause a lot of problems for us if taken away.</p>
Response to objection	<p>The double yellow lines were proposed in response to issues raised about access problems.</p> <p>In response to the objection received it is proposed that the double yellow lines are not installed along the wider section at the cul de sac end (northern end) of the road. The situation can continue to be monitored in case of future access issues.</p> <p>Recommendation – Install a shorter extent of double yellow lines, removing 11m from the northern end of the restriction advertised.</p>

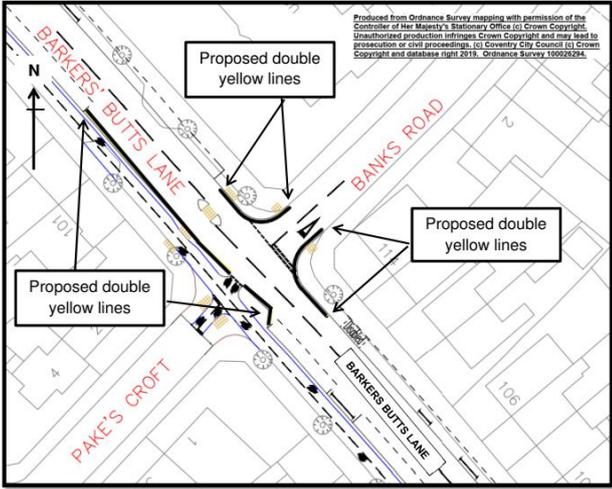
Location (Ward)	Silverdale/Wildmoor Close (Longford)
Original Request	Safety concerns raised due to vehicles are parking on the bend.
Proposal	<p>Proposed double yellow lines (no waiting at any time) at the junction which is on a 90° bend.</p> 
Objections (2)	<p>Will be greatly impacted by the introduction of double yellow lines on this bend. I have listed my objections below in no particular order.</p> <ol style="list-style-type: none"> 1) Local residents have not requested these restrictions. 2) There have not been any major issues with parking on this bend in the last [] years. 3) The double yellow lines will have only a minimal effect on parking on this bend as most residents are sensible and do not park there. 4) The introduction of double yellow lines will only make parking worse as they will stop residents at 180, 182 Silverdale Close and 1 Wildmoor Close from parking outside their house. Forcing them to park elsewhere. Likewise any visitors to those properties. 5) These new, unnecessary, restrictions will have a major impact [personal details]. 6) Resident parking has been badly affected already because of the Council installing 3 electric charging points nearby. Again, forcing local residents to find alternative parking spaces. 7) My view on double yellow lines is that they should serve to improve safety and movement of traffic. This proposal will have the opposite effect. It will create more parking problems and cause serious safety issues. Therefore, I request that this proposal is declined <p>Have not seen or heard of any safety concerns [in no of years] Refers to possible reason for request. If people drive at a reasonable speed there is no problem [Problem relates to number of vehicles at properties] the real problem lies with the City Council, there should be a charge of on street parking and also stop allowing people to turn their garage into a living room. Have more concerns with the junction of Silverdale Close and Cheadle Close.</p>
Response to objections	<p>The double yellow lines were proposed in response to concerns raised by a resident. The concerns related to visitors to the park parking on the corner which affected an ambulance.</p> <p>The area where the double yellow lines are proposed are on a 90' bend and were proposed to address safety and access issues.</p> <p>Recommendation – Install restrictions as advertised.</p>

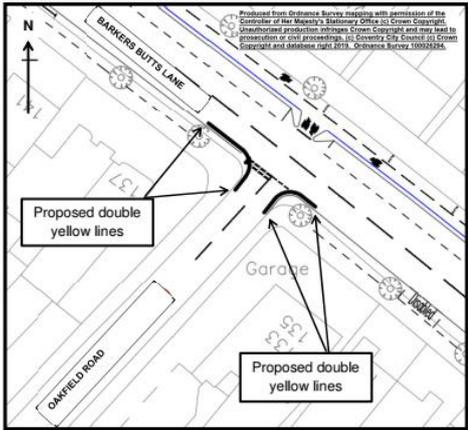
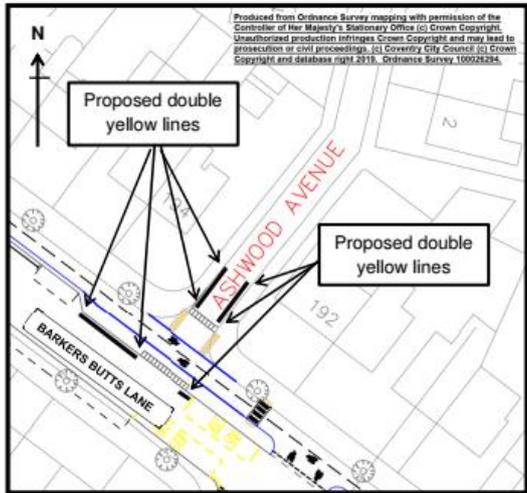
Location (Ward)	Uxbridge Avenue Emscote Road Crescent Avenue (Lower Stoke)
Original Request	Resident raised concerns about parking on the junction.
Proposal	<p>Double yellow lines (no waiting at any time) for junction protection. A review in response to the concerns raised showed there is an existing TRO for double yellow lines at this location, but they were not 'on the ground'. It is proposed to reduce the extent of the existing TRO to provide 10m junction protection.</p>  <p>The proposal consists of two maps. The left map shows the junction of Uxbridge Avenue and Emscote Road. It indicates 'Proposed double yellow lines' on Uxbridge Avenue and 'Proposed removal of double yellow lines from Traffic Regulation Order' on Emscote Road. The right map shows the junction of Uxbridge Avenue and Crescent Avenue. It indicates 'Proposed double yellow lines' on Uxbridge Avenue and 'Proposed removal of double yellow lines from Traffic Regulation Order' on Crescent Avenue. Both maps include a north arrow and a copyright notice: '© Crown Copyright and database right 2021. Ordnance Survey 100026294.'</p>
Objection (1)	<p>Although this isn't a duty to provide on street parking we park [location] as the parking situation is shocking for the amount of cars parked on the street</p> <p>The concerns that need to be raised is for idiots that speed down the road and swing round the corner. We watch this happen day and night time after time. They also think it is ok to stick out parking on the corner opposite. that has coursed for these yellow lines to be put in place in which like I said above we OBJECT to.</p> <p>We also need to keep check on our cars [refers to issues with damage to vehicles]</p>
Response to objection	<p>The traffic regulation order for the double yellow lines already exists, but the markings are no longer on the ground. The order is for a long length of double yellow lines, which it is considered can be reduced to the length required for junction protection; this should still assist with the concerns raised about parking on the junction</p> <p>Recommendation – Install restrictions as advertised.</p>

Location (Ward)	Warden Road/ Tay Road (Radford)
Original Request	Safety concerns raised about vehicles parked on the junction
Proposal	<p>Double yellow lines (no waiting at any time) for junction protection.</p> 
Objections (1)	<p>[Personal details] parking where double yellow lines proposed on [Warden Road] does not obstruct the junction on Tay road in anyway. [Reference to vehicles from certain properties parking on] Tay road which is the main cause of all this (double parking). Also there is double yellow lines on the entrance to Warden road which you can just see as there are numerous cars which park over them, again double parking where you can just about get into the street. Is anything going to be done about that</p>
Support (1)	<p>It's a good idea putting the yellow lines in can speed bumps be put in as well</p>
Response to objection	<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. It is not proposed to reduce the extents of double yellow lines proposed at this location.</p> <p>The issue raised of parking on existing double yellow lines will be reverred to Parking Services.</p> <p>Recommendation – Install restrictions as advertised.</p>

Location (Ward)	Wickham Close & Wickham Close/Bennetts Road South (Bablake)
Original Request	Safety concerns raised about parking on the junctions and access issues.
Proposal	<p>Double yellow lines (no waiting at any time) for junction protection.</p> 
Objections (2)	<p>After reviewing the proposed waiting restrictions for Wickham Close / Bennet's Road South, there are a couple of points I would like you to consider to re-review the plans proposed.</p> <p>Firstly, [address details] the proposed yellow lines on the corners of both sides on Wickham close I find are not necessary at all. I have never experienced anyone parking/waiting on the corner of either side, and I wish for you to re-evaluate this on these grounds.[Concerned where visitors will park]</p> <p>Secondly, the main concerns on the quiet cul-de-sac relates to parents picking up and dropping off their children to nearby schools. When collecting their children, this leads to a substantial amount of cars parked on the opposite side of Wickham close where this leads to a build up of congestion and traffic coming in and out of the development. Therefore it is crucial that if any double yellow lines were proposed, it should stretch from the corner of bennet's Road south to the car park entrance of St thomas as this will remove the build up of cars waiting and eliminate traffic altogether</p> <p>The proposed lines are in the wrong place. [They should be on the northern side of Wickham Close from the junction of Bennetts Road to the Church] where the footpath is too narrow to use. The corner yellow lines would stop residents, dustbin access and any deliveries.</p>
Support 1	<p>I have no objections to the double yellow lines being put in place.</p> <p>I propose that they do not go far enough. They should also continue from Bennets road south on both sides of wickham close to past the full time nursery, due to the congestion . I have lived here for [] years with the situation gradually getting worse. Culminating in the current situation, which is very bad with no consideration for other road users.</p> <p>It is particularly bad when Cardinal Newman closes on an afternoon. Some parents have started to park on both sides (mostly on the pavement on one side) of the close making access and exit from the close very hazardous.</p> <p>Please can this be looked at again</p>
Response to objections	The double yellow lines were prosed in response to the issues raised about parking and access.

	<p>The objections advise of the need for additional double yellow lines and the impact of the proposed double yellow lines on Wickham Close affecting residents. The part of Wickham Close where the double yellow lines are proposed are at a junction and should not be parked on.</p> <p>It is proposed that the location is monitored following the introduction of the proposed double yellow lines to determine if additional double yellow lines would improve the situation.</p> <p>Recommendation – Install restrictions as advertised.</p>
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Location (Ward)	Coundon Cycle Lane related restrictions (Sherbourne, Bablake & Radford)
Original Request	Improvement of road safety as part of the redesign of the street to accommodate the cycleway
	Due to the large extent of the scheme, the locations where objections have been received are detailed separately
Proposal	<p>Barkers Butts Lane (Sherbourne) - Double yellow lines to ensure passage of traffic past a newly positioned pedestrian refuge island.</p> 
Objections (2)	<p>This objection is about junction of Barkers Butts Lane Coventry. It will be not possibly to park our own car in our own drive and yellow line will be very difficult. So we do have objection.</p>
	Can the double yellow lines be extended further up the hill to improve visibility from private access.
Response to objections	<p>The double yellow lines are being extended to ensure that vehicles do not park in a location obstructing the highway around the relocated pedestrian refuge island or over private accesses. Installation will not prevent access to driveways and extending further will reduce availability of on-street spaces.</p> <p>Recommendation – Install restrictions as advertised.</p>
Proposal	Barkers Butts Lane/Oakfield Road (Sherbourne) Double yellow lines to ensure junction visibility is maintained.

	
Objection (1)	Reduced parking will affect take-away business by forcing customers to park further away affecting quality of food.
Response to objection	<p>The extents of the double yellow lines proposed reflect the original marked out parking bays which have been realigned as part of the civil engineering works. The double yellow lines will reinforce The Highway Code (243) which states 'Do not stop or park opposite or within 10 metres of a junction, except within an authorised parking space'. This will provide visibility at the junction and help ensure pedestrians are able to cross Oakfield Road safely.</p> <p>Recommendation – Install restrictions as advertised</p>
Proposal	<p>Ashwood Avenue (Bablake) - No Parking restriction on Barker's Butts Lane at junction with Ashwood Avenue to ensure visibility of pedestrians, cycles and general traffic around the junction.</p> 
Objection (1)	Can the double yellow lines extend further into Ashwood Avenue to improve access within the avenue itself?
Response to objection	<p>Whilst there would be merit in doing so, this is outside of the scope and reasons that the double yellow lines have been advertised, which is to improve and the visibility and therefore safer interaction between highway users within the junction itself.</p> <p>Recommendation – Install restrictions as advertised.</p>
Proposal	Barkers Butts Lane (Radford) - Extension of parking restrictions at bottom of ramp that leads to railway level crossing. This is to accommodate a new pedestrian refuge island and ensure parking does not obstruct the carriageway and visibility is kept clear for pedestrians.

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<p>Objection Multi-signature letter (14 signatures)</p>	<p>Physically and mentally ill occupants living in close proximity require multiple visitors (carers and family) per day. Introducing restrictions would mean having to park further away. Would like residents' parking permit scheme introduced for this section of road instead.</p>	
<p>Additional Objections (2)</p>	<p>On street parking is already limited and with a reduction in spaces meaning having to park further away from house, leaving home at 3am would be unsafe. Residential permits should be given or consider an alternative option.</p> <p>Elderly and disabled residents need parking for their carers and family. Bablake staff and pupils parking in the area reducing on-street parking availability. Lack of cycle storage penalises residents. Speeding motorists outside of rush hours cause many accidents and speed calming measures should be installed. Closing the tunnel to motor vehicles could increase traffic either side of the crossing.</p>	
<p>Response to objection</p>	<p>The installation of double yellow lines in this location is to ensure adequate visibility between users of the proposed pedestrian refuge island and passing traffic. The extents of the restrictions under consideration here are already minimised as much as possible on Barker's Butts Lane. The restrictions can be reduced by approximately one car length on Tomson Avenue with an associated amendment to the proposed kerb alignment.</p> <p>It is not a duty of the City Council to provide on street parking.</p> <p>Recommendation – Install restrictions as advertised except for a 5m reduction into Tomson Ave.</p>	