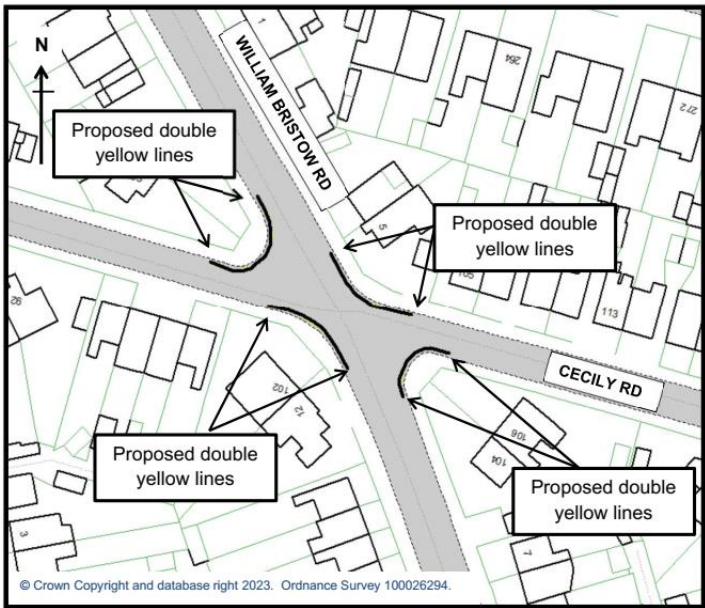
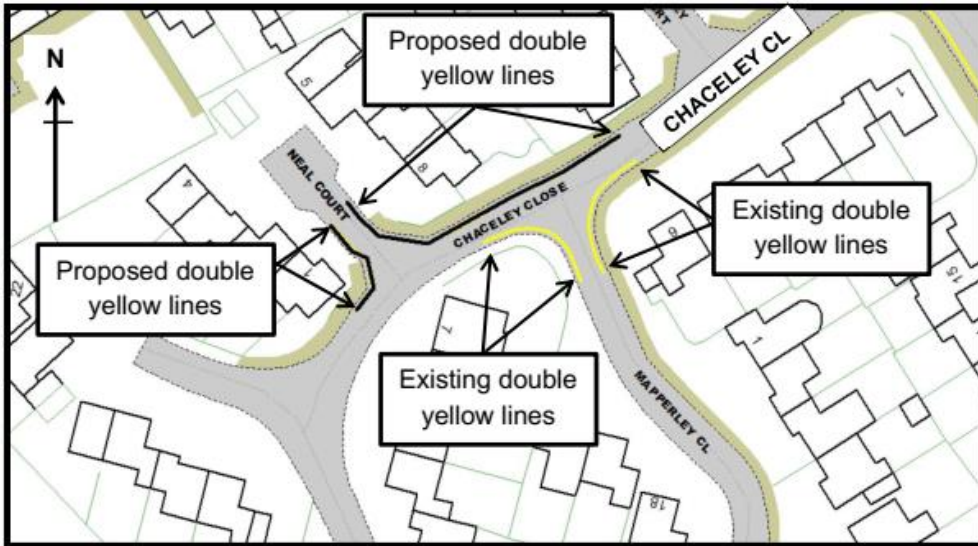



Appendix A – Summary of proposed restrictions, objections, letters of support and responses

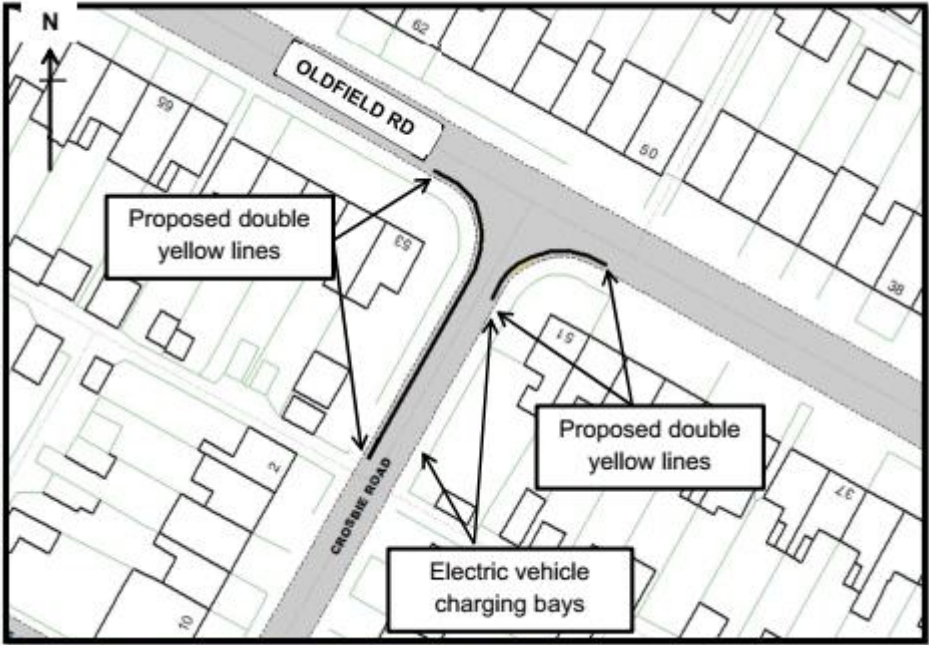
Location (Ward)	Cecily Road / William Bristow Road (Cheylesmore)
Original Request	Safety concerns raised by Councillor due parking at junction.
Proposal	<p>Proposed double yellow lines (no waiting at any time) for junction protection.</p> 
Objection (1)	<p>Advises of personal circumstances and whilst understanding the concern raised, advises the people parking are 'mainly people who don't live here that many of the vehicles parked do not belong to residents' and it is the residents who will be affected by the proposals. (Objection provided in full to Cabinet Member)</p>
Response to objection	<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.</p> <p>Concerns have been raised due to parking at the junction.</p> <p>It is not a duty of the City Council to provide on street parking. The location has been further reviewed in response to the objection received, to see if there is a possibility to reduce the extent of the double yellow lines, but it is recommended that the 10m of junction protection is installed.</p> <p>Recommendation – Install as proposed</p>

Location (Ward)	Chaceley Close / Neal Court (Henley)		
Original Request	Concerns raised that parked vehicles are causing an obstruction (resident has been advised by Police to contact Council)		
Proposal	<p>Proposed installation of double yellow lines (no waiting at any time) opposite Mapperley Close junction and at junction of Chaceley Close/Neal Court.</p>  <p>© Crown Copyright and database right 2023. Ordnance Survey 100026294.</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)	The following are the issues raised in the objections. The number relates to the number of objections which have raised about the same or a similar issue		
	If there has been complaints of obstruction by parked vehicles this may happen when hospital staff park in our area but this can be avoided by giving local residents parking permits.	2	
	If safety is of concern here why then in these plans are there no other safety signs e.g. 'Give Way' or road markings being placed at the junction of Neal Court, Sharpley Court and Mapperley Close	2	
	Majority of residents [of Neal Court] feel this is deliberate targeting	2	
	Have you also considered parking permits for the Chaceley Close stretch instead of double yellow lines ?	2	
	The proposed restrictions affect property values because they reduce the desirability of the area when selling or renting because there will virtually be no stopping nor parking spaces for residents and visitors.	2	
	This a family knit neighbourhood with shortages of parking as every space per house is only enough for one car. You advise '....it is not the responsibility of the City Council to provide on-street parking.' On the contrary I believe it is the council's duty to ensure the residents are safe and live happily in their neighbourhoods. Restrictions leave families with no parking not even on our front gardens because they are small.	1	
Response to objections	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. Double yellow lines have previously been requested and installed on each side of Mapperley Court at its junction with Chaceley Close, a further request has been received to place double yellow lines opposite the junction, due to ongoing obstruction issues.		

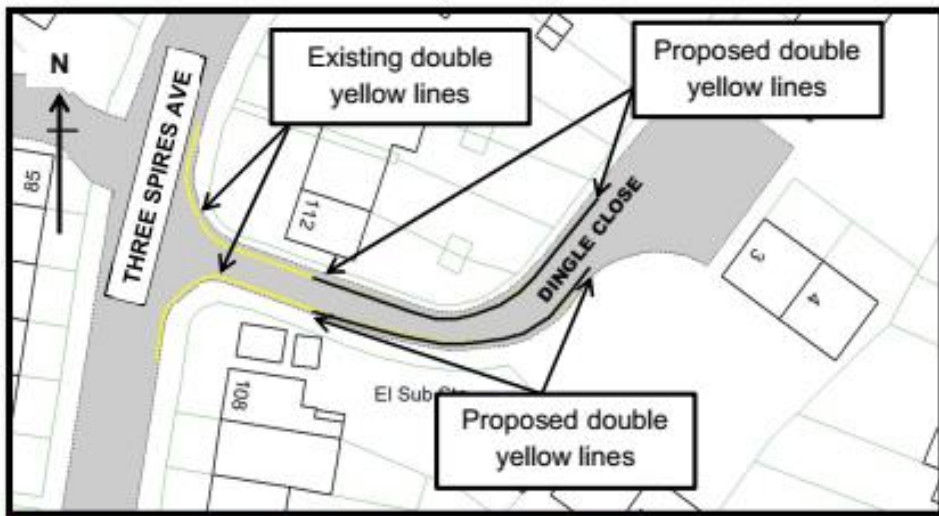
	<p>No other proposals, such as give way signs, have been proposed as the double yellow lines are a response to issues of obstructive parking. No concerns have been raised regarding drivers failing to give way at the junctions and there are no recorded personal injury collisions in this area. Chaceley Close, Mapperley Close, Neal Court and Sharpley Court form a small residential area off Wigston Road, the area is not a through route, therefore due to the small volume of traffic in this area, typically local residents, additional 'Give Way' upright signage is not required.</p> <p>No issues have been raised about parking at the other junctions. If issues do arise where no double yellow lines are present, the Police can undertake enforcement action regarding dangerous or obstructive parking. In this instance however they have advised the residents to contact the Council and request double yellow lines, which will also enable the Council's Civil Enforcement Officers to undertaken enforcement action.</p> <p>It is not a duty of the City Council to provide on street parking.</p> <p>Parking Permits are not a proposed option as it is not considered an appropriate place for a vehicle to park.</p> <p>Recommendation – Install as proposed.</p>
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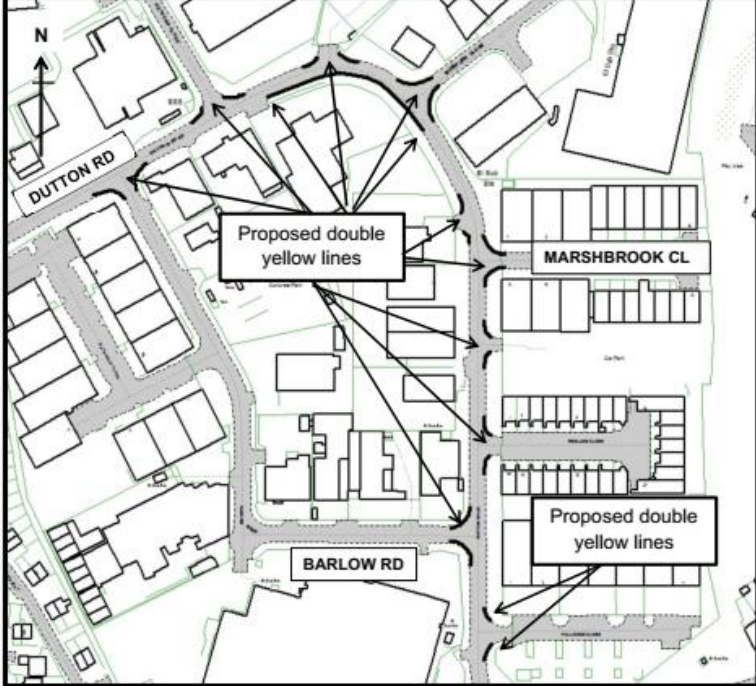
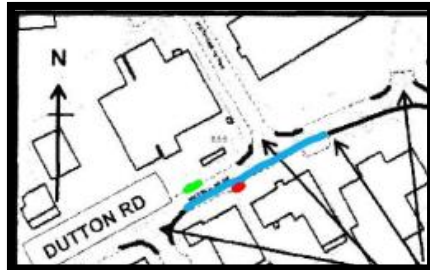
Location (Ward)	Crabmill Lane (Foleshill)
Original Request	72 signature petition, sponsored by Councillor Nazir, requesting a residents' parking scheme.
Proposal	<p>Proposed extension of residents' parking zone EW1 to include Crabmill Lane. Also proposed to install a shared use parking bay (permit holders and limited waiting, Mon-Fri, 8am-6pm, 1 hour no return in 2 hours) on Crabmill Lane south of its junction with Stoney Stanton Road.</p> 
Objections (2)	<p>Operate a nursing home and the proposed maximum allocation of parking permits (3 residents permits & 3 visitor permits) would be insufficient, as have up to 18 members of staff working at some points in the day, also relatives visiting residents of the home and outside professionals.</p> <p>Request more permits</p>

	<p>Reside at XX Stoney Stanton Road. A residents' only parking scheme is operational on Bryn Road (Zone EW1) and there is limited on-street restricted parking outside my residence. Effectively, if the proposed extension of the existing parking scheme zone to include Crabmill Lane comes into effect I will have no or extremely restricted inadequate access to any on-street parking facility within easy walking distance of my home.</p> <p>Would I be able to obtain a Parking Permit to park within either the Zone EW1 Bryn Road or proposed Zone EW1 - Crabmill Lane to address the highlighted issue.</p>
<p>Response to objections</p>	<p>Residents parking schemes have a standard allocation of up to 3 residents permits & 3 visitor permits, this is in accordance with the approved Residents' Parking Policy.</p> <p>The properties eligible for permits are those that fall within the scheme area (subject to some exceptions, which may mean a property located within the scheme is not eligible for permits) and those properties that have a boundary adjacent to the scheme area.</p> <p>As the requests made are for additional permits to the standard allocation and from a property outside of the eligible scheme area, the requests are being considered as objections to the scheme.</p> <p>Whilst a residents' parking scheme does not guarantee that a parking space will be available, if large numbers of permits are issued, particularly to one premises which has limited roadside frontage, it is likely to 'take up' many on street parking spaces. Extending the permit eligibility area to those outside the scheme would also impact on the available road space. The residents' parking scheme criteria includes that a scheme will only be considered if 40% or less of the on street parking space is available during the daytime; parking surveys are undertaken to assess the situation before a scheme is considered. On Crabmill Lane these surveys revealed that there was only c. 11% of potential on street parking available due to the volume of parked cars.</p> <p>If greater numbers of permits are issued and a greater area outside the scheme is eligible for permits, it could result in the scheme being ineffective for the residents within the scheme area.</p> <p>The options in response to the requests for permits/objections are:</p> <ul style="list-style-type: none"> • Allow more permits to be issued to an individual premises, to an agreed maximum. • Allow premises outside of the scheme area to have permits (but requests would have to be treated with parity, resulting in more permits being issued) • Retain the permit allocation in accordance with the approved Residents' Parking Policy and the permit eligibility area within the scheme area. • Not to introduce a scheme <p>Recommendation – Install the scheme as proposed; retain the permit allocation to properties within the scheme area and properties with a boundary adjacent to the scheme area. Retain the maximum permit allocation in accordance with the agreed policy.</p>

Location (Ward)	Crosbie Road / Oldfield Road (Whoberley)	
Original Request	Concerns raised, by Councillor on behalf of resident, due to parking at entrance to Crosbie Road, opposite EV bays, causing access issues.	
Proposal	<p>Proposed double yellow lines (no waiting at any time) for junction protection, extending into Crosbie Road opposite advisory electric vehicle charging bays (EV bays).</p>  <p>© Crown Copyright and database right 2023. Ordnance Survey 100026294.</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	
	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	
Objections (3)	Agree with the need to double yellow line the junction (corners)	1
	Proposed Double yellow lines within Crosby Rd are too long	1
	No access issues	2
	EV bays underutilised	1
	Effect on property values	1
	Concerns where visitors would park	1
	Lack of due diligence on the Council's part	1
	Lack of reasonableness on the Council's part	1
	Road safety and social cohesion.	1
	Who at the Council is willing to share personal responsibility for any RTAs and/or personal injuries and/or deaths that may result from these unwanted double yellow lines	1
	I have canvassed my immediate neighbours and found zero support for these proposed restrictions, on the contrary people are outraged	1
Response to objections	<p>The double yellow lines at the junction 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>The proposed double yellow lines extending further into Crosbie Road are opposite the advisory electric charging (EV) bays, preventing parking opposite the EV bay and allow access to be maintain when a vehicle is parked within a bay.</p>	

	<p>The issue of access problems has been raised and supported by a Councillor.</p> <p>Whilst the marked out bays are intended for electric vehicles to park whilst charging, these bays are advisory, therefore there is no restriction on the times of use, duration of stay or type of vehicle that can use the parking bay. If vehicles are parked on both sides of the road, this affects access, either for other vehicles or pedestrians if cars are parked partly on the footway.</p> <p>In regard to drivers parking inappropriately in other areas due to the presence of the double yellow lines, double yellow lines are used in many areas, and it is a driver's responsibility where no restrictions are present not to park in a manner that is dangerous or obstructive.</p> <p>Recommendation – Install as proposed</p>
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Location (Ward)	Dingle Close (Radford)
Original Request	Concerns raised by MP on behalf of resident, due to vehicles parking in narrow area of close, affecting access
Proposal	<p>Proposed to extend double yellow lines (no waiting at any time) from existing double yellow lines at junction further into Dingle Close.</p>  <p>© Crown Copyright and database right 2023. Ordnance Survey 100026294.</p>
Objection (1)	[Address provided] We have a restrictive covenant in place from when the land was sold to Whitefriars []. This needs to be addressed before any restrictions are made on the land.
Response to objection	<p>Any covenant imposed by Whitefriars would affect the land, not the adopted highway, which is in the control of the Council as Highway Authority and Traffic Authority.</p> <p>The proposed parking changes are intended for installation on the adopted public highway not on the land. The objector has been advised of this. As no other details are provided as to why the proposal is being objected to, as the road is narrow and parking restricts access, often affecting refuse collection, it is recommended to install the double yellow lines as proposed.</p> <p>Recommendation – Install as proposed.</p>

Location (Ward)	Dutton Road (Henley)
Original Request	Dutton Road has been identified as a location in the 2023/24 local safety scheme programme.
Proposal	<p>Double yellow lines (no waiting at any time) are proposed for junction protection and on a bend, due to safety concerns (including issues of parking on the footway). The proposals cover the following locations: Dutton Rd/ Heyford Cl, Dutton Rd/Sandford Cl, Dutton Rd/Barlow Rd, Dutton Rd inside of bend between Heyford Cl and Sandford Cl</p>  <p>The map shows Dutton Rd running vertically. It intersects with Heyford Cl, Sandford Cl, and Barlow Rd. Marshbrook Cl branches off to the right from Dutton Rd. Two callout boxes labeled 'Proposed double yellow lines' point to specific locations on Dutton Rd: one at the junction with Barlow Rd and another on the bend between Heyford Cl and Sandford Cl. A north arrow is in the top left corner. Copyright text at the bottom reads: '© Crown Copyright and database right 2023. Ordnance Survey 100026294.'</p>
Objection (1)	<p>Supports the aims of the proposals but considers the resulting displacement of vehicles will cause a serious hazard to employees of the premises and customers exiting the Marque Restore Chrome Plating Ltd car park.</p> <p>Advises 'Dutton Road is a dangerous road due to the volume of traffic and common speeding of the vehicles on Dutton Road. In order to exit the car park safely we need to be able to see oncoming traffic'.</p> <p>In addition to the hazard created to users of the car park, allowing parking in this area will also cause a choke point for large lorries turning into the entrance to Becketts Foods. The continual waiting and turning of these lorries into Becketts Foods already cause disruption to the traffic flow along Dutton Road, being clogged with parked cars will make this much worse.</p> <p>Suggested changes – additional double yellow lines as shown in plan. [Extract of plan below] with requested additional double yellow lines marked in blue.</p>  <p>This is a zoomed-in extract of the map from the proposal section, focusing on a section of Dutton Rd. It shows a segment of the road with a blue line indicating a proposed additional double yellow line. A north arrow is present in the top left corner.</p>

<p>Response to objections</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 junctions, the proposed double yellow lines also prevent parking on the bend on Dutton Road.</p> <p>The entrance to Marque Restore Chrome Plating Ltd falls within an area where parking is not currently restricted. There is the potential that drivers will move to this area to park.</p> <p>It is not possible to install the requested additional double yellow lines as part of this review, as this would be a significant change. To be able to install double yellow lines at this location, it would be necessary to undertake the legal process and consider any objections received, before deciding whether or not to implement.</p> <p>The options are:</p> <ul style="list-style-type: none"> • Not to install the proposed restrictions. • Advertise the original proposals again, but with an additional extent included. • Approve the installation of the restrictions as proposed, monitor and advertise an extension to the double yellow lines as part of the next waiting restriction review. <p>Recommendation – Install the double yellow lines as proposed and advertise an extension of the double yellow lines as part of the next waiting restriction review</p>
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