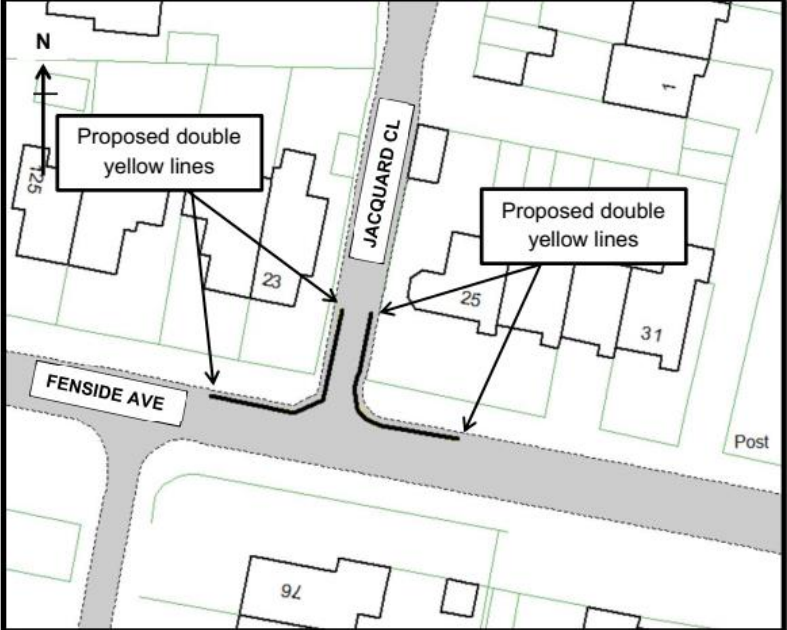
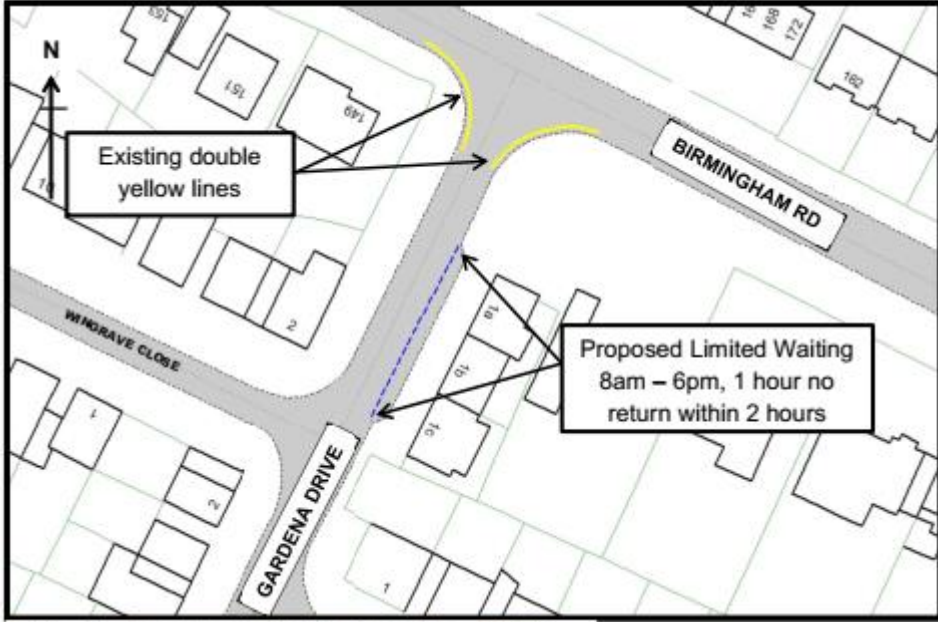
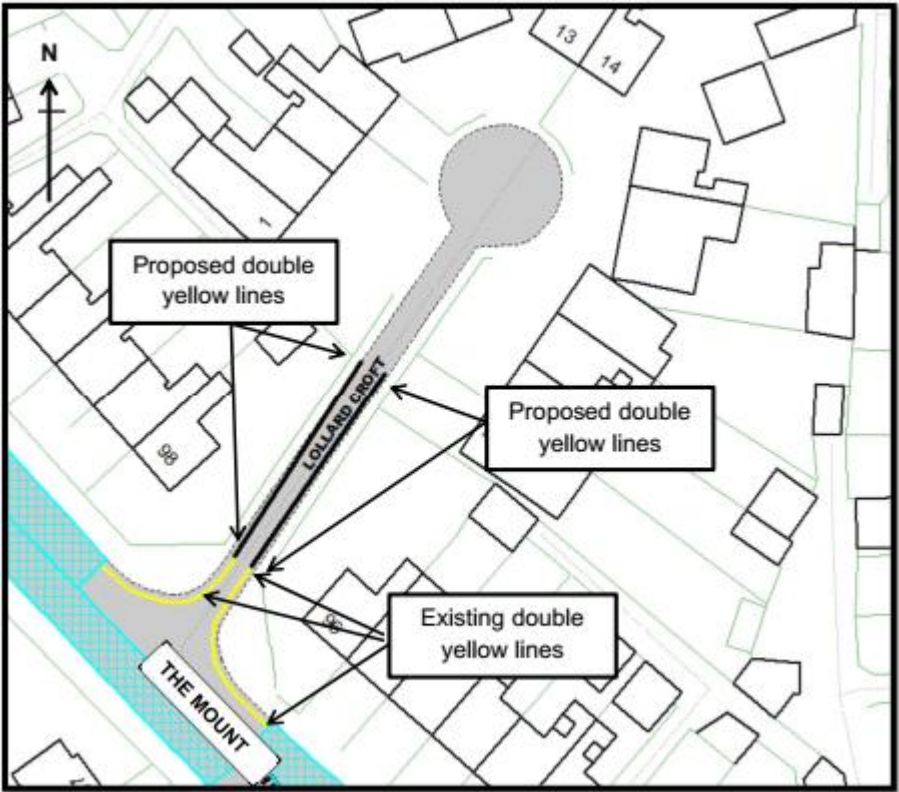


Appendix A – Summary of proposed restrictions, objections, letters of support and responses

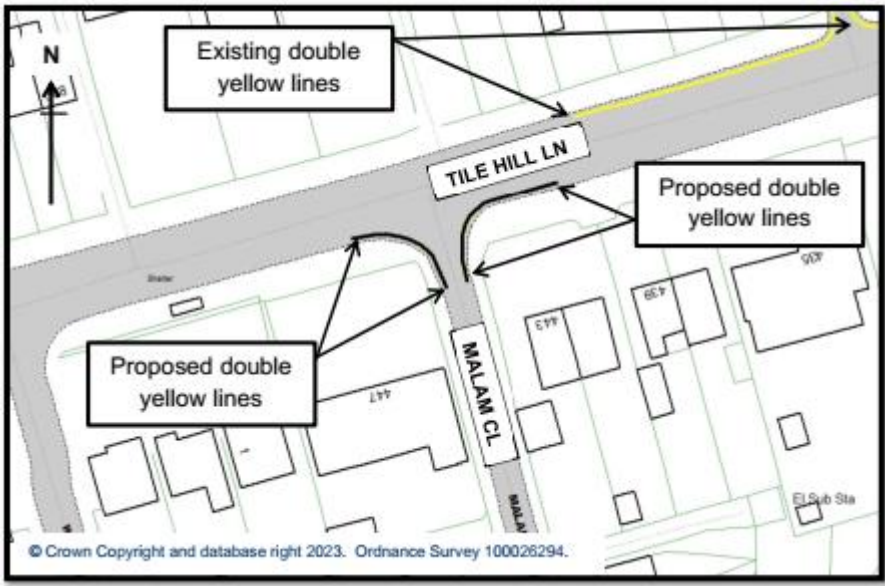
Location (Ward)	Fenside Avenue /Jacquard Close (Cheylesmore)
Original Request	Safety concerns raised by resident due to parking at the junction restricting visibility.
<p>Proposal</p>	<p>Proposed double yellow lines (no waiting at any time) for junction protection.</p>  <p>© Crown Copyright and database right 2023. Ordnance Survey 100026294.</p>
<p>Objections (2)</p>	<p>Summary of points raised:</p> <ul style="list-style-type: none"> • Details provided of where people tend to park and • I am unaware of any accidents in this area • There are no other restricted parking areas in Fenside Avenue at other junctions, save for the garage area (by the shops), and further up by the brook bridge and on the entrance leading in to the avenue by the shops. • The Fenside junctions with Arnold Avenue, Chatsworth Rise and Baginton Road are, in my opinion, having lived here for years, are far busier than the small junction at Jacquard Close. Are these junctions also inline for waiting restrictions? • Where markings have been applied to the carriageway further down Fenside Avenue, the length of marking appears shorter than that proposed outside numbers 23 & 21 Fenside. Why is this so? • As cars rarely park [on the west side of the junction], there is not a problem of cars being parked there to create potential safety issues. I see no need for these restrictions to be implemented <p>Summary of points raised:</p> <p>Restricting the on-street parking [as proposed] means there will be more cars parked on the opposite side, which would add to safety issues for people to walk along the pavement plus cause issues for bin lorries to manoeuvre so that they can collect bins from Jacquard Close and Fenside Avenue (for no. 25,27,29,31). It does not matter if cars are parked [where double yellows are proposed] if someone is parked on the opposite side, they will obstruct the larger vehicles including bin lorries and buses. We have had several occasions when bin lorries have been unable to collect bins due to cars being parked on the opposite side to our house.</p> <p>If the double-yellow lines are installed it would also cause safety concerns when cars are coming in and out of Jacquard Close due to more cars being on the opposite side.</p>

	<p>Reference to personal parking situation and resultant effects of where park</p> <p>We have been living at our property for [number of years] without any parking safety concerns raised (both on Fenside Avenue and Jacquard Close). Recently, over the last 6 months to a year we have had speeding drivers and motorbike riders going along Fenside Avenue and that is the main safety issues here and not the concerns about parking as the speeding drivers/riders drive/ride at excessive speeds regardless of whether there are cars parked on either side or not. The speeding is a bigger concern as we have elderly and young children using the pavements and roads.</p> <p>Raises issue of speed of drivers existing Jacquard Close</p> <p>Proposals are grossly unfair. I think it is potentially the speeding drivers that are the ones complaining as they are the ones that want to drive and ride along our streets using excessive speeds.</p> <p>Recommend rather than double yellow lines we have speed bumps installed along Fenside Avenue, as the main safety issue here is speeding and not the parking of our cars on our side of the street.</p> <p>An alternative measure could also be that double-yellow lines be placed on the opposite side of the road as this would allow traffic to move smoother and larger vehicles would have better access along Fenside Avenue and Jacquard Close.</p>
Support (1)	<p>Have wanted double yellow lines for years. [We] feel that the lines should be put in opposite the junction with jacquard close as well, due to people parking opposite the junction which also causes problems for residents & the refuse crews alike, not only for access but for safety.</p> <p>The situation is getting extremely dangerous with cars having to go into the middle of Fenside Ave when leaving Jacquard to see if the way is clear. The bin lorries have had problems, having to mount the pavement in order to gain access to Jacquard, also a few months ago an ambulance had problems</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>At the time of a site visit road was heavily parked in this area, both up to the junction and opposite.</p> <p>Recommendation – Install as proposed and monitor.</p>

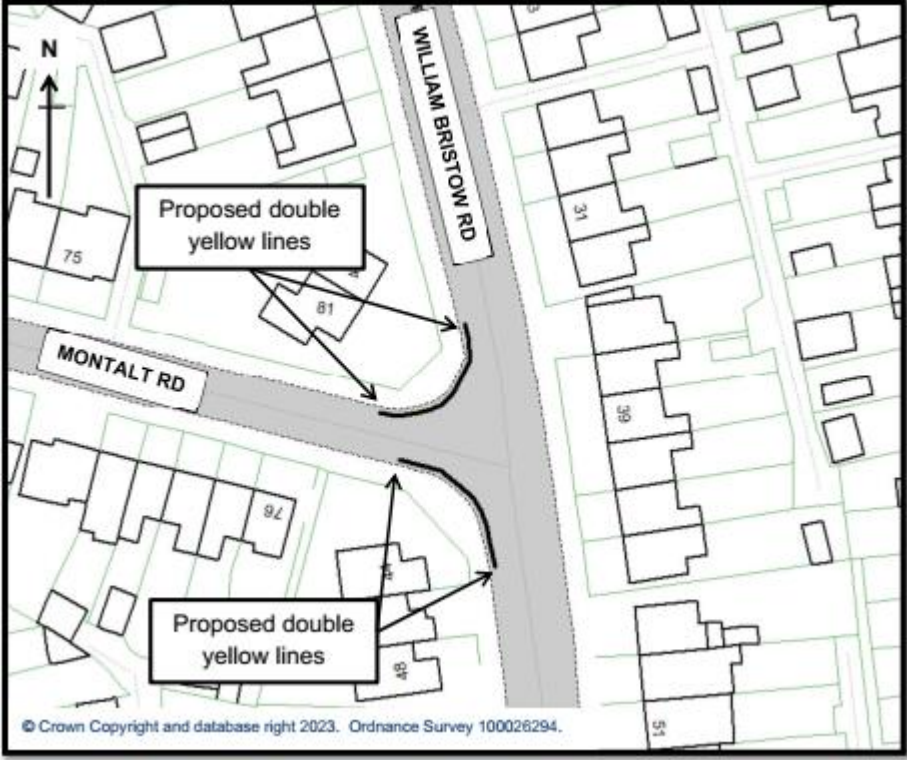
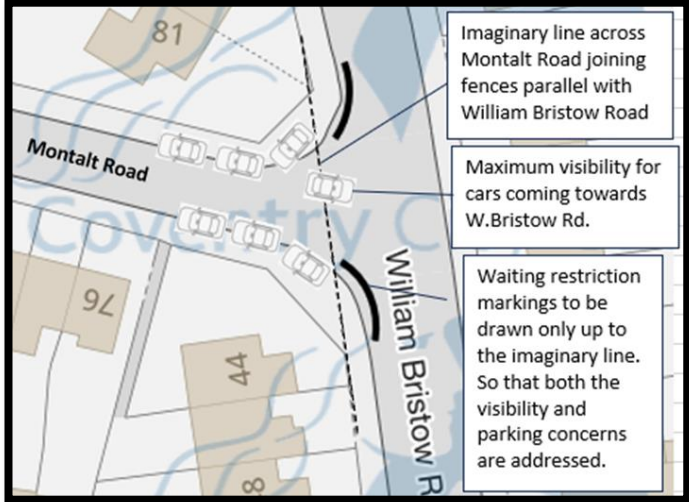
Location (Ward)	Gardenia Drive (Bablake)
Original Request	117 signature petition, sponsored by Councillor Birdi, requesting parking restrictions to prevent all day parking and improve the turnover of available parking space.
Proposal	<p>Proposed limited waiting restriction in layby outside shops (everyday, 8am-6pm. 1 hour no return in 2 hours).</p>  <p>© Crown Copyright and database right 2023. Ordnance Survey 100026294.</p>
Objection (1)	<p>I understand that there is a proposed 1 hour timed parking restriction in the layby alongside the Hairdresser's, Beauty Salon and Cafe in Gardenia Drive and I lodge an objection to the proposal.</p> <p>A timed parking restriction of only 1 hour does not allow for some procedures at the Hairdresser's and Beauty Salon whereas if it were extended to 2 hours this would be more realistic and would not present a problem or loss of clients to those businesses. Therefore please amend the proposal to 2 hours restriction.</p>
Response to objections	<p>The proposed limited waiting restriction was to create a turnover of spaces. To amend the restriction to allow a longer time to park, increasing from 1 hour to 2 hours, would be a significant change to the proposal. Therefore, it is not possible to do this as part of this TRO process. The proposals would be required to be advertised again, with the associated 21 day objection period.</p> <p>Options:</p> <ul style="list-style-type: none"> Do not install the 1 hour limited waiting restriction and advertise a new proposal for a 2 hour restriction as part of the next waiting restriction review. Install the restriction as advertised (1 hour limited waiting), monitor and consider amending the duration of stay as part of a future waiting restriction review. <p>As the objector is identifying that the 1 hour restriction would not be beneficial and may adversely affect the businesses, it is recommended that the 1 hour restriction is not installed and a 2 hour limited waiting restriction is advertised as part of the next waiting restriction review.</p> <p>Recommendation – Remove the proposed 1 hour limited waiting restriction from the TRO process and advertise an alternative proposal (2 hours limited waiting) as part of the next waiting restriction review.</p>

Location (Ward)	Lollard Croft (Cheylesmore)	
Original Request	Resident raised access concerns due to parked vehicles on narrow section of road	
Proposal	<p>Proposed to extend existing double yellow lines (no waiting at any time) a further 23m into Lollard Croft</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. Due to the detailed nature of some objections they have been forwarded in full to the Cabinet Member.	
Objections (3)	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.	
	Concern about available parking (due to residents' parking schemes in the surrounding area, which may be increasing)	3
	Conscious of a small number of occasions when vehicles have unwittingly parked in an inconvenient location and caused temporary access issues [into particular property]. Inconsiderate parking is not an issue.	1
Response to objections	<p>The extension of the double yellow lines on Lollard Croft is proposed on the narrow section of the road, which is only approximately 3m wide, where issues have been raised about access.</p> <p>A query has been raised, via the objections, as to why the proposed double yellow lines are necessary, as parking, so as not to cause an obstruction, is covered by the Highway Code.</p> <p>The Highway Code is guidance; if a vehicle is parked in a manner that is causing a danger or obstruction the Police have the necessary powers to undertake enforcement action, without the need for waiting restrictions. However, they have limited resources. Coventry City</p>	

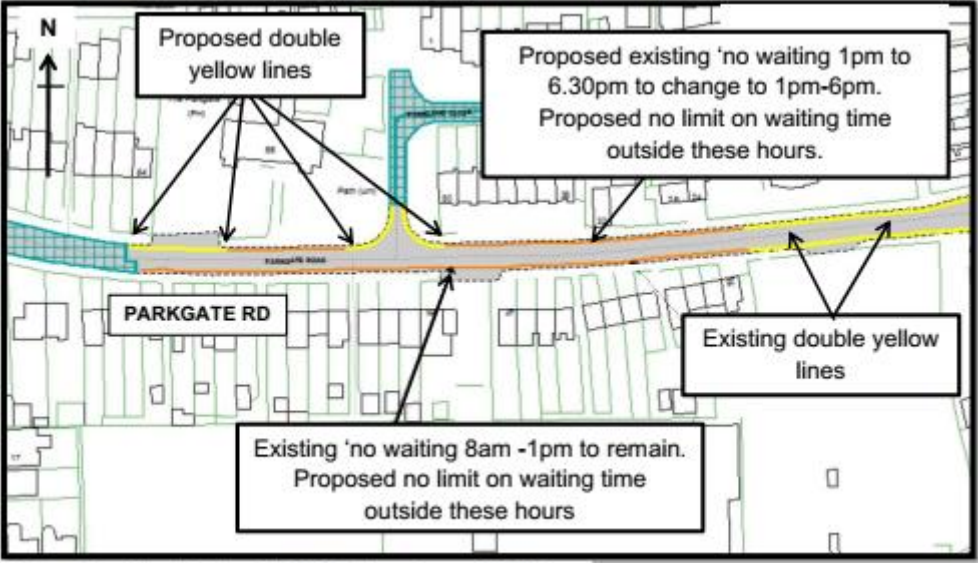
	<p>Council and many other Councils have powers which enable Civil Enforcement Officers to undertake enforcement of waiting restrictions. This is to improve traffic management, both in terms of safety and movement of traffic.</p> <p>Residents of Lollard Croft have previously been consulted about the possibility of being part of a wider residents' parking scheme. However, one criterion to be part of a scheme is that 60% of households must be in favour; this was not achieved. In response to a petition, a further consultation about the possibility of being part of the wider residents' parking scheme will be undertaken.</p> <p>In response to the objections received it is proposed to reduce the extent of the proposed double yellow lines by approx. 5m on each side of the road and monitor.</p> <p>Recommendation – Install a reduced extent of double yellow lines, reducing the proposal by 5m (each side of the road)</p>
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Location (Ward)	Mallam Close/Tile Hill Lane (Westwood)
Original Request	Councillor on behalf of resident. Road safety concerns raised due to parking at junction affecting visibility.
Proposal	<p>Double yellow lines (no waiting at any time) for junction protection.</p> 
Objection (1)	<p>I have never struggled with visibility egressing Mallam Close.</p> <p>This section of Tile Hill Lane is some 10m wide, very straight and has significantly greater forward visibility than appropriate for the volume and mix of traffic that it carries. This leads to the majority of vehicles travelling well above the posted speed limit. The installation of double yellow lines at this junction will prevent on-street parking, which in this location, can have a traffic calming effect.</p> <p>If junction visibility from Mallam Close is deemed to be a problem, then pushing out the give way line by two metres and building out the junction further into Tile Hill Lane would be a better solution. This would deal with the visibility concerns whilst also aiding the reduction of the effective width of the carriageway, helping bring down vehicular speeds. This solution would also only require road markings and so there would be no cost difference between</p>

	<p>proposals but would be cheaper in the long term as parking enforcement would not have to take place.</p> <p>I believe that the solution proposed [double yellow lines] would not solve this concern, but actually have a detrimental impact on road safety by leading to increased vehicle speeds on Tile Hill Lane.</p>
Support (2)	<p>I don't have an objection to this as such – I think it's a really good idea in principle. But I'm wondering whether there's going to be anything put in place to prevent or deter people from parking on the grassy areas on the pavement/off the road. Specifically here: (drawing provided)</p> <p>I know that's not on the road but even a single car parked on that part makes it just as hard to see oncoming traffic when you're pulling out of Malam Close as a car parked on what would be the double yellows. If there are two or three in a row it's pretty much impossible to see what's coming before you're already potentially in the way of oncoming traffic. I guess I wonder whether the double yellows would really make a difference safety/visibility wise if parking on the grass is still fair game.</p> <p>Happy to have double yellows but not sure it'll resolve the issue in itself.</p> <p>I fully support the introduction of double yellow lines at the junction of Tile Hill Lane & Malam Close. Will these restrictions also apply to parking on the grass verge at this junction as parking there impacts on the drivers view to exit Malam Close onto tile hill lane.</p>
Response to objection & Support queries	<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>Whilst parked vehicles can have a positive impact on vehicle speeds, parked vehicles that impact on visibility of drivers exiting side roads have a detrimental effect on road safety.</p> <p>The concerns raised also relate to parking on the verge in this area. The proposed double yellow lines apply to the footway and verge (up to the back of the adopted highway) as well as the road at this location, so will also prevent parking on the verge.</p> <p>Recommendation – Install as proposed.</p>

Location (Ward)	Montalt Road / William Bristow Road (Cheylesmore)
Original Request	Safety concerns raised by Councillor about parking at junction
Proposal	<p>No waiting at any time (double yellow lines) for junction protection.</p>  <p>The map shows the junction of Montalt Road and William Bristow Road. Two areas on Montalt Road are highlighted with boxes and arrows, labeled 'Proposed double yellow lines'. The first area is on the north side of the road, near house number 81. The second area is on the south side of the road, near house number 48. A north arrow is in the top left corner. The map is credited to Ordnance Survey 100026294.</p>
Objection (1) 16 signature letter	<p>In the evening, when everybody is coming back home, it is getting harder and harder to find somewhere to park our cars, so by implementing this proposal further possible parking spaces will be lost and therefore adding to a growing parking issue.</p> <p>William Bristow Road / Montalt Road junction is wide, and any visibility/safety concern caused by parking is applicable only for traffic coming from Montalt Road and entering William Bristow Road. With this in mind, by installing the double yellow lines only up to the point where the fences parallel with William Bristow Rd can be joined with an imaginary line, any visibility/safety concern can be alleviated and at the same time still keep some of the parking spaces available.</p>  <p>The map shows the junction of Montalt Road and William Bristow Road. A dashed line, labeled 'Imaginary line across Montalt Road joining fences parallel with William Bristow Road', runs across the road. To the right of the map, there are three text boxes:</p> <ul style="list-style-type: none"> Imaginary line across Montalt Road joining fences parallel with William Bristow Road Maximum visibility for cars coming towards W.Bristow Rd. Waiting restriction markings to be drawn only up to the imaginary line. So that both the visibility and parking concerns are addressed.

<p>Response to objection</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.</p> <p>A review of the personal injury collision history of this junction shows that in the last 3 years there has been one personal injury collision, which involved a vehicle turning left into Montalt Road and a vehicle on Montalt Road travelling towards the junction.</p> <p>Vehicles parked at a junction can reduce visibility, in addition vehicles parked at a junction alter the road position used by other drivers, which can cause conflicts.</p> <p>In considering the objection to the proposals and the injury collision that occurred at the junction, it is proposed that the length of double yellow lines on the northern side of Montalt Road (odd numbered side) are reduced by approximately 6m, but no change is proposed on the southern side of the road.</p> <p>Recommendation – Reduce the length of proposed double yellow lines on the northern side of Montalt Road by approximately 6m</p>
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Location (Ward)	Parkgate Road (Holbrook)
Original Request	Officer proposed changes following review of existing waiting restrictions
Proposal	<p>Proposed to simplify restrictions, double yellow lines (no waiting at any time) at Parkgate Rd/Parkland Close for junction protection and across The Parkgate access. Retain 'no waiting restriction' on the northern (even numbered) side of Parkgate Road amending time from 'no waiting 1pm-6.30pm to 'no waiting 1pm-6pm' and retain 'no waiting 8am-1pm' on the southern (odd numbered) side of Parkgate Road. Remove the limited waiting restriction operating outside of the no waiting restriction times.</p>  <p>© Crown Copyright and database right 2023. Ordnance Survey 100026294.</p>
Objection (1)	<p>Advises of personal circumstances (Objection provided in full to Cabinet Member)</p> <p>I do not feel that enough thought has been given to disabled people living in this area what are we to do if we are now restricted to certain times of day the other side has large raised kerbs.</p>
Response to objection	<p>The proposed changes are a simplification of the existing restrictions already in place, in addition double yellow lines are proposed for junction protection at Parklands Close and across a large area that should not be parked over for access reasons, but the remaining no waiting restrictions are already present. The removal of the limited waiting restriction allows greater flexibility for residents.</p> <p>Recommendation – Install as proposed.</p>