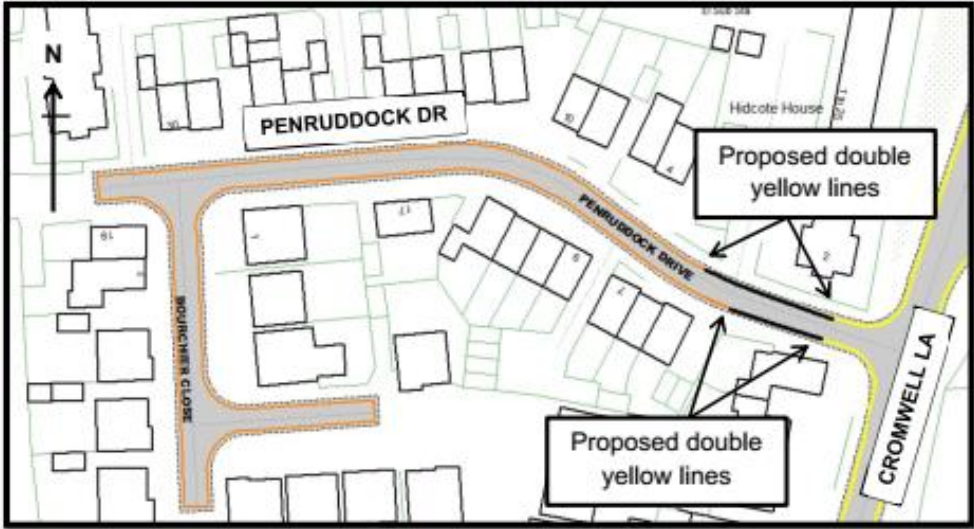
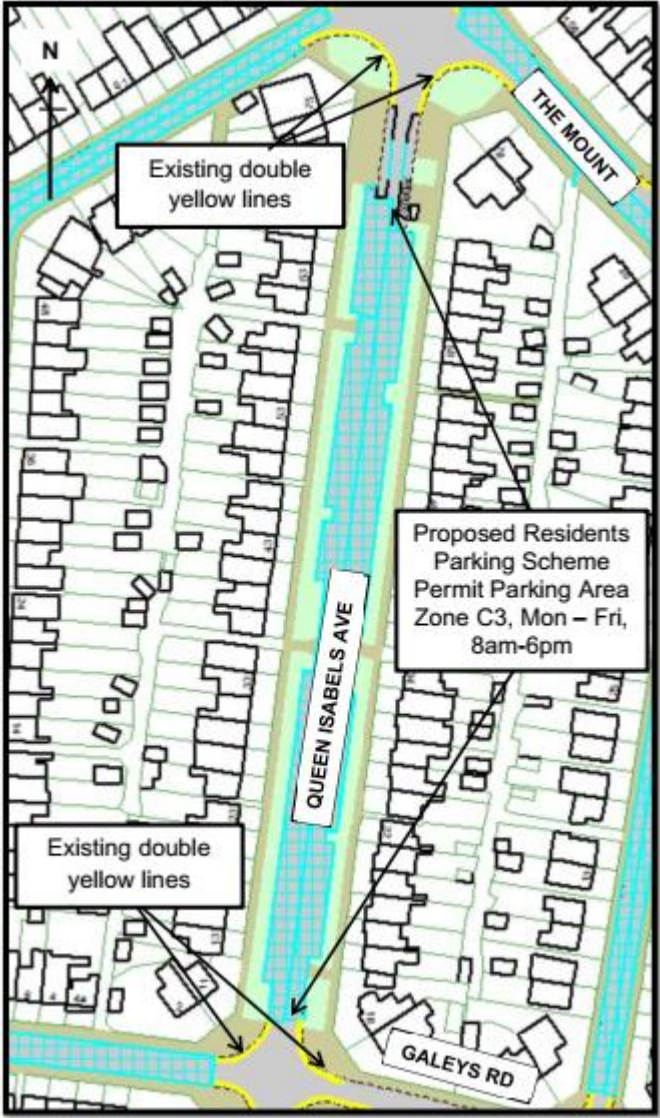


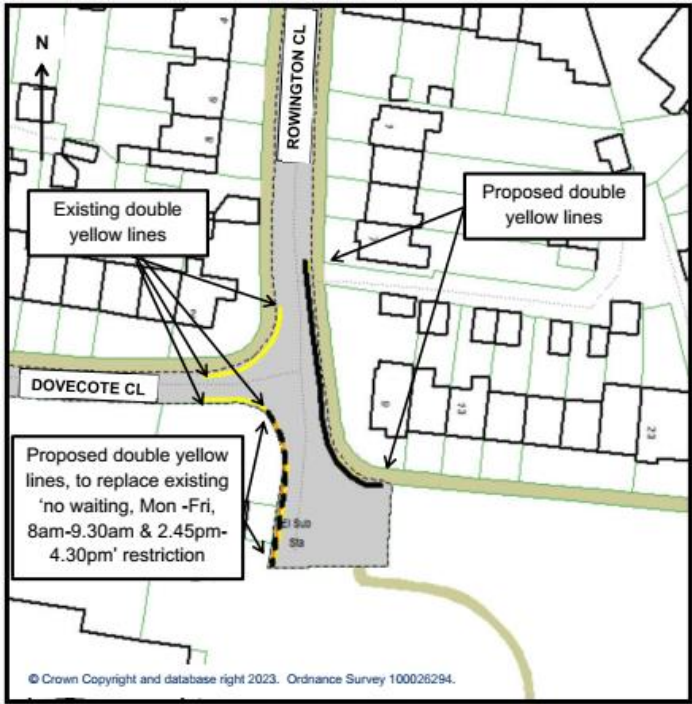
Appendix A – Summary of proposed restrictions, objections, letters of support and responses

Location (Ward)	Penruddock Drive (Westwood)
Original Request	23 signature petition, sponsored by Councillor Lapsa, concerns raised that parking near the entrance to Penruddock Close, even with the existing single yellow line restrictions, was creating access issues.
Proposal	<p>Extension of existing junction protection double yellow lines (no waiting at any time) on both sides of road up to Hidcote House access.</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>Due to location of property advise 'absolutely object to a 15m double yellow line from the junction'</p> <p>We fully support prevention of accidents that can occur as a result of abuse of the residential road parking rules by neighbours who don't even live on penruddock drive. Neighbours who have 5 cars and only 2 driveway parking spaces. Abusing the situation and causing potential accidents to public in cars and on foot.</p> <p>Need to be able to park in area of proposed double yellow lines to assist when loading and unloading people and goods. This [proposed parking restriction] is simply unfair to us.</p> <p>The highway code states that double yellow lines only need to run 10m from a junction.</p> <p>You will also devalue our property value greatly. We will be consulting our solicitor regarding our right to claim compensation for this.</p> <p>A good solution we feel would be that you paint double yellow lines on [the northern side] along the road where there are no homes. This will prevent all blockages from the junction from ever happening and there will always be enough room for emergency services to always pass.</p> <p>I agree to [details of area where double yellow lines could be extended to]. We can inform you that the postman every day also parks very close to the junction and leaves it there for some time to deliver all parcels to the residents on foot. Which we absolutely agree is a major accident waiting to happen.</p> <p>Please can you just be fair on this matter.</p>

<p>Response to objection</p>	<p>The existing double yellow lines at the junction are provided in accordance with the advice given in the Highway Code, regarding parking at a junction. However, this does not mean that double yellow lines will not be proposed to be extended further if safety and/or access issues are raised. The proposal to extend the double yellow lines further into Penruddock Drive, is in response to residents' concerns about parking in this location.</p> <p>Loading and unloading can take place on double yellow lines, providing there is not an additional restriction preventing loading/unloading and it is not causing a danger/obstruction.</p> <p>It is not a duty of the City Council to provide on street parking, nor does the Council (as the Highway Authority and Traffic Authority) pay compensation when introducing waiting restrictions.</p> <p>During a site visit two vehicles were parking in the area where the double yellow lines are proposed, a large part of both vehicles being on the footway, resulting in limited space for pedestrians to pass by, especially if with a pushchair or wheelchair.</p> <p>However, it is proposed to recommend a change to the proposed restrictions advertised, namely to install the double yellow lines as proposed on the northern side of the road (the Hidcote House side of the road) and a reduced extent on the southern side of the road, reducing the extent of the length of the extension of the double yellow lines from 16m to 7.5m and monitor to see if this resolves the issues. If any further concerns are raised about access issues due to parked vehicles or parking on the footway obstructing pedestrians, a further extension may be proposed in the future, and would be subject to the necessary legal process being undertaken again.</p> <p>Recommendation – Install the double yellow lines as proposed on the northern side of the road (the Hidcote House side of the road) and a reduced extent on the southern side of the road, extending the double yellow lines by 7.5m rather than 16m and monitor to see if this resolves the issues. The existing no waiting restriction for part of the day will remain where the extended double yellow lines end.</p>
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Location (Ward)	Queen Isabel's Avenue (Cheylesmore)
Original Request	44 signature petition, sponsored by Councillor Brown, requesting a residents' parking scheme.
Proposal	<p>Proposed extension of residents' parking zone C3 to include Queen Isabel's Avenue.</p>  <p>Existing double yellow lines</p> <p>Existing double yellow lines</p> <p>Proposed Residents Parking Scheme Permit Parking Area Zone C3, Mon - Fri, 8am-6pm</p> <p>THE MOUNT</p> <p>QUEEN ISABELS AVE</p> <p>GALEYS RD</p> <p>© Crown Copyright and database right 2023. Ordnance Survey 100026294.</p>
Objection (1)	<p>I strongly object the suggestion of the parking along Queen Isabel's Avenue needs 'the parking permit'. The followings are my concerns.</p> <ul style="list-style-type: none"> • Visitor parking. Can they get a permit? • If I remove fence and park at front of house, does this mean other cars can't park in front of the house. • There are usually some spaces, no car parks more than 18 hours. Who wants this change as only road where people can park 'freely' • Will result in people converting their gardens to parking <p>It is highly appreciated to keep 'a free parking' along Queen Isabel's Avenue.</p>

<p>Response to objections</p>	<p>The proposed residents' parking scheme is in response to a petition from residents. The scheme meets the Council's residents parking scheme criteria, namely that over 60% of households are in favour of a scheme and parking surveys have shown that less than 40% of on street parking space is available during the daytime.</p> <p>Residents' parking schemes do not guarantee residents or their visitors a space to park, but when the scheme is in operation only Blue Badge holders or holders of a valid permit for the scheme area are able to park in permit parking areas. A resident can purchase visitor permits, a resident can do this even if they do not want a resident's permit for themselves.</p> <p>A properly constructed vehicle crossover is required to access the frontage of a property (this is also subject to other conditions). If there is a properly constricted vehicle dropped kerb, enforcement can be undertaken if a vehicles parks over the dropped kerb.</p> <p>Recommendation – Install as proposed.</p>
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<p>Location (Ward)</p>	<p>Rowington Close (Sherbourne)</p>	
<p>Original Request</p>	<p>Officer proposed restriction in response to pedestrian access issues, especially for wheelchair users, to Sherbourne Fields School</p>	
<p>Proposal</p>	<p>Double yellow lines (no waiting at any time) opposite the junction with Dovecote Close and to amend the existing single yellow line restriction (No waiting Mon-Fri, 8am-9.30am & 2.45pm-4.30pm) to double yellow lines (no waiting at any time). To prevent parking affecting access.</p>  <p>The map shows Rowington Close running vertically. To the west is Dovecote Close. A north arrow is in the top left. Labels include 'Existing double yellow lines' pointing to a section on Dovecote Close, 'Proposed double yellow lines' pointing to a new section on Rowington Close, and 'Proposed double yellow lines, to replace existing 'no waiting, Mon -Fri, 8am-9.30am & 2.45pm-4.30pm' restriction' pointing to a section on Rowington Close. A bus stop is marked on Rowington Close. A copyright notice at the bottom reads: '© Crown Copyright and database right 2023. Ordnance Survey 100026294.'</p>	
<p>Objections (12)</p>	<p>The issues raised have been summarised below so as not to identify the objectors</p> <p>Due to the number of objections received (12) with similar reasons, the objections have been grouped together highlighting the main reasons for objecting to the proposals</p> <p>Would be an inconvenience/difficult when accessing residential properties, especially with goods, picking up/dropping off people, for carers and other visitors etc who need to park</p>	

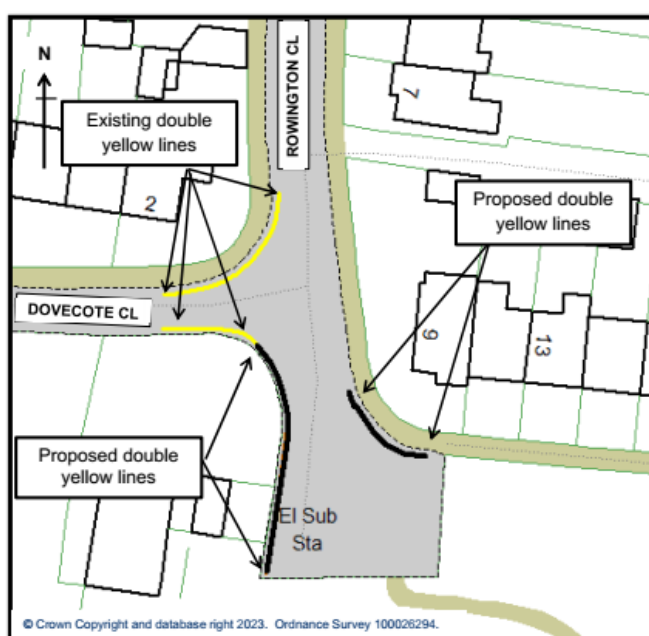
	Electric Vehicle charging bays are being installed directly opposite the entry to the garage and other garages which will make access to them very difficult and there are only 5 parking spaces outside the school for 8 houses (some of which have 2 cars) which is why parking on the road is required.	3
	Parking in this area does cause issues, mostly to the residents of Rowington and Dovecote, by parents dropping off and collecting children from Sherbourne fields school.	3
	The system the school has devised to allow cars children and buses in and out at the start and end of the school day has caused congestion. It would be more sensible to clear the road and use the school car park to enable the children to be dropped off and picked up this keeping the main Rowington close clear.	1
	Are you saying that people in wheelchairs only use THIS pavement. What about all the other pavements in Coventry. Are wheelchair users not allowed to use other pavements. Or will ALL other roads in Coventry be getting double yellow lines draw up to prevent parking on the kerb. London doesn't allow parking on kerbs and hasn't installed double yellow lines on ALL of its roads – so why have you come up with this solution. This issues you detail could be fixed with a 'no parking on verge' sign or a blanket ban on kerb parking – NOT no parking at any time solution. We should be treated no differently to any other resident of Coventry	1
	I have yet to see anyone arriving at the school without vehicular assistance	1
	As far as I am aware, there is NO pedestrian access to the school anyway. An electric gate has been installed which blocks the previous pedestrian access (although there has never been a pavement to the school gates). Therefore, any access to the school involves crossing the road and entering via the vehicle access point or a very narrow gate (not sure wheelchairs can get through) which would involve the people pushing the wheelchair whilst standing in the path of oncoming traffic. This access has only just been modified so why there are concerns of people having to walk around cars when the design of the entrance forces people into the road is beyond me	1
	You could take some of the school grounds and create a car park for the residents	1
	If you had come and checked this road over the past few years, you would have found that the majority of the people parking on the kerb were school employees. From what I have seen, the residents of Rowington Close always park on the road and leave the kerb free. Indeed, we also get mad when people park on the kerb and block the pavement. So maybe a letter to the school employees to park in the car park would be helpful and alleviate the problem. It has got better this term but maybe they have already been warned that the residents are about to revolt	1
	The only people to gain will be the parents on the school run	1
	I feel a better solution to reduce impact to residents, would be to enforce the no waiting which is currently in place Monday - Friday 8 - 9.30am and 2.45 - 4.30pm, with better signage, and suggest the school open the car park to parents dropping off at, and collecting children from, the school.	1
	The placement of the new permanent parking restriction will impact the prices of the property in the long term	1
	Only issue at school time, the double yellow lines would be in place outside of this time impacting on residents.	1
Response to objections	Concerns have been raised due to parking in this area affecting access. In addition, more students are being encouraged to become independent and parking which obstructs the footway impacts upon this aim, especially for wheelchair users. Parents/guardians are allowed into the school car park, to park and wait whilst collecting pupils.	

Due to no footway on the western side of the road (left side of the road when exiting the school), the pupils are taught to travel on the eastern side of the road, accessing the footway using the pedestrian dropped kerb.

Site visits have been undertaken during the day and at school exit time. These observations showed the difficulty if vehicles were parked on the corner, where there is a pedestrian dropped kerb, outside no. 9 Rowington Close. However, the vehicles that were parked on the eastern side of the road, were not parked in a manner that would have prevented the footway being used, including by a wheelchair user.

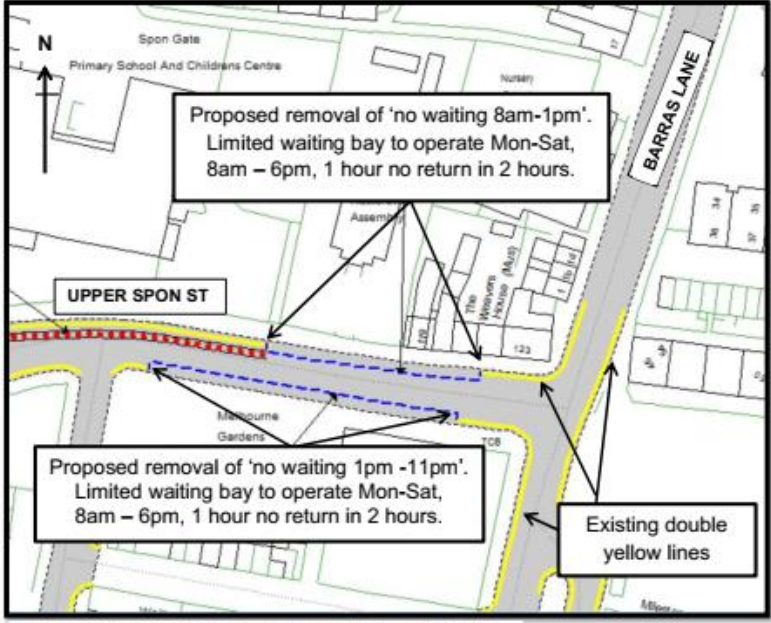
Following the response to the consultation on the potential installation of Electric Vehicle (EV) charging bays, the EV Project Manager has confirmed that EV bays are no longer proposed to be installed on Rowington Close.

It is proposed in response to the objections and the site observations to recommend a change to the proposed restrictions advertised, namely, to reduce the length of double yellow lines proposed on the eastern side of the road (alongside no. 9 Rowington Road) by 28m, to approx. 11m. This would result in the installation of double yellow lines (no waiting at any time) as shown in the plan below.



Recommendation – Install a reduced extent of double yellow lines as shown in the above plan.

Location (Ward)	Stanier Avenue (Sherbourne)
Original Request	Concerns raised by Councillor on behalf of residents about school pick up and drop off parking.
Proposal	<p>Change to existing restriction from 'No Waiting, Monday to Friday, 9am - 11am & 2pm - 4pm' to 'No Waiting, Monday to Friday, 8am - 9.30am & 2.45pm - 4.30pm'. Residents consulted and over 80% of those who responded were in favour of changing the restrictions.</p> <p>Roads affected: Stanier Ave, Worsdell Close, Collett Walk, Hawksworth Drive</p>
Objections (2)	<p>I think [the proposals] do not go far enough my reason is that all they will do is drop off their children earlier and pick them up later i have seen this before , the times should be no parking before 7.30 am till 9.30 am, then from 2.45 pm till 5.00pm as i have seen cars still there after 4.30pm waiting to pick up their children , also the new restrictions must be enforced all the time otherwise after a sort time it will go back to normal with them just parking on the pavements so we have to walk in the road to get passed also the engines running with fumes.</p> <p>Advise of personal circumstances (Objection provided in full to Cabinet Member)</p> <p>I agree that something needed to be done as the roads between those times are hectic.</p> <p>Asks about the possibility of a waiver to be able to park during the restricted times.</p>
Response to objections	<p>The possibility of a change to the times of the existing waiting restrictions was consulted upon and over 80% of those who responded were in favour of changing the restrictions. This consultation was prior to commencing the legal process to make these changes.</p> <p>However, since the process has started, it has been advised that there are further potential changes in the wider area, and to enable a holistic approach to be undertaken, it has been requested that the proposed changes are not implemented. Therefore, it is proposed to remove the location from the Traffic Regulation Order and to continue with enforcement of the existing restrictions in the meantime.</p> <p>Recommendation – Remove the proposals for the Stanier Avenue Area from the TRO process.</p>

Location (Ward)	Upper Spon Street (Sherbourne)	
Original Request	Officer proposed changes following review of existing waiting restrictions	
Proposal	<p>To simplify existing limited waiting restrictions on each side of the road (near Barras Lane junction). Proposed to amend the limited waiting bays on both sides of the road, so both operate at the same times Mon-Sat, 8am-6pm (currently one operates 8am to 1pm and the other 1pm to 11pm, with no waiting when not in operation)</p>  <p>© Crown Copyright and database right 2023. Ordnance Survey 100026294.</p>	
	Due to the number of objections received (8) with similar reasons, the objections have been grouped together highlighting the main reasons for objecting to the proposals	
Objections (8)	Changes would impact on people being able to park to visit and/or use The Weavers House, which provides great support for those attending, learning new skills and continuing the weaving craft, also benefiting mental health	8
	There are no waiting restrictions on the road at the moment	3
Response to objection	<p>There is a traffic regulation order already in place at this location, which prevents parking on both sides of the road at the same time. Outside these times, when parking is permitted, it is for 1 hour, no return in 2 hours.</p> <p>Due to the width of the road, it was intended to change the parking arrangements to allow limited waiting parking on both sides of the road during the day and unrestricted parking after 6pm and all day on Sunday.</p> <p>However, over time the markings in this location have been worn away and have not been refreshed, resulting in people parking all day.</p> <p>The objectors have advised that the restriction not being present/enforceable is assisting the local community, and they are able to find a space to park when needed (not prevented by all day parking). It is recommended that the existing restriction is not reinstated, nor the proposed restriction installed. It is recommended the location will remain with no enforceable restrictions and be monitored. If no issues or concerns are raised, the waiting restriction will be permanently revoked, enabling parking to continue without time restrictions.</p> <p>Recommendation – Remove the proposals for Upper Spon Street from the TRO process and monitor the existing on street parking situation.</p>	