

**Time and Date**

10.30 am on Monday, 15th November, 2021

Place

Council Chamber - Council House, Earl Street, Coventry

Please note that in line with current Government and City Council guidelines in relation to Covid, there will be reduced public access to the meeting to manage numbers attending safely. If you wish to attend in person, please contact the Governance Services Officer indicated at the end of the agenda

Public Business**1. Apologies****2. Declarations of Interests****3. Minutes** (Pages 3 - 10)

- (a) To agree the minutes of the meeting held on 20th October 2021
- (b) Matters Arising

4. Objections to Proposed Waiting Restrictions (Variation 10) Report 1 (of 3) (Pages 11 - 36)

Report of the Director of Transportation and Highways

Notes: (i) The objectors have been invited to the meeting for the consideration of this item

(ii) To also consider the petition 'Opposition to Waiting Restrictions – Junction of Beresford Avenue, Durbar Avenue and Churchill Avenue' bearing 21 signatures, which is being supported by Councillor A S Khan, a Foleshill Ward Councillor, who has been invited to the meeting for the consideration of this item, along with the petition organiser

5. Outstanding Issues

There are no outstanding issues

6. **Any other items of Public Business**

Any other items of public business which the Cabinet Member decides to take as matters of urgency because of the special circumstances involved

Private Business

Nil

Julie Newman, Director of Law and Governance, Council House, Coventry
Friday, 5 November 2021

Note: The person to contact about the agenda and documents for this meeting is Liz Knight / Michelle Salmon, Governance Services Officers, Email: liz.knight@coventry.gov.uk / michelle.salmon@coventry.gov.uk

Membership:

Councillors P Hetherton (Cabinet Member) and G Lloyd (Deputy Cabinet Member)

By invitation:

Councillors L Bigham, M Heaven (Shadow Cabinet Member) and A S Khan

Public Access

Please note that in line with current Government and City Council Covid guidelines, there will be reduced public access to the meeting to manage numbers attending safely. Any member of the public who would like to attend the meeting in person is required to contact the following officer in advance of the meeting regarding arrangements for public attendance. A guide to attending public meeting can be found here: <https://www.coventry.gov.uk/publicAttendanceMeetings>

**Liz Knight / Michelle Salmon, Governance Services Officers,
Email: liz.knight@coventry.gov.uk /
michelle.salmon@coventry.gov.uk**

Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at 2.00 pm on
Wednesday, 20 October 2021

Present:

Members: Councillor P Hetherton (Cabinet Member)
Councillor G Lloyd (Deputy Cabinet Member)
Councillor M Heaven (Shadow Cabinet Member)

Employees:

R Goodyer, Traffic Management
G Hood, Streetscene and Regulatory Services
P Howarth, Transport and Highways
L Knight, Law and Governance
J Logue, Traffic Management
R Parkes, Law and Governance
J Seddon, Transport and Highways
A Walster, Director of Streetscene and Regulatory Services

Apologies: Councillor L Bigham, Chair, Communities and
Neighbourhoods Scrutiny Board (4)

Public Business

25. Declarations of Interests

There were no declarations of interest.

26. Minutes

The minutes of the meeting held on 29th September, 2021 were agreed as a true record. There were no matters arising.

27. Petition - Save the Tree on the Corner of Beanfield Avenue and Medland Avenue

The Cabinet Member considered a report of the Director of Streetscene and Regulatory Services concerning a petition, bearing 170 e-signatures, requesting that the tree on the corner of Beanfield Avenue and Medland Avenue be saved from felling. The petition was supported by Councillor Heaven, a Wainbody Ward Councillor, who spoke in support of the petition. The petition organiser was invited but was unable to attend the meeting. A local resident spoke on behalf of the petitioners.

The Cabinet Member had considered the petition prior to the meeting and requested that the petition was dealt with by determination letter. On receipt of the determination letter, the petition organiser had requested that the petition be considered at a Cabinet Member for City Services meeting.

The report indicated that on 28 July, 2021, the Urban Forestry Officer was notified by Travel West Midlands, that one of their buses had struck a tree on Beanfield Avenue. The tree was a mature pollarded European Lime tree *Tilia x europaea*

situated close to 89 Beanfield Avenue and a bus stop. The tree was pollarded once every 5 years. As the bus was manoeuvring from the stop and around some parked vehicles, it hit the tree. The damage would be dealt with by Travel West Midlands on this occasion, as they determined that the tree was not over the carriageway.

The Urban Forestry Officer had assessed the tree and found that the wound on the upper limb indicating the point of impact was directly over the kerb. The Design Manual for Roads and Bridges required that all highways should have a 'Structure Free Zone' of 450mm behind the kerblines, that allowed for a high sided vehicle to lean with the camber of the road surface. This defined that the tree in question was within the zone and that the Council should take action.

The report highlighted that nearly all trees, particularly those in Beanfield Avenue, were within this zone, but it would be unreasonable for the Council to remove them all, as most would not cause damage and so there was no expectation or duty to remove them all as part of active maintenance. Only those which were foreseen as going to cause damage or injury required action of some sort. The Cabinet Member was informed that when notified of a collision incident, the Council had to take action, to prevent a similar event occurring. A failure to take action would be seen by any court as negligence.

Many residents had commented on the type of bus that was deployed on the number 9 route that takes in Beanfield Avenue and had requested that this be reverted to the older type of single deck buses that were operated a few years ago. This was a matter for Travel West Midlands and had no effect on this tree and how the City Council managed it. The incident had occurred so consequently action was needed to prevent a negligent situation in the future.

The report set out a number of options for dealing with the tree which included remove and replacement the tree with a Norway Maple variety called 'Perfect Upright' which would reduce the need for constant pruning away from highway and property. It would also increase the species diversity of the road which would help to work against the risk of tree loss through pests and diseases. Pruning the tree was another option but this would lead to decay in the main trunk in the coming years and the amenity value of the tree would be reduced significantly.

The preferred option was to narrow the carriageway of the road by placing road markings on the edge of the carriageway. This would provide visual warning to drivers, of the presence of the tree on the edge of the carriageway. This option would not completely cancel out the liability that existed after the first damage event, but it demonstrated that action was being taken to prevent a similar event from occurring again. The Cabinet Member noted that placing reflectors on the tree could also be considered. The cost of undertaking the work could be met from within existing highway revenue resources. This option also provided time for the Council to progress the consultation on how the Urban Forest was managed in Coventry.

The spokesperson for the petitioners detailed the parking issues in the street and highlighted that many buses had made the same manoeuvre over the years and there had never been an issue before. Consequently, the isolated incident was likely to be a result of driver error. Concerns were expressed about the positioning

of two bus stops which were directly by street trees. Support was expressed for the option of hatched markings on the carriageway by the tree rather than removal and replacement of the tree or pruning. Reference was made to the physical and mental health value of trees.

Councillor Heaven highlighted the importance of trees, also supporting the preferred option to progress the matter.

The officer informed that the City Council certainly recognised the importance of trees. The Council's first tree strategy was nearing completion. It was the intention to plant a tree for every resident in the city, with the programme starting this year.

RESOLVED that:

- 1) Having considered the content of the petition, the concerns of the petitioners be noted.**
- 2) The potential options outlined for dealing with the tree be noted.**
- 3) The option of narrowing the carriageway of the road by placing road markings on the edge of the carriageway be endorsed.**

28. Binley Cycleway - Scheme Part Approved, Way Forward and Petition Responses

The Cabinet Member considered a report of the Director of Transportation and Highways which sought approval to proceed with 75% of the Binley Cycleway scheme, which was a 6km long segregated cycleway connecting the City Centre with University Hospital Coventry and Warwickshire. This was a regional priority cycle route forming part of the Starley Network. The report also responded to two petitions, one in favour of the proposals asking for more cycle lanes to be built. The second petition, which was supported by Councillor R Singh, a Lower Stoke Ward Councillor, opposed an element of the proposals around the Biggin Hall Crescent junction with Binley Road. A representative of the petition organiser attended the meeting and spoke in support of the petition.

The report detailed that cycling had an important role to play in addressing the challenges the city and region faced, which included reducing congestion, carbon and pollution, supporting economic growth and employment, tackling obesity and creating places where people want to live, work, learn, shop and do business. Cycling offered an affordable, convenient and low-cost travel option to access jobs, education and leisure opportunities, particularly for people without access to cars. One in three households in Coventry did not have access to a car. Investment in high quality cycle routes was a priority set out in the draft Coventry Transport Strategy which was considered by Cabinet at their meeting on 12th October 2021.

During the West Midlands wide Local Cycling Walking Infrastructure Plan (LCWIP) development process, potential strategic core routes were evaluated and prioritised. A route connecting Coventry University and the city centre with University Hospital Coventry and Warwickshire (UHCW) scored amongst the highest within the West Midlands metropolitan area. Now referred to as Binley

Cycleway, this route was developed throughout 2019 and early 2020, with an allocation of funding being made available from the Transforming Cities Fund in December 2019.

The scheme details were set out in Appendix A to the report. A second appendix highlighted the minor alterations and improvements that had been made following feedback from residents and stakeholders.

Public consultation was held in two phases due to the length of the scheme. Phase 1 covered Gulson Road up to Brinklow Road and took place between 28th September and 31st October 2020. Phase 2 covered Brinklow Road to UHCW and took place between 1st March and 18th April. Both phases were online with a questionnaire accompanied by downloadable plans. The Cabinet Member noted that Phase 1 included delivery of 6,000 'street news' leaflets showing the route plan, artists impressions, some of the key aspects and web addresses to locate the online plans and survey. 76% of respondents stated that they supported the idea of segregated cycleways like this. The most common response was that people would like to see this go further and reach more destinations. The biggest concerns were how this might affect traffic congestion, parking concerns and the local economy.

Phase 2 included delivery of 4,500 'street news' leaflets and some socially distanced on-street engagement on Clifford Bridge Road, once restrictions allowed. There was a very good turnout allowing valuable and detailed feedback to be received. 62% of respondents in phase 2 supported the idea of segregated cycleways. The main concerns were around the reduction in on-street parking on Clifford Bridge Road, narrowing of Clifford Bridge Road and that safety of the road in general. The Cabinet Member noted that there were lots of detailed comments that could in many cases be addressed. It was recommended that, for this section of the route, those amendments that were possible were drawn up and a further consultation undertaken. Appendix B to the report detailed further information on the public consultation and the responses received.

The report referred to two petitions that had been received. The first, bearing 398 e-signatures was submitted in March 2021 and supported the new Binley Cycleway, requesting more safe cycle lanes across the city. The petition had been responded to by determination letter earlier in the year.

The second petition, bearing 162 signatures, requested that Biggin Hall Crescent was not made exit only. A representative of the petition organiser informed of the negative impact that this proposal would have on the petition organiser's business due to a likely loss of customers and requested reconsideration of this element of the scheme. The report detailed the reasons for the decision to ban traffic movements into Biggin Hall Crescent and the implications for drivers.

The development stage and delivery of the Binley Cycleway scheme was estimated to cost in the region of £8.6m. The scheme was expected to be fully funded from the West Midlands Combined Authority and government grants, a Full Business Case for which was currently going through the relevant assurance framework process.

RESOLVED that:

- 1) **The first petitioners support and the second petitioners concerns be noted.**
- 2) **The high quantity and value of feedback received during both phases of public consultation and the amendments to the scheme that have been made as a result be noted.**
- 3) **The scheme design and the construction of the Cycletrack for the sections of the route between Gulson Road and Brookvale Avenue, and between UHCW and Tesco Clifford Bridge access roundabout be approved.**
- 4) **The review of scheme design for the section of the route between Brookvale Avenue and Tesco Clifford Bridge Access roundabout, and the holding of a further public consultation on the revised scheme design be approved.**
- 5) **The advertising of Traffic Regulation Orders to enhance the safety of users of the highway and particularly the Cycletrack be noted.**

29. **Objections to Proposed Local Safety Scheme - Old Church Road, Gayer Street, Proffitt Avenue and Dudley Street**

The Cabinet Member considered a report and received a presentation of the Director of Transportation and Highways concerning eight objections and one letter of support that had been received to a Traffic Regulation Order advertised on 9th September, 2021 for a Local Safety Scheme on Old Church Road, Gayer Street, Proffitt Avenue and Dudley Street. A location plan and a summary of the objections and the responses to the issued raised were set out in appendices to the report. All the objectors were invited to attend the meeting and a number attended and outlined their concerns to the measures proposed.

The report indicated that a Local Safety Scheme was proposed on Old Church Road, Gayer Street, Proffitt Avenue and Dudley Street to reduce vehicular speed and prevent personal injury collisions and make the areas safer for all road users. An examination of the personal injury collision rate in this area revealed a total of 11 collisions, and this included two serious injury collisions. The majority of causation factors were attributed to speeding vehicles. In addition, the 85th percentile speeds had been recorded at 43mph, and the speed limit was 30mph. Speeding vehicles on residential roads were dangerous for all road users and increased the likelihood of more serious injuries if collisions occurred.

In February 2021, residents were consulted on a possible Local Safety Scheme on the roads highlighted above. The proposed road safety measures included a reduction in the speed limit to 20mph; the installation of speed cushions; and the installation of raised junctions. Although the majority of respondents (65%) supported the proposed Local Safety Scheme, some residents did not support the proposed traffic calming measures and the speed limit reduction.

As part of the statutory procedure, the Traffic Regulation Order for the 20mph speed limit and the Notice of intent to install speed cushions were advertised in the

local press and notices were posted on lamp columns in the area, which resulted in the eight objections being received.

The Cabinet Member was informed that it was recommended to install the scheme due to the road characteristics and the recorded vehicular speeds and number of personal injury collisions related to speed. Old Church Road, Gayer Street, Proffitt Avenue and Dudley Street comprised of a series of long straights, and this could increase the likelihood of excessive vehicular speeds, as drivers tended to look at where they were going and not what was immediately in front of them, often referred to as 'tunnel vision'. There was a high number of junctions, Schools, and houses which front the road, and all these factors increased the road safety risk when drivers travelled at inappropriate speeds.

The objectors present raised a number of concerns in response to the proposals including whether the 85th percentile speeds recorded at 43mph were collected before or after the installation of speed cameras; the option of other measures that would be more suitable than speed cushions and raised junctions; and concerns about the potholes in the roads including the problems that this caused for both drivers and their vehicles. Several residents expressed concerns about speed cushions being located outside their properties and highlighted the issues that this would cause. Other issues raised included the problems caused by vehicles parking on the pavements, particularly at junctions; the difficulties caused by traffic at school drop off and pick up times; concerns about the consultation; concerns that the mitigation measures for Gayer Street and Dudley Street were unnecessary; the issue that the location of a speed cushion outside a property could cause a devaluation in its market value and make the property difficult to sell; a perception that vehicle speeds could increase in between the traffic calming features; concerns about the state of the pavements; the option for more speed signs rather than the speed cushions; and that the traffic calming measures would mean a reduction in parking spaces. Support was highlighted for the decision to reduce the traffic speed to 20mph.

Residents were informed that it was possible to make the gradient on speed cushions and raised junctions less severe. However, for a safety scheme to be effective it was necessary to include traffic calming measures. The Cabinet Member informed that she would ask officers to investigate the state of the pavements and consider the introduction of double yellow lines at junctions.

RESOLVED that, having considered the objections to the 20mph speed limit and traffic calming measures:

- 1) The implementation of the 20mph speed limit and installation of speed cushions and raised junctions (Old Church Road, Gayer Street, Proffitt Avenue and Dudley Street Local Safety Scheme) be approved.**
- 2) Officers be requested to liaise with a resident of Old Church Road regarding the height and gradient of the speed cushion to be installed on the road by her property.**
- 3) Officers be requested to investigate the state of the pavements in the Local Safety Scheme area.**

4) **Officers be requested to investigate the issue of parking on the pavements at junctions in the Local Safety Scheme area which are creating visibility issues for drivers and consider the introduction of double yellow lines.**

30. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations**

The Cabinet Member considered a report of the Director of Transportation and Highways that provided a summary of the recent petitions received that were being responded to by way of determination letter or holding letter. Details of the individual petitions were set out in an appendix attached to the report and included details of the actions being taken in response to the petitions. The report was submitted for monitoring and transparency purposes.

The report indicated that each petition had been dealt with on an individual basis, with the Cabinet Member considering advice from officers on appropriate action to respond to the petitioners' request. When it had been decided to respond to the petition without formal consideration at a Cabinet Member meeting, both the relevant Councillor sponsoring the petition (if any) and/or the petition organiser/spokesperson could still request that their petition be the subject of a Cabinet Member report.

Members noted that where holding letters were being sent, this was because further investigation work was required. Once matters had been investigated either a follow up letter would be sent, or a report submitted to a future Cabinet Member meeting.

RESOLVED that the actions being taken by officers as detailed in the appendix to the report, in response to the petitions received, be endorsed.

31. **Outstanding Issues**

There were no outstanding issues.

32. **Any other items of Public Business**

There were no additional items of public business.

(Meeting closed at 3.45 pm)

This page is intentionally left blank

Cabinet Member for City Services

15th November 2021

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Transportation and Highways

Ward(s) affected:

Foleshill, Henley, St Michael's, Upper Stoke, Wyken.

Title:

Objections to Proposed Waiting Restrictions (Variation 10) Report 1 (of 3)

Is this a key decision?

No - Although the matters within the report affect several wards in the city, it is not anticipated that the impact will be significant.

Executive Summary:

Waiting restrictions within Coventry are reviewed on a regular basis. On 10th June 2021, a Traffic Regulation Order (TRO) relating to proposed new waiting restrictions and amendments to existing waiting restrictions was advertised. The TRO consisted of over 100 proposals, some proposals relating to multiple locations.

123 objections were received, which related to 40 proposals. 2 petitions in opposition were also received. In addition, there were 17 responses in support of proposals and 5 comments. In accordance with the City Council's procedure for dealing with objections to TROs, they are reported to the Cabinet Member for City Services for a decision as to how to proceed.

Due to the large number of objections received, and in line with current Government and City Council guidelines in relation to Covid meaning reduced access to meetings, the objections are being considered in 3 separate reports, each report to be heard at a separate meeting.

The cost of introducing the proposed TRO, if approved, will be funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

Recommendations:

Cabinet Member for City Services is recommended to:

1. Consider the objections to the proposed waiting restrictions;
2. Subject to recommendation 1, approve the implementation of the restrictions as advertised at, Beresford Avenue/Durbar Avenue/Churchill Avenue junction, Boston

Place, Boston Place/Durbar Avenue junction, Elizabeth Way, Pinners Croft, Pennington Way/ Gosport Rd, Pennington Way / Horndean Close, Pennington Way /Queen Marys Road & Gosport Road /Dunnose Close and Thornhill Road

3. Subject to recommendation 1, approve the installation of a reduced extent of double yellow lines at the junction of Bracadale Close/Coombe Park Road, (6m reduction) on the northern side of Coombe Park Road.
4. Subject to recommendation 1, approve a reduced extent of double yellow lines is removed on Dartmouth Road, removing 13m, not 18m as originally proposed.
5. Subject to recommendation 1, approve the installation of a reduced extent of double yellow lines at the junctions of Keppel Street/Cambridge Street and Keppel St /Wright Street as detailed in Appendix A to this report.
6. Subject to recommendation 1, approve the installation of a reduced extent of double yellow lines at the junctions of King Edward Street/ Leopold Street, King Edward Street/ Alfred Street & King Edward Street/Alexandra Street as detailed in Appendix A to this report.
7. Subject to recommendations 1 to 6, and following consideration of objections to Proposed Waiting Restrictions (Variation 10) approve that those parts of the proposed Traffic Regulation Order referred to in this report are made operational.

List of Appendices included:

Appendix A – Summary of proposed restrictions, objections and responses

Background Papers

None

Other useful documents:

Has it been or will it be considered by Scrutiny?

No

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

No

Report title: Objections to Proposed Waiting Restrictions (Variation 10) Report 1 (of 3)

1. Context (or background)

- 1.1 On 10th June 2021, a Traffic Regulation Order (TRO) relating to proposed new waiting restrictions and amendments to existing waiting restrictions was advertised. The TRO consisted of over 100 proposals, some proposals relating to multiple locations. 123 objections were received, relating to 40 proposals. 2 petitions in opposition (each to a different proposal) were also received. In addition, 17 responses in support of proposals and 5 comments were received. Over 60 of the proposals received no objections, the responses received were either in support or comments about the proposal.
- 1.2 The majority of Traffic Regulation Orders relating to loading and waiting restrictions in Coventry are consolidated into one Order. New or changes to existing waiting and loading restrictions are undertaken by varying the Consolidation Order.
- 1.3 Many of the locations where changes are proposed had been identified from requests for new or changes to existing waiting restrictions. These requests had been received from a number of sources, including the public, for example due to safety concerns relating to parked vehicles and issues due to overnight lorry parking. There were also proposals relating to the Coundon Cycle Scheme and other developments.
- 1.4 As part of the statutory procedure, the Traffic Regulation Order was advertised in the local press on 10th June 2021 advising that any formal objections should be made in writing by 1st July 2021. Notices were also posted on lamp columns in the area of the proposed restrictions and letters were sent to residents who would be directly affected, due to waiting restrictions being installed on the public highway outside their property.

2. Options considered and recommended proposal

- 2.1 123 objections were received, relating to 40 proposals. 2 petitions in opposition (each to a different proposal) were also received. In addition, 17 responses in support of proposals and 5 comments were received. Some of these responses were received after the objection closing date. However, these are still included in the report as they were received prior to the report being finalised.
- 2.2 Due to the large number of objections received and in line with current Government and City Council guidelines in relation to Covid meaning reduced public access to meetings, to avoid a potential large gathering the objections are being considered in 3 separate objection reports, each report to be heard at a separate meeting. Paragraph 3.2 indicates in which report the objections will be considered.
- 2.3 The objections to the proposals to be considered in this report, responses to the objections, details of support and origin of proposed waiting restrictions are summarised in the tables in Appendix A. Where the objection refers to personal details, these have not been detailed in this report, however the objection has been forwarded in full to the Cabinet Member for City Services.
- 2.4 In considering the objections received, the options are to:
 - i) make the order for the proposal as advertised;
 - ii) make amendments to the proposals, which may require the revised proposal to be advertised;
 - iii) not to make the order relating to the proposal.

- 2.5 The recommended proposals in response to each location where objections have been received are summarised in the tables in Appendix A.
- 2.6 The locations where no objections have been received, but letters of support or comments have been received, will be installed. Any requests for other changes to waiting restrictions as part of the letters of support or comments will be consider as part of future reviews.

3. Results of consultation undertaken

3.1 The proposed TRO for the waiting restrictions was advertised in the Coventry Telegraph on 10th June 2021; notices were also placed on street in the vicinity of the proposals. In addition, letters were sent to properties which would be directly affected. Letters were also sent to other various consultees. The responses received were:

- 123 objections were received (including 2 multi-signature letter)
- 1 petition in opposition to the proposals at Beresford Ave/Durbar Ave /Churchill Ave
- 1 petition in opposition to the proposals at Church park Close.
- 17 responses in support of proposals and 5 comments were also received.

3.2 The number of objections received (and report in which they will be considered) were:

No. of objections	Objections to proposals for (location)	Report
1	Allesley Hall Drive area	2
1	Anderton Road/Ainsdale Close	3
1	Beresford Avenue/Durbar Avenue/Churchill Avenue (see also petitions)	1
2	Berkett Road/Romford Road	3
4	Biggin Hall Crescent/Grant Road	3
1	Boston Place	1
4	Bracadale Close/Coombe Park Road	1
2	Branksome Road	3
1	Brays Lane	3
1	Cecily Road/ Eltham Road	2
6	Church Park Close/Tamworth Rd/High Street (see also petitions)	3
2	Clayton Road/Donnington Ave	3
1	Dartmouth Road	1
4	Dronfield Road Area	3
3	Elizabeth Way	1
1	Goldthorn Close/Farcroft Avenue	2
10	Keppel Street/Cambridge Street & Keppel Street/Wright Street	1
10	King Edward Road junctions	1
4	Ivy Farm Lane/Cannocks Lane	2
1	Lawley Close	2
2	Lilacvale Way	2
3	Moseley Avenue	3
1	Newey Road/Morris Ave	3
3	Norman Place Road/Browns Hill Green Road	3
5	Packwood Green/Wolverton Road	2
6	Pennington Way area	1
2	Pinners Croft	1
1	Radford Road	3
3	Ralph Road	3
1	Rupert Road/Treherne Road	3

No. of objections	Objections to proposals for (location)	Report
1	Sandhurst Grove	3
2	Silverdale Close/Wildmore Close	3
12	Standard Avenue	2
3	Station Avenue	2
1	Thornhill Road	1
6	Unicorn Lane (includes multi-signature letter, 15 signatures)	2
1	Uxbridge Avenue	3
1	Warden Avenue/ Tay Road	3
2	Wickham Close	3
7	relating to Coundon Cycle scheme (includes multi-signature letter, 14 signatures)	3

The petitions in opposition were:

Beresford Ave/Durbar Ave/Churchill Ave – 21 signatures

Church Park Close – 15 signatures

The number of letters of support were:

- 1 to proposal for Abercorn Road /Sir Thomas Whites Road
- 3 to proposal for Allesley Hall Drive area
- 1 to proposal for Birmingham Road
- 1 to proposal for Brays Lane
- 1 to proposal for Bowden Way Hothorpe Close
- 1 to proposal for Burnaby Road/St Marys Priory Road
- 1 to proposal for Chaceley Close/Mapperley Close
- 2 to proposal for Glendower Avenue/ Gorseway
- 1 to proposal for Haytor Rise
- 1 to proposal for King Edward Road junctions
- 1 to proposal for Warden Road
- 1 to proposals for Wickham Close
- 2 to proposal for Wycliffe Grove

The number of comments received were:

- 1 to proposal for Allesley Hall Drive Area
- 1 to proposal for Biggin Hall Crescent/Grant Road
- 1 to proposal for Church Park Close
- 1 to proposal for Coundon Road
- 1 to proposal for Ralph Road/ Lavender Avenue

Appendix A details a summary of the objections for the proposals being considered in Part 1 of the 3 objection reports, each proposal, including any letters of support or comments also received, and a response to the issue(s) raised. Copies of the content of the objections can be made available on request (subject to redactions).

4. Timetable for implementing this decision

- 4.1 It is proposed to make the TRO and install the restrictions as approved by the end of January 2022.

5 Comments from Director of Finance and Comments from the Director of Law and Governance

5.1 Financial implications

The cost of introducing the proposed TROs, if approved, will be funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

5.2 Legal implications

The Road Traffic Regulation Act 1984 allows the Council to make a Traffic Regulation Order on various grounds e.g. improving safety, improving traffic flow and preserving or improving the amenities of an area provided it has given due consideration to the effect of such an order.

In accordance with Section 122 of the Road Traffic Regulation Act 1984, when considering whether it would be expedient to make a Traffic Order, the Council is under a duty to have regard to and balance various potentially conflicting factors e.g. the convenient and safe movement of traffic (including pedestrians), adequate parking, improving or preserving local amenity, air quality and/or public transport provision.

There is an obligation under the Road Traffic Regulation Act 1984 to advertise our intention to make Traffic Orders and to inform various stakeholders, including the Police and the public. The Authority is obliged to consider any representations received. If representations are received, these are considered by the Cabinet Member for City Services. Regulations allow for an advertised Order to be modified (in response to objections or otherwise) before a final version of the Order is made.

The 1984 Act provides that once a Traffic Order has been made, it may only be challenged further via the High Court on a point of law (i.e. that the Order does not comply with the Act for some reason).

6 Other implications

6.1 How will this contribute to the Council Plan

The proposed changes to the waiting restrictions as recommended will contribute to the City Council's aims of ensuring that citizens, especially children and young people, are safe and the objective of working for better pavements, streets and roads.

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

The introduction of waiting restrictions will reduce obstruction of the carriageway, therefore increasing safety for all road users.

6.5 Implications for (or impact on) Climate Change and the Environment

None

6.6 Implications for partner organisations?

None

Report author(s)**Name and job title:**

Caron Archer, Team Leader (Traffic Management)

Directorate:

Place

Tel and email contact:024 75270950, caron.archer@coventry.gov.uk

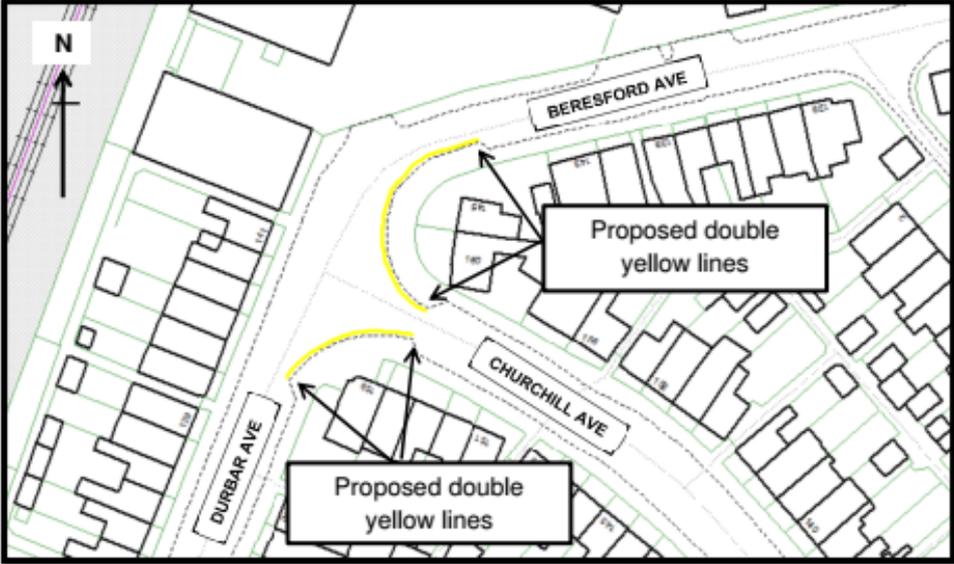
Enquiries should be directed to the above person.

Contributor/approver name	Title	Service or Organisation	Date doc sent out	Date response received or approved
Contributors:				
Rachel Goodyer	Traffic & Road Safety Manager	Transportation & Highways	01/11/2021	02/11/2021
Liz Knight	Governance Services Officer	Law and Governance	01/11/2021	01/11/2021
Names of approvers: (officers and members)				
Graham Clark	Lead Accountant	Finance	01/11/2021	01/11/2021
Rob Parkes	Team Leader	Law and Governance	01/11/2021	02/11/2021
Councillor P Hetheron	Cabinet Member for City Services		01/11/2021	04/11/2021

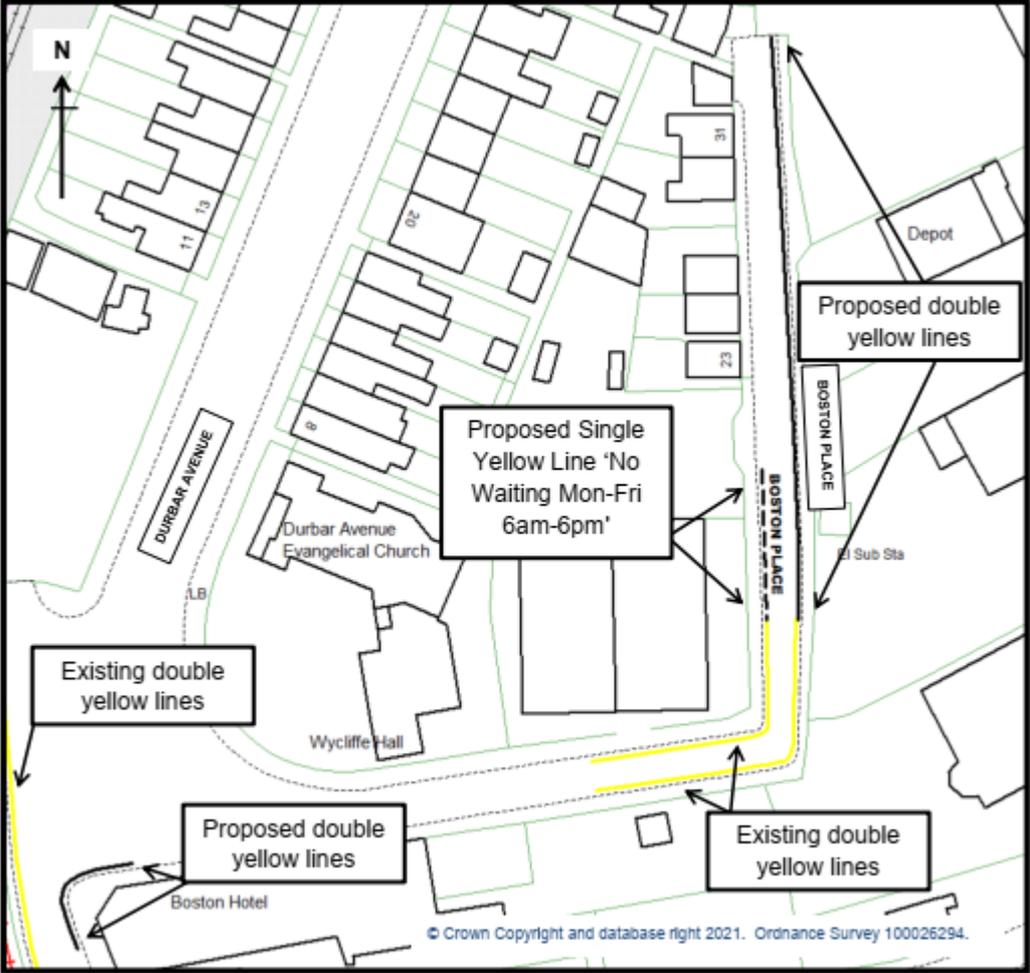
This report is published on the council's website: moderngov.coventry.gov.uk

This page is intentionally left blank

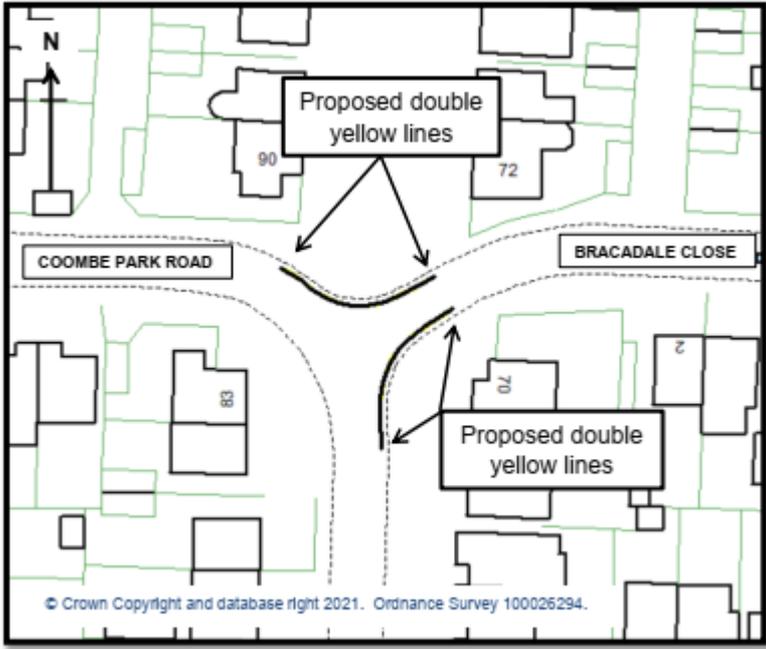
Appendix A – Summary of proposed restrictions, objections, letters of support and responses

<p>Location (Ward)</p>	<p>Beresford Avenue, Durbar Avenue, Churchill Avenue (Foleshill)</p>
<p>Original Request</p>	<p>Safety concerns raised by resident about parking at the junction (and on the footway)</p>
<p>Proposal</p>	<p>Double yellow lines for junction protection</p>  <p>© Crown Copyright and database right 2021. Ordnance Survey 100026294.</p>
<p>Objection (21 signature petition)</p>	<p>The petition is a 21 signature petition, supported by Councillor AS Khan. The petition advises 'We oppose waiting restrictions being placed at the junction of Beresford Ave, Durbar Ave, Churchill Ave'.</p>
<p>Objection (1)</p>	<p>Objector considers the reason for the proposed double yellow lines is 'unfounded and insufficient to warrant the lines as proposed. I strongly feel that these yellow lines would be detrimental to the local residents and do not tackle the real underlying issues of the local community and hence a petition has been filed.</p> <p>The problem is primarily due to lack of parking as this is one of the oldest parts of Coventry. As stated its not the councils responsibility to provide parking but its inappropriate for the council to reduce parking too and install excessive yellow lines without looking into parking issues faced by local residents</p> <p>The council is aware that locally there is a high level of car business and have good intelligence on those involved. Car related businesses ie vehicles being parked on the road ready for time slot to be repaired, vehicles being repaired on the road, donor vehicles being stripped on the road for parts. Metal recycling of donor vehicles, vehicles being repaired for customers in gardens and private garages. Repaired vehicles being parked on the road ready for collection by owners or advertised for sale. Many vehicles are in transit from one owner to another and have no road tax/mot/insurance etc. The people who operate these businesses don't have registered workshops, garages, private parking lots and are using their domestic houses and public roads to carry out business. Im sure there are rules and laws to protect the community from this type of nascence without penalised the local community for the behaviour of a few.</p> <p>Further more to the Yellow lines being proposed. The corner of Churchill Ave, Durbar Ave, and Beresford and also the junction of Durbar Ave/Boston Place are very wide junctions. Cars never parked on road at the junction. The junction is incredibly wide even enough to allow</p>

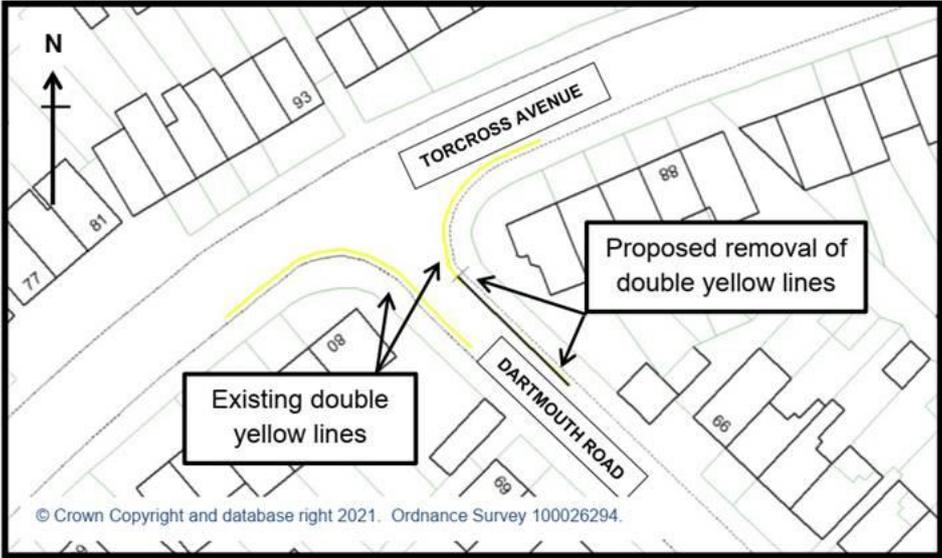
	<p>HGV to u-turn and visibility is not hindered and there are give way lines and speed limit (20mph) as well as speed humps speed in the local area. There are cars are parked on pavement (which is 9-10 fide) on occasions but this doesn't hinder drivers and road users visibility in any way cars when using the junction.</p>
<p>Response to petition and objection</p>	<p>The junction of Beresford Avenue, Durbar Avenue, Churchill Avenue is a roundabout and the footway has been built out at this location to assist to narrow the road and provide deflection. The double yellow lines are proposed for junction protection and are along the area of footway which is built out and should not be parked upon (the proposed double yellow lines will also apply to the footway)</p> <p>The complaints received about parking at this location have advised of vehicles parking on the footway and the difficulty for pedestrians, including a near-miss incident when a vehicle mounted the footway. See photo below demonstrating problem.</p>  <p>The parking on the footway has a detrimental impact on road safety.</p> <p>In regard to the issues of 'car related business', Officers from Environmental Services are aware of issues with car sales and repairs in the area and ask local residents to let the council know as and when these are occurring by calling the councils call centre or reporting online. Once it is known who is undertaking the sales and repairs they look to investigate such matters. It must be noted that vehicles that are 'in tax' and have a valid MOT can park anywhere on the highway if there are no restrictions and they are not parked in a dangerous or obstructive manner.</p> <p>Due to the footway parking that is taking place and ongoing concerns that have been received it is recommended that the double yellow lines are installed as advertised.</p> <p>Recommendation – Install restrictions as advertised.</p>

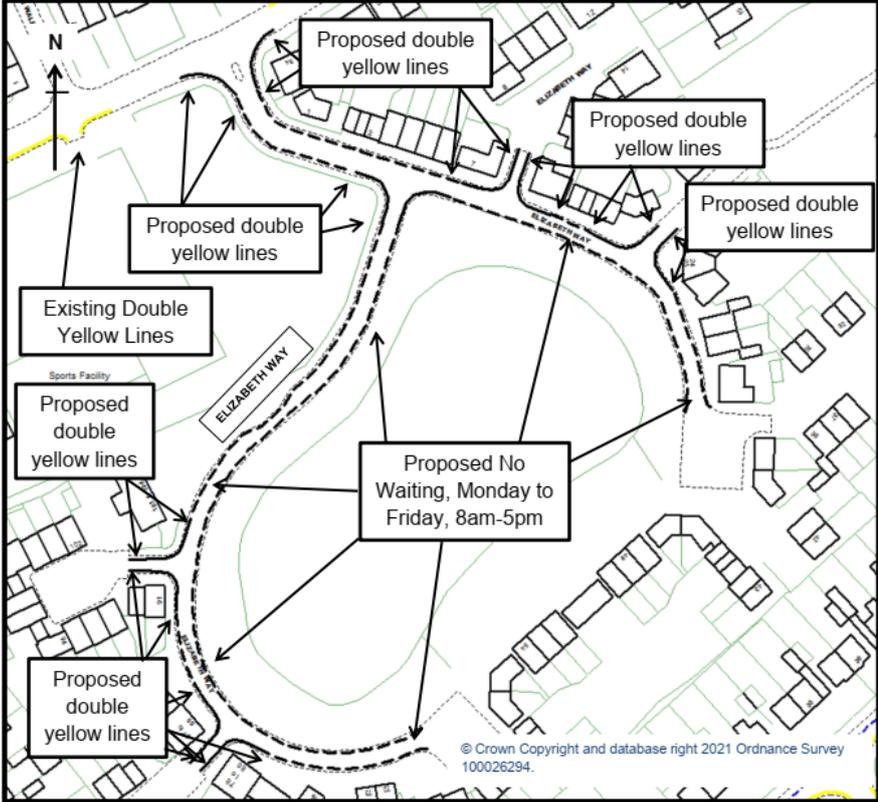
Location (Ward)	Boston Place (Foleshill)
Original Request	Concerns raised regarding safety due to parking on junction. Concerns also raised due to difficulties for large vehicles accessing business premises.
Proposal	<p>Double yellow lines (no waiting at any time) for junction protection, extension of existing double yellow lines on eastern side of Boston Place from the bend to its cul de sac end and a section of no waiting Monday to Friday, 6am-6pm on the western side of Boston Place.</p> 
Objection (1)	<p>This is a residential street and the business use of HGV should not be put before the residents. [This was] a lovely residential area until the factory was erected. We vehemently objected then and still will now. Our street is very narrow and a factory should have never been allowed planning permission, and should not continue to rule the street. Boston Place is no place for lorries or even artic lorries. Unlucky for us you agreed for this factory to be built, but you must put an end to disrupting our street anymore.</p> <p>[Advises of the impact install restrictions will have on daily requirements]</p>
	Please also note the objection to the proposals at the Beresford Ave/Durbar Ave/ Churchill Avenue also refers to the restrictions proposed at the junction Durbar Ave/Boston Place.
Response to objection	In regard to the issues raised about this proposal in the objection to the Beresford Avenue/Durbar Avenue/ Churchill Avenue proposals, it is noted that Boston Place /Durbar Avenue is very wide; the restrictions have only been proposed on the south side of Boston Place/ Durbar Ave as this location also has a pedestrian dropped kerb and parked vehicles were obstructing the dropped kerb.

	<p>The remaining restrictions have been proposed to address the access issues that have been raised i.e. where a parked vehicle would impact on movement of larger vehicles, especially HGVs, requiring access to the premises.</p> <p>It is not a duty of the City Council to provide on street parking</p> <p>No restrictions have been proposed in front of the residential properties at the northern end of Boston Place. However, if the restrictions are installed and there is evidence of problems due to the transference of parking, a residents' parking restriction could be considered. Residents' parking schemes are not normally considered for such a small number of properties, but due to the non-typical mix of use of Boston Place, providing there is sufficient support from the residents (in accordance with the residents' parking scheme policy) it could be considered.</p> <p>Therefore, it is recommended that the restrictions are installed as advertised and if there is a transference of parking issues to outside the residential properties, that a residents parking restriction is considered (subject to sufficient support from the residents).</p> <p>Recommendation – Install restrictions as advertised and monitor.</p>
--	---

Location (Ward)	Bracadale Close / Coombe Park Rd (Wyken)	
Original Request	Safety concerns raised by resident about parking at the junction	
Proposal	Proposed double yellow lines (no waiting at any time) for junction protection.	
		
Objections (4)	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.	
	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.	
	Due to the road layout, properties have no driveway or off-road parking, therefore have nowhere to park. Many properties have more than 1 vehicle	3
The only time of day whereby this is an issue is at school drop off and pick up times. This is penalising residents for other people's behaviour	3	

	Install a school time (entry/exit time) restriction instead	2
	Consider problem due to school, therefore they should take responsibility and be part of the solution, not double yellow lines	1
	Alternative parking for residents required (e.g. converting green area/ ability to have driveway)	2
	Parking is essential twice a day during term time for children being brought to school by parents on their way to work – multi tasking should be made easier for them rather than being restricted	1
	Chosen to live in the suburbs, the evil of yellow lines may occur within the ring road, but not spread to the suburbs	1
	Amend plans so that there are double yellow lines on the bends opposite the green to enable drivers easier access and clear sight at the corner. Residents rarely park on that side of the road.	1
	The main disruption is at the Coombe Park side of the bend as drivers try to negotiate that bend to approach the School	1
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.</p> <p>Since the proposal has been made, additional concerns have been received regarding parking at/on the junction.</p> <p>The objectors have advised that the problems only occur at school entry/exit times. However, you should not park on a junction, due to the issues with visibility. If there are no markings, the police can undertake enforcement action if they consider a vehicle is parked in a dangerous or obstructive manner. If a restriction was proposed which only prohibited parking at certain times of the day, it would be suggesting outside of these times it is safe to park. Therefore, we would not install a school time prohibition of parking at the junction.</p> <p>Before the proposal was made, consideration was given to whether double yellow lines should be installed opposite the junction, but it was determined that this was not required.</p> <p>It is noted that due to the layout of the properties there is limited available parking for residents other than on street. Funding is not available for the grass verge in front of 72-82 Coombe Park Road (which is adopted highway) to be converted to parking.</p> <p>Reviewing the proposed double yellow lines at this location, including an evening visit, the proposal could be reduced by 6m on Coombe Park Road on the northern section of the junction</p> <p>Recommendation – Install the restriction with a reduction in the extent of double yellow lines (6m reduction) on the northern side of Coombe Park Road</p>	

Location (Ward)	Dartmouth Road (Wyken)
Original Request	Request from resident to reduce the double yellow lines on the north eastern side of Dartmouth Road to create more available space for parking, requested following proposal to reduce double yellow lines on opposite side of road
Proposal	<p>Reduction of existing double yellow lines (no waiting at any time) on north-eastern side of Dartmouth Road to 10m, for junction protection, to assist to create more available space for parking.</p> 
Objection (1)	<p>The objector has requested that full details are not made public, therefore they have been forwarded to the Cabinet Member for City Services for consideration.</p> <p>In summary the objection relates to understanding the need for more on street parking, but advises of concerns about parking closer to the junction.</p>
Response to objection	<p>The proposal was made in response to a request to reduce the double yellow lines and enable more parking on the northeast side of the road, following a reduction in the length of double yellow lines on the southwest side of the road. The proposal reduces the double yellow lines whilst still complying with the guidance in 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'.</p> <p>The proposal removes approx.18m of double yellow lines, however if a shorter amount of double yellow lines were removed, approx. 13m, this would assist to address the concerns raised whilst still providing more space for on street parking.</p> <p>Recommendation – Remove a shorter length of double yellow lines than originally proposed, remove 13m.</p>

Location (Ward)	Elizabeth Way (Henley)
Original Request	Residents (supported by a Ward Councillor) advised of concerns about the volume of non-residents parking on Elizabeth Way. Some residents advised they considered the vehicles belonged to people going to the University Hospital Coventry & Warwickshire
Proposal	<p>Proposed double yellow lines (no waiting at any time) for junction protection and remainder of Elizabeth Way No Waiting Monday to Friday, 8am-5pm. Times proposed following consultation with residents.</p> 
Objections (3)	<p>Consider residents parking only option as this is totally unfair to restrict the residents for parking at their current parking places JUST because of outsiders from university hospital park unlawfully on Elizabeth way.</p> <p>We would kindly ask you to consider extending the double yellow lines (no waiting at any time). [Extension of approx. 23m, along the north eastern kerbline, in addition to the proposed double yellow lines at the Narberth Way/Elizabeth Way junction]</p> <p>[Changes were made as part of the highway adoption process to ensure that there is unobstructed visibility of the junction to Narberth way]. On the same basis, we would like to argue that parked vehicles pose an even bigger visibility obstruction and, therefore, double yellow lines would ensure that the area remains clear at all times.</p> <p>As a resident and home owner I see little or no benefit of the proposed restrictions.</p> <p>Initial list of objections:</p> <ul style="list-style-type: none"> • Parking capacity for residents and visitors will at times be inadequate • Worsen parking problems in adjacent areas • Decreasing property value • No consideration for blue badge holders if parking longer than 3 hours • A residential street should have residential parking.
Response to objections	Following residents contacting about the issue of non-residents parking on Elizabeth Way a consultation was undertaken advising of possible waiting restrictions to prevent all day parking. Residents were asked whether:

- They supported waiting restrictions on Elizabeth Way, in addition to double yellow lines for junction protection
- What days the restriction should operate: Monday to Friday, Monday to Saturday or 7 days a week.
- What times the restriction should operate: 1 hour in the morning & 1 hour in the afternoon, 8am - 5pm or all day.

At the time of the consultation we were not able to consult on a residents' parking scheme option as we were awaiting confirmation of the permit tariffs. Therefore, we also gave an option of not undertaking action and consulting on a residents' parking scheme in the future.

Residents did not opt to wait to be consulted on a residents' parking scheme in the future.

Of the responses received the majority were in favour of No Waiting, Monday to Friday, 8am-5pm. Therefore, this was the restriction proposed.

The option of no waiting for an hour in the morning and afternoon, which would have prevented all day parking, but provided more opportunity for visitors and residents to park on street outside the hours of operation was consulted upon. However, the majority of residents did not pick this option

It is not a duty of the City Council to provide on street parking and there is parking for residents as part of the development.

There is always the possibility of transference of parking issues when a scheme is installed, therefore monitoring of the area will highlight where these issues occur and if further restrictions are necessary.

The proposals are made in response to residents' concerns and the restrictions in accordance with the majority consultation response, therefore it is recommended the restrictions are installed as advertised.

Recommendation – Install restrictions as advertised.

Location (Ward)	Keppel Street /Cambridge Street & Keppel Street/ Wright St (St. Michaels)	
Original Request	Double yellow lines requested by resident, access issues for refuse collection due to cars parked on the junctions.	
Proposal	<p>Double yellow lines (no waiting at any time) for junction protection,</p> 	
	<p>Due to the number of objections received (10) with similar reasons, the objections have been grouped together highlighting the main reasons for objecting to the proposals. 7 objections were received to the proposed double yellow lines at Keppel St/Cambridge St and 3 objections to the Keppel Street/ Wright Street proposals. In addition, the local Ward Councillors have advised they are not in favour of the proposals.</p>	
Objections (10)	<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>	
	<p>The proposed double yellow lines are very long, we would lose 2 car parking places on each side and street. The loss of 8 parking spaces where parking is difficult [8 per junction]. The proposed lengths should be reduced to at least half of what is being proposed</p>	5
	<p>There is no objection to having the double yellow lines on these corners, but the objection is regarding the proposed lengths</p>	3
	<p>Object as already lack of parking due to:</p> <ul style="list-style-type: none"> • Mosque which doesn't have adequate parking spaces and often attendees park on nearby streets (Cambridge and Keppel streets being closest). • Many households have more than one car and nobody has off street parking at their property • Several disabled parking spaces that are faded away and some even exist after the person allocated has passed away 	2
	<p>Putting yellow lines will aggravate the parking problem further. The junctions of Cambridge Street and Wright Street with Harnall Lane East (the main road) is an area of concern where there's a problem for cars turning into and from Harnall Lane east, drivers often have issues with cars parked at the corner. Such a scheme would be more beneficial at the junction with the main Harnall Lane East.</p>	1
	<p>To solve this issue [Refuse collection difficulties] we have been hearing that council will bring small trucks but this matter has been going on for a while. Please solve this issue where residents don't lose loads of parking space in area</p>	4
	<p>Object due to difficulties for disabled, children, residents carrying shopping, who need parking close to their home</p>	2
	<p>Today, we had police come and enforce tickets on people when there are NO yellow lines in play, knowing that people have lived here their whole life and never had an issue like this before.</p>	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'. The proposals were to reduce access issues for vehicles such as those used for refuse collection and assist to provide visibility at the junction.

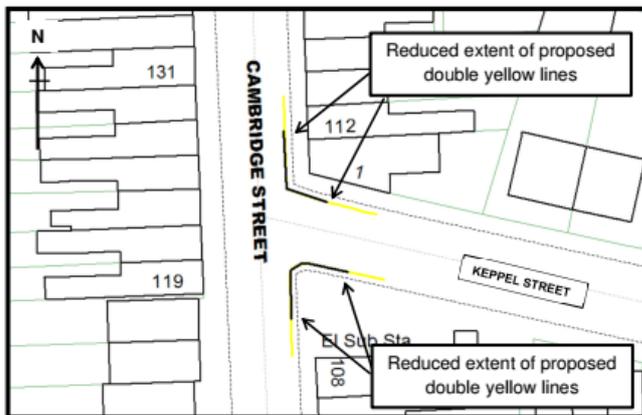
The police have the necessary powers, if a vehicle is parked in a dangerous or obstructive manner, to undertake enforcement action when no parking restrictions are present. It is presumed that this was the situation referred to by one of the objectors and the issuing of tickets by the police.

In response to the issue raised about disused disabled parking bays, a review of eligibility of existing disabled parking bays will be undertaken to determine if there are any which are no longer required and can be removed.

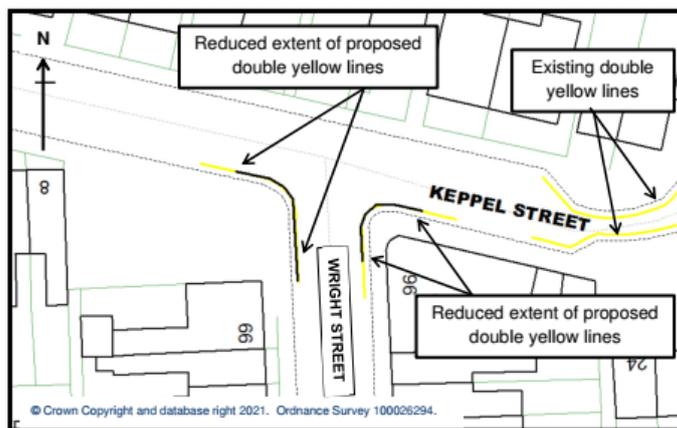
Regarding the use of smaller refuse collection vehicles, this request has been forwarded to Waste Services.

The lengths of the waiting restrictions have been reviewed in response to the objectors' request that they be reduced (halved). It is considered possible to reduce some of the lengths of the proposed double yellow lines. The proposed reductions on Cambridge Street/ Keppel Street is to reduce the double yellow lines, whilst still preventing one car parking on each approach/exit to the junction and on Keppel Street/Wright Street to reduce the double yellow lines, whilst still preventing one car parking on each approach/exit to the junction on Keppel Street and on the eastern side of Wright St.

Recommendation – Install a reduced extent of double yellow lines. At the Keppel St/Cambridge Street junction reduce to 6 metres each side of the junction on Cambridge Street, 5m on the northern side of Keppel St & 6m on the southern side of Keppel Street. At the Keppel St/Wright Street junction reduce to 6 metres each side of the junction on Keppel Street and 6m on the eastern side of Wright St (as shown on the plans below)



© Crown Copyright and database right 2021. Ordnance Survey 100026294.



© Crown Copyright and database right 2021. Ordnance Survey 100026294.

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

Location (Ward)	King Edward Rd junctions with Alexandra Rd, Leopold Rd & Alfred Rd (St Michaels)													
Original Request	Safety concerns raised by resident about parking at the junction.													
Proposal	<p>Double yellow lines (no waiting at any time) for junction protection at the junctions of Alexandra Road/ King Edward Road, Leopold Road/King Edward Road and Alfred Road/King Edward Road</p> 													
	Due to the number of objections received (10) with similar reasons, the objections have been grouped together highlighting the main reasons for objecting to the proposals.													
Objections (10)	<p>The following are the issues raised in the objections. The number relates to the number of objections which have raised the same of a similar issue.</p> <table border="1" data-bbox="240 1093 1554 1713"> <tr> <td data-bbox="240 1093 1444 1162">Parking is already a problem. The double yellow lines will reduce available parking spaces which will add to the existing parking problem the road and surrounding roads</td> <td data-bbox="1444 1093 1554 1162">7</td> </tr> <tr> <td data-bbox="240 1162 1444 1263">Have not observed any issues with vehicles manoeuvring or visibility at the junction. Drivers are aware of the junction and tend to drive with caution. There is also no obstruction for emergency vehicles even when cars are parked.</td> <td data-bbox="1444 1162 1554 1263">8</td> </tr> <tr> <td data-bbox="240 1263 1444 1339">Some residents are using wheelie bins to reserve parking spaces, which is creating an issue. This practise should be stopped.</td> <td data-bbox="1444 1263 1554 1339">3</td> </tr> <tr> <td data-bbox="240 1339 1444 1375">Require regular enforcement of existing parking restrictions</td> <td data-bbox="1444 1339 1554 1375">2</td> </tr> <tr> <td data-bbox="240 1375 1444 1543">Firstly there are no permit restrictions as they were scrapped at the start of 2021. [Details provided of car ownership in King Edward St, including households with more than 1 vehicle and requirements of neighbours in regard to parking]. Unless you are reinstating free resident parking for those of us who live in street then I strongly object to double yellow lines</td> <td data-bbox="1444 1375 1554 1543">1</td> </tr> <tr> <td data-bbox="240 1543 1444 1713">There is nowhere locally where we will be able to park and the security of our vehicles would be compromised should we have to park so far away from home. Vehicles will be vandalised Tyres slashed causing major arguments with residents. The time of the Police and Ambulance will be wasted sorting out unnecessary problems caused by the proposed waiting restriction</td> <td data-bbox="1444 1543 1554 1713">1</td> </tr> </table>		Parking is already a problem. The double yellow lines will reduce available parking spaces which will add to the existing parking problem the road and surrounding roads	7	Have not observed any issues with vehicles manoeuvring or visibility at the junction. Drivers are aware of the junction and tend to drive with caution. There is also no obstruction for emergency vehicles even when cars are parked.	8	Some residents are using wheelie bins to reserve parking spaces, which is creating an issue. This practise should be stopped.	3	Require regular enforcement of existing parking restrictions	2	Firstly there are no permit restrictions as they were scrapped at the start of 2021. [Details provided of car ownership in King Edward St, including households with more than 1 vehicle and requirements of neighbours in regard to parking]. Unless you are reinstating free resident parking for those of us who live in street then I strongly object to double yellow lines	1	There is nowhere locally where we will be able to park and the security of our vehicles would be compromised should we have to park so far away from home. Vehicles will be vandalised Tyres slashed causing major arguments with residents. The time of the Police and Ambulance will be wasted sorting out unnecessary problems caused by the proposed waiting restriction	1
Parking is already a problem. The double yellow lines will reduce available parking spaces which will add to the existing parking problem the road and surrounding roads	7													
Have not observed any issues with vehicles manoeuvring or visibility at the junction. Drivers are aware of the junction and tend to drive with caution. There is also no obstruction for emergency vehicles even when cars are parked.	8													
Some residents are using wheelie bins to reserve parking spaces, which is creating an issue. This practise should be stopped.	3													
Require regular enforcement of existing parking restrictions	2													
Firstly there are no permit restrictions as they were scrapped at the start of 2021. [Details provided of car ownership in King Edward St, including households with more than 1 vehicle and requirements of neighbours in regard to parking]. Unless you are reinstating free resident parking for those of us who live in street then I strongly object to double yellow lines	1													
There is nowhere locally where we will be able to park and the security of our vehicles would be compromised should we have to park so far away from home. Vehicles will be vandalised Tyres slashed causing major arguments with residents. The time of the Police and Ambulance will be wasted sorting out unnecessary problems caused by the proposed waiting restriction	1													
Support (1)	Fully support the proposals.													
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.</p> <p>Safety concerns were raised about junction parking, advising of an incident due to a vehicle reversing back from Alexandra Road due to parked cars. The concern was raised via a Ward Councillor.</p>													

No personal recorded injury collisions have been recorded at the junctions in the last 3 years. It is not a duty of the City Council to provide on street parking

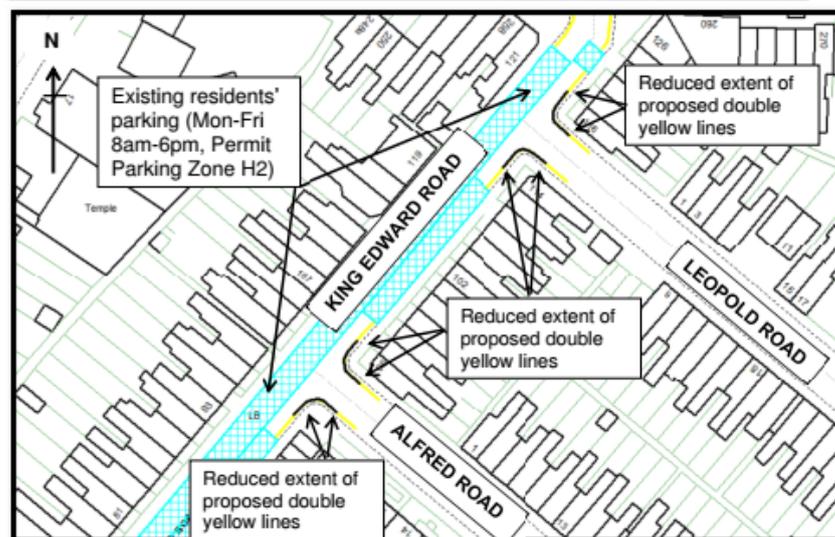
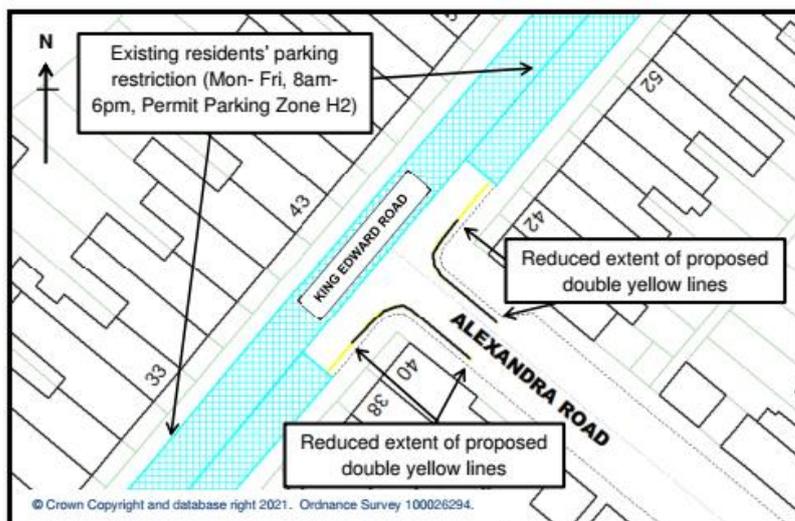
The King Edward Residents' Parking Scheme is still in operation and regular enforcement is undertaken.

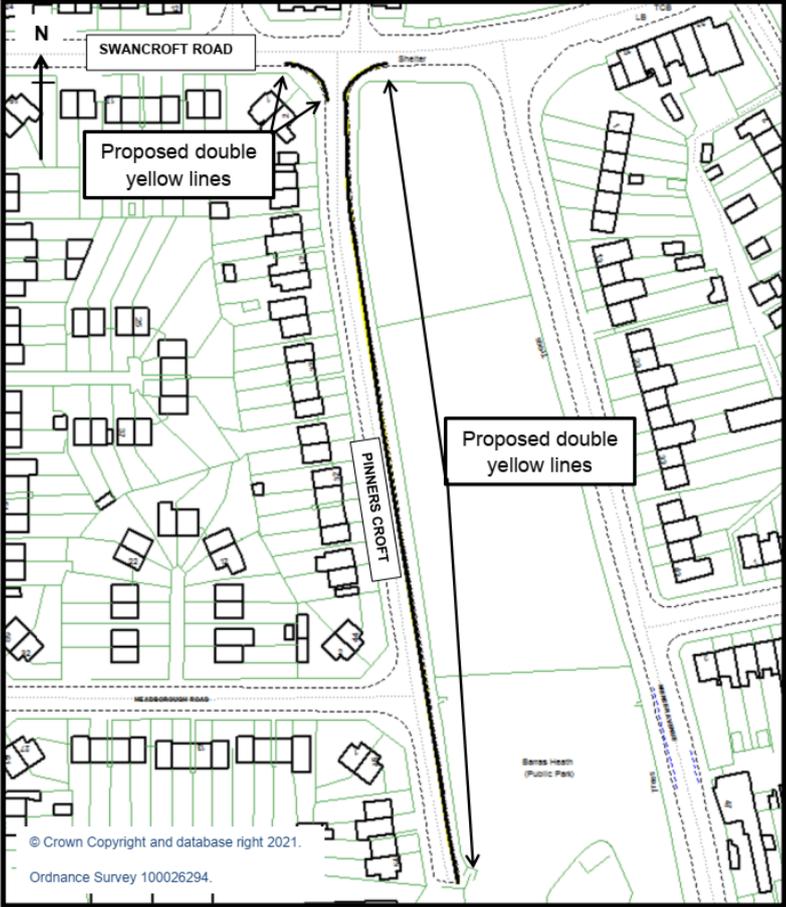
Residents should not use wheelie bins to reserve parking spaces on street, this issue has been forwarded to Waste Services.

We would not recommend to reduce the length of the proposed double yellow lines on Alexandra Road as the lines are proposed along the side of a footway build out, designed to narrow the road and a vehicle parked alongside or opposite the build out effects traffic entering or exiting the road

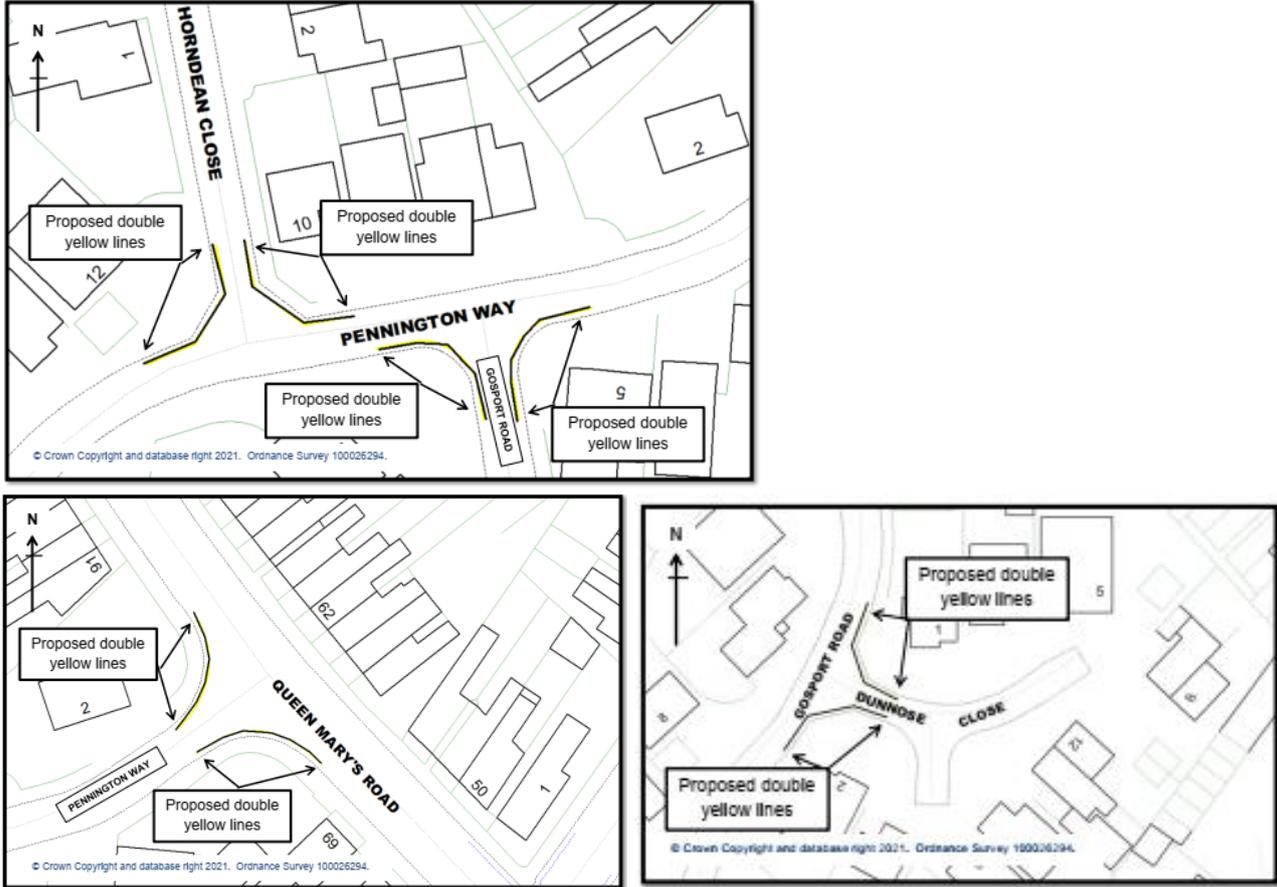
However, in response to the issues raised by the objectors the lengths of the other proposed double yellow lines have been reviewed and could be reduced

Recommendation – Install a reduced extent of double yellow lines. At the King Edward Road/Leopold Road junction reduce to 5 metres on each approach and each side of the junction. At the King Edward Road/Alfred Road junction reduce to 5 metres each side on Alfred Road and 5metres on King Edward Road north of junction, and 6 metres on King Edward Road south of junction. At the King Edward Road/Alexandra Road junction reduce to 5metres on King Edward Road on both approaches (as shown on the plans below).

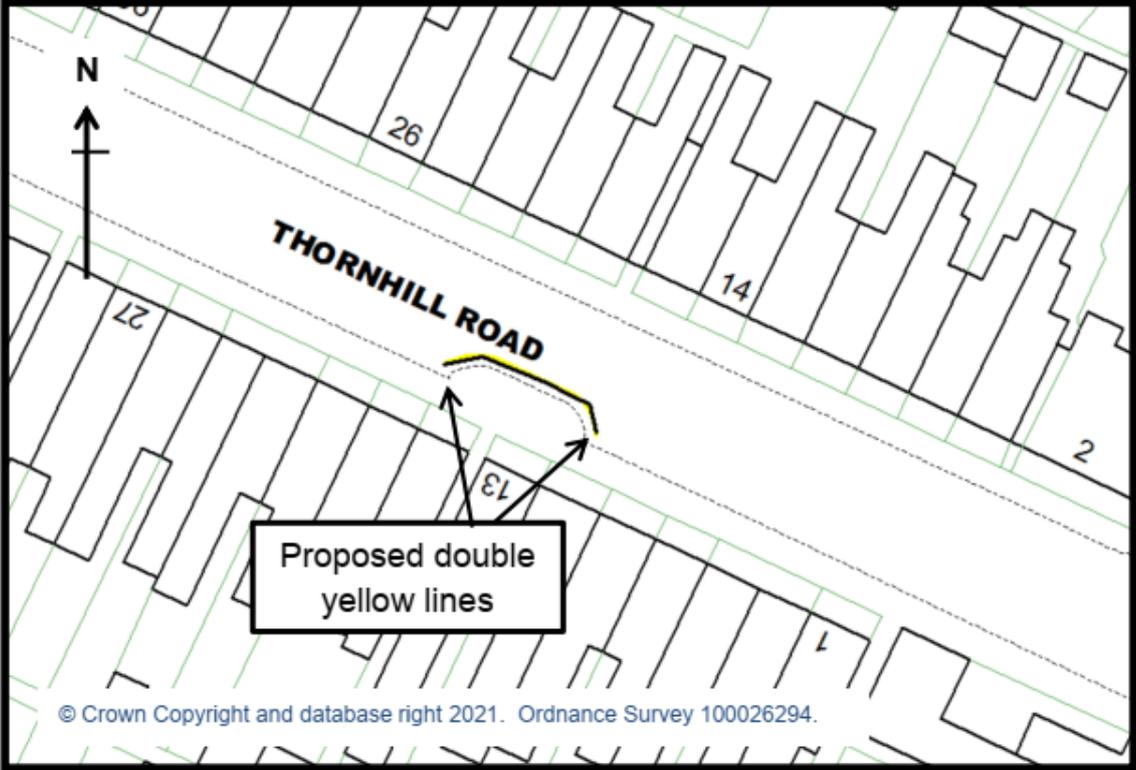


Location (Ward)	Pinners Croft (Upper Stoke)
Original Request	To prevent parking on the eastern side of Pinners Croft (park side) as parking is causing damage to the verge and obstruction. Requested by an Officer from Streetscene & Greenspace.
Proposal	<p>Proposed double yellow lines (no waiting at any time) at the junction with Swancroft Road extending the full length of Pinners Croft on the eastern side (park side) of the road.</p> 
Objections (2).	<p>While we understand why the council have chosen to do this we don't think this is fixing the problem, only causing more.</p> <p>We all get on quite well in this street however the people at [] have between 7 and 8 vehicles everyday they have churned up the park side by parking on it. [More details regarding this issue]. If you put yellow lines on the park side all that will happen is they will park all 8 vehicles on the house side and therefore it will cause huge disagreements with others as no one will be able to park, [advises most residents only have 1 car]. The council need to address this problem with number [] instead of making it worse for us all and more stressful.</p> <p>I do not object to the double yellow lines around the bell mouth of the road. as this is already covered by the highway code rule 143, and a reminder of that would increase the safety on that corner.</p> <p>However, while there is adequate parking for the residents of the road Pinners Croft is also used as parking by people using the park. Events such as Saturday football games and the recent funfair place a large additional burden of parking on the road</p>

	<p>Without the park side spaces on Pinners Croft the nearest alternative is the much busier road on the other side of the park. This would involve much more disruption for traffic and also result in the children attending Saturday football games having to cross that busier road to access the park.</p> <p>Cars parked sensibly on the verge don't impede the passing of vehicles. Simply reinforcing the verge with a grass reinforcing grid, so those vehicles don't churn it up would provide more sensible parking for people using the park who are unable to walk to it, without simply moving the problem onto other roads, and impacting on peoples use of the space</p> <p>It is currently used by a variety of people, many of whom are not residents, but users of local amenities. Stopping parking there will move those people to more inconvenient locations, and will not only increase parking issues for residents, but also cause congestion and access issues in the wider area.</p>
<p>Response to objection</p>	<p>The double yellow lines are proposed in response to concerns raised by an Officer about damage to the verge and obstruction due to parked vehicles. The damage shown in the photo below.</p>  <p>It is noted that one objector advises to use an alternatice solution of grass grids (which can be parked on) installed in the verge. However Streetscheme & Greenspace have advised that the area of grass should not be parked on and would not fund a scheme to assist parking.</p> <p>Recommendation – Install restrictions as advertised.</p>

Location (Ward)	Pennington Way Area (Foleshill)									
Original Request	Issues raised regarding parking causing obstruction and affecting refuse collection									
Proposal	<p>Double yellow lines for junction protection at Pennington Way/ Gosport Rd, Pennington Way / Horndean Close, Pennington Way /Queen Marys Road and Gosport Road /Dunnose Close.</p> 									
	<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. 4 objections were received to the proposed double yellow lines at Queen Mary's Road/ Pennington Way, 1 objection referred to restrictions on Pennington Way and 1 to the Dunnose Close proposals.</p>									
Objections (6)	<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="225 1563 1560 2004"> <tr> <td data-bbox="225 1563 1401 1599">Concerned where will be able to park</td> <td data-bbox="1401 1563 1560 1599">5</td> </tr> <tr> <td data-bbox="225 1599 1401 1704">No need for double yellow lines (Queen Mary's Rd/Pennington Way) as there is plenty of space for vehicles to come in and out of the junction and it is very safe for the public to cross. It will greatly affect on street parking</td> <td data-bbox="1401 1599 1560 1704">1</td> </tr> <tr> <td data-bbox="225 1704 1401 1771">Concerns about vandalism to vehicles if cannot park close to property [advises has happened to vehicles before].</td> <td data-bbox="1401 1704 1560 1771">3</td> </tr> <tr> <td data-bbox="225 1771 1401 2004">Do not see reason for restrictions on Dunnose Close, [area] required for parking. The parking does not affect visibility or pedestrians. Roads around this area which really require double yellow lines and are hazardous are on the corner of Gosport Road/Pennington way as this often a blind spot when turning and you are unable to see any oncoming cars. The same also applies for the corner of Pennington way/Queen Marys Road and Queen Marys Road turning right into Foleshill road. [Further details of difficulties at this location].</td> <td data-bbox="1401 1771 1560 2004">1</td> </tr> </table>		Concerned where will be able to park	5	No need for double yellow lines (Queen Mary's Rd/Pennington Way) as there is plenty of space for vehicles to come in and out of the junction and it is very safe for the public to cross. It will greatly affect on street parking	1	Concerns about vandalism to vehicles if cannot park close to property [advises has happened to vehicles before].	3	Do not see reason for restrictions on Dunnose Close, [area] required for parking. The parking does not affect visibility or pedestrians. Roads around this area which really require double yellow lines and are hazardous are on the corner of Gosport Road/Pennington way as this often a blind spot when turning and you are unable to see any oncoming cars. The same also applies for the corner of Pennington way/Queen Marys Road and Queen Marys Road turning right into Foleshill road. [Further details of difficulties at this location].	1
Concerned where will be able to park	5									
No need for double yellow lines (Queen Mary's Rd/Pennington Way) as there is plenty of space for vehicles to come in and out of the junction and it is very safe for the public to cross. It will greatly affect on street parking	1									
Concerns about vandalism to vehicles if cannot park close to property [advises has happened to vehicles before].	3									
Do not see reason for restrictions on Dunnose Close, [area] required for parking. The parking does not affect visibility or pedestrians. Roads around this area which really require double yellow lines and are hazardous are on the corner of Gosport Road/Pennington way as this often a blind spot when turning and you are unable to see any oncoming cars. The same also applies for the corner of Pennington way/Queen Marys Road and Queen Marys Road turning right into Foleshill road. [Further details of difficulties at this location].	1									

<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. The proposals also assist to help (large) vehicles turning into the roads.</p> <p>It is not a duty of the City Council to provide on street parking</p> <p>The issue of vandalism to vehicles is a police matter. The details are also being passed to Community Safety to assess if there is the possibility of additional measures to address the vandalism reports.</p> <p>Since the proposals have been advertised issues have been raised regarding parked vehicles preventing refuse collection taking place.</p> <p>Recommendation – Install restrictions as advertised.</p>
--------------------------------------	---

Location (Ward)	Thornhill Road (Foleshill)
Original Request	Resident raised concerns, as vehicles parking next to the build out outside no.s 13/15 Thornhill Road were causing access issues.
Proposal	<p>Proposed installation of double yellow lines (no waiting at any time) around build out outside no.s 13/15.</p> 
Objection (1)	<p>We have a parking issue whereby car ownership has been increasing over the years, although difficult, nevertheless, we the residents have been managing. Recently, double yellow lines were placed on the two bends and two junctions. This dramatically reduce the available parking places. It is now proposed to install waiting restrictions.</p> <p>This road does not carry any through traffic except for residents. Residents should have the privilege to park their vehicles outside their own homes where possible. Where are the residents expected to park their vehicles if waiting restrictions are to apply. Newland Road, Ena Road and Thornhill Road, have one-way traffic flow and form a U shape coming off and re-joining Leicester Causeway. Of the three roads, only Thornhill Road has been singled out. The residents of Thornhill Road are deeply concerned</p>
	Councillor Nazir has advised that the objector has also raised the issue with her
Response to objection	<p>The double yellow lines are proposed around a build out, which has an advisory disabled parking bay marked opposite. The buildout purposely narrows the road and whilst a vehicle can be parked opposite the buildout (a disabled parking bay has been provided), vehicles should not be parked alongside the buildout. If vehicles are parked both sides of the road it can cause obstruction and affect the flow of traffic. Access issues due to parking is a concern that has been raised by a resident</p> <p>Recommendation – Install restrictions as advertised.</p>

This page is intentionally left blank