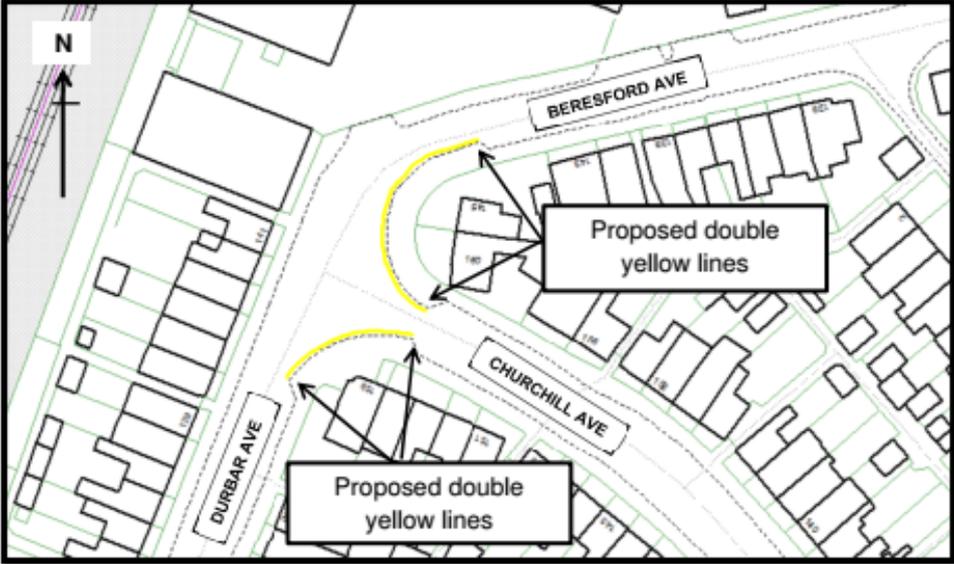
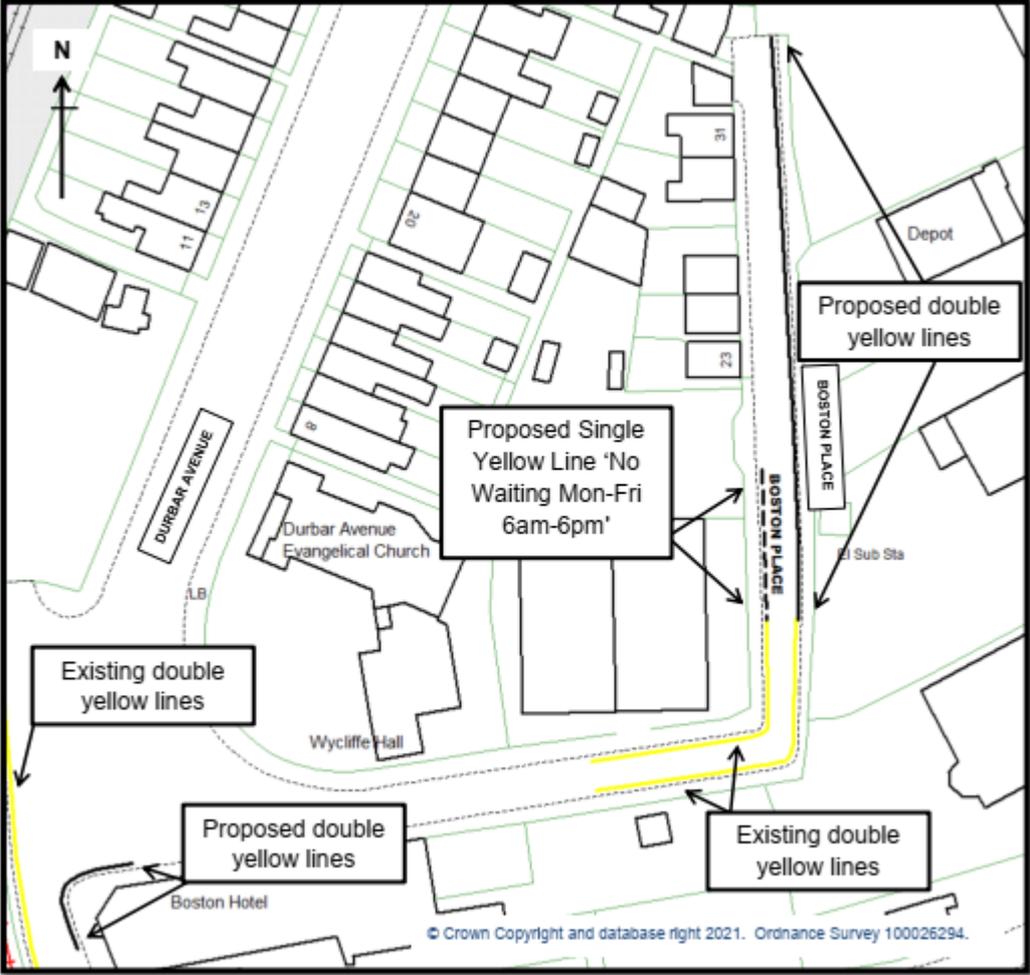


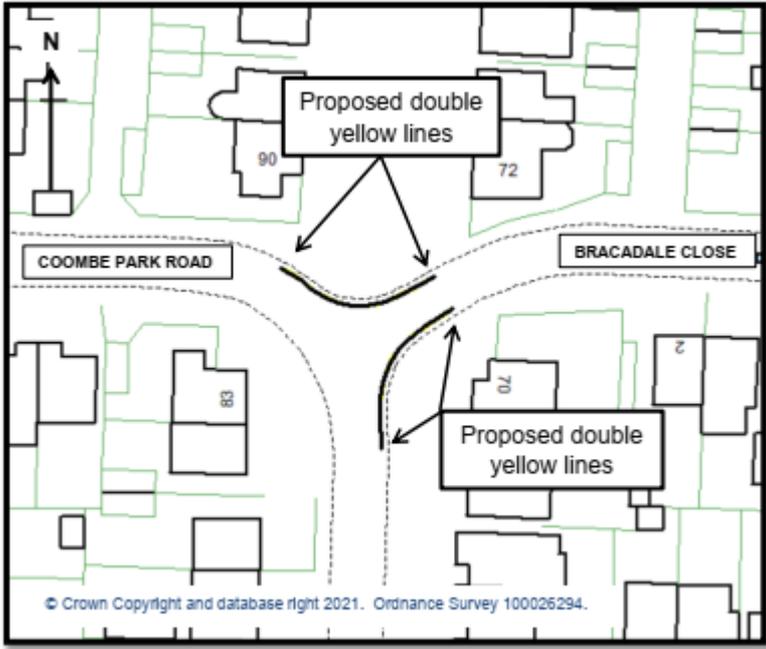
Appendix A – Summary of proposed restrictions, objections, letters of support and responses

<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>

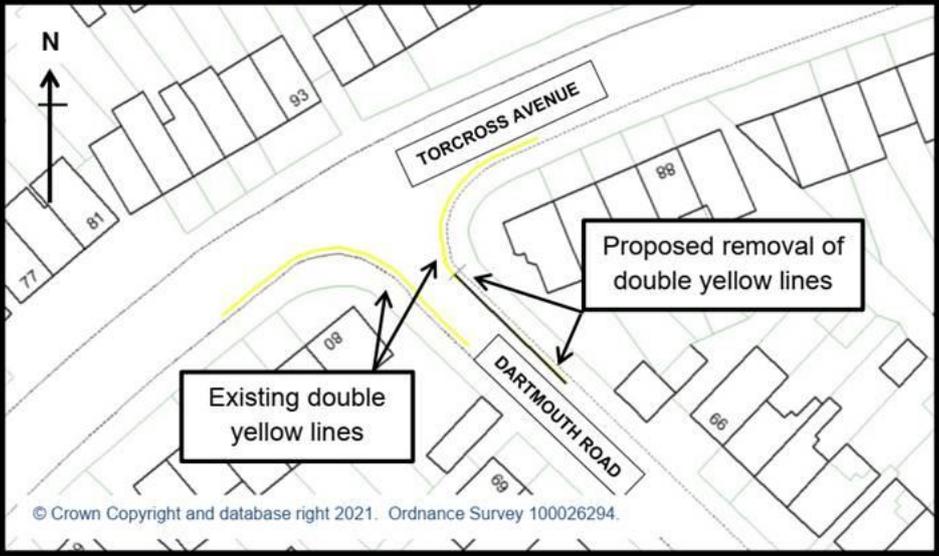
	<p>HGV to u-turn and visibility is not hindered and there are give way lines and speed limit (20mph) as well as speed humps speed in the local area. There are cars are parked on pavement (which is 9-10 fide) on occasions but this doesn't hinder drivers and road users visibility in any way cars when using 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>

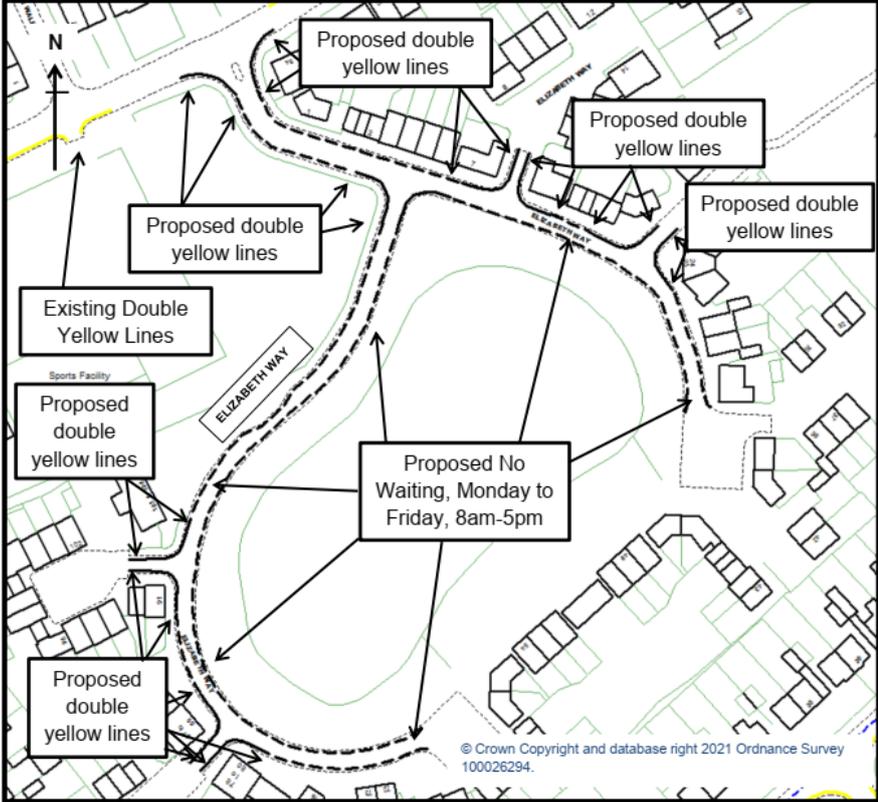
Location (Ward)	Boston Place (Foleshill)
Original Request	Concerns raised regarding safety due to parking on junction. Concerns also raised due to difficulties for large vehicles accessing business premises.
Proposal	<p>Double yellow lines (no waiting at any time) for junction protection, extension of 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>
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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.

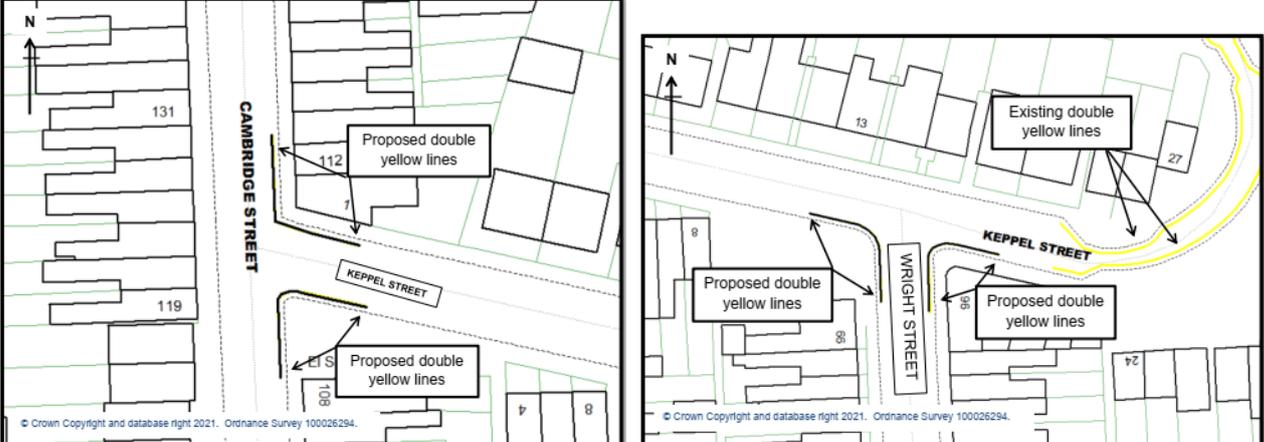
The option of no waiting for an hour in the morning and afternoon, which would have prevented all day parking, but provided more opportunity for visitors and residents to park on street outside the hours of operation was consulted upon. However, the majority of residents did not pick this option

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.

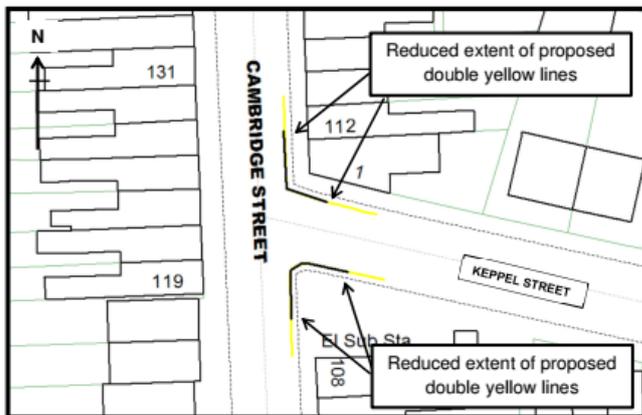
The police have the necessary powers, if a vehicle is parked in a dangerous or obstructive manner, to undertake enforcement action when no parking restrictions are present. It is presumed that this was the situation referred to by one of the objectors and the issuing of tickets by the police.

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.

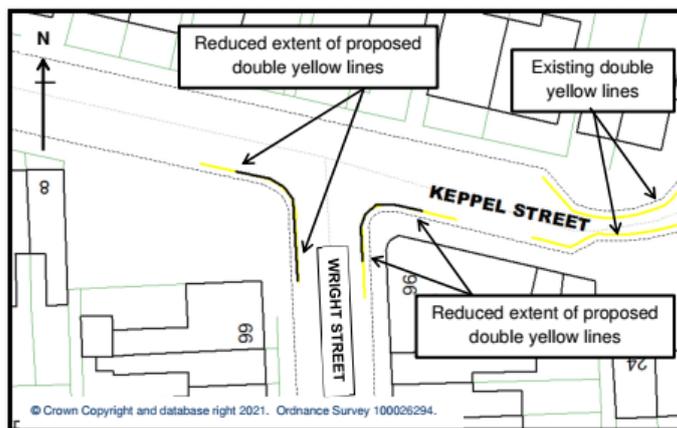
Regarding the use of smaller refuse collection vehicles, this request has been forwarded to Waste Services.

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)



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