

**Time and Date**

3.00 pm on Monday, 24th September 2018

Place

Diamond Room 2 - Council House

Public Business**1. Apologies****2. Declarations of Interests****3. Minutes** (Pages 5 - 12)

(a) To agree the minutes of the meeting held on 30th July, 2018

(b) Matters Arising

4. Petition - Whitley Traffic Matters (Pages 13 - 20)

Report of the Deputy Chief Executive (Place)

To consider the above petition, bearing 555 signatures which is being supported by Councillors Bailey and Brown, both Cheylesmore Ward Councillors, who have been invited to the meeting for the consideration of this item along with the petition organiser

5. Petition - Implement Road Safety Measures Around Manor Park Primary School (Pages 21 - 28)

Report of the Deputy Chief Executive (Place)

To consider the above petition bearing 404 signatures (147 paper and 257 e-signatures) which has been submitted by Councillor Bailey, a Cheylesmore Ward Councillor, who has been invited to the meeting for the consideration of this item along with the petition organiser

6. Petition - Return the Grit Bin to Overslade Crescent (Pages 29 - 36)

Report of the Deputy Chief Executive (Place)

To consider the above petition, bearing 31 signatures (22 paper and 9 e-signatures) which has been submitted by Councillor Williams, a Bablake Ward Councillor, who has been invited to the meeting for the consideration of this item along with the petition organiser

7. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations** (Pages 37 - 44)

Report of the Deputy Chief Executive (Place)

8. **Outstanding Issues**

There are no outstanding issues

9. **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

Martin Yardley, Deputy Chief Executive (Place), Council House, Coventry

Friday, 14 September 2018

Note: The person to contact about the agenda and documents for this meeting is Liz Knight / Michelle Salmon, Governance Services Officers, Tel: 024 7683 3072 / 3065, Email: liz.knight@coventry.gov.uk / michelle.salmon@coventry.gov.uk

Membership: Councillors J Innes (Cabinet Member) and R Lakha (Deputy Cabinet Member)

By invitation: Councillor T Sawdon (Shadow Cabinet Member)

Please note: a hearing loop is available in the committee rooms

If you require a British Sign Language interpreter for this meeting
OR if you would like this information in another format or
language please contact us.

Liz Knight / Michelle Salmon
Governance Services Officers

Tel: 024 7683 3072 / 3065

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 3.00 pm on
Monday, 30 July 2018

Present:

Members: Councillor J Innes (Cabinet Member)
Councillor R Lakha (Deputy Cabinet Member)
Councillor T Sawdon (Shadow Cabinet Member)

Other Members: Councillors N Akhtar, R Ali, A Andrews, R Bailey, S Bains and R Brown

Employees:

C Archer, Place Directorate
O Aremu, Place Directorate
R Goodyer, Place Directorate
L Knight, Place Directorate
M Wilkinson, Place Directorate

Apology: Councillor Sandhu

Public Business

17. Declarations of Interests

There were no declarations of interest.

18. Minutes

The minutes of the meeting held on 2nd July, 2018 were agreed and signed as a true record. There were no matters arising.

19. Objections to Burnsall Road, Sir Henry Parkes Road, Canley Road Area Experimental Residents Parking Scheme

The Cabinet Member considered a report of the Deputy Chief Executive (Place) concerning objections that had been received to an Experimental Traffic Regulation Order (TRO) which came into operation on 16th October, 2017 introducing a 24 hour, Monday to Saturday, Residents Parking Scheme for the Burnsall Road, Sir Henry Parkes Road and Canley Road area. A total of 50 objections, 68 responses in support, a petition requesting changes and a petition in support were received by the closing date of 16th April, 2018. A plan of the experimental residents parking scheme and a summary of all the responses received were set out in two appendices to the report. All the respondents were invited to the meeting and a number attended. Councillor Andrews, an Earlsdon Ward Councillor also attended the meeting for the consideration of this item.

The report indicated that following concerns raised by local residents in the Burnsall Road, Sir Henry Parkes Road, Canley Road area about commuters and employees from nearby factories leaving their cars parked all day, the Council undertook a residents parking scheme consultation in 2016. Consequently a

proposed Traffic Regulation Order for a residents parking scheme which would consist of two zones, CA1 and CA2, operating 24 hours a day, 7 days a week was advertised in June 2017. 12 objecting were received objecting to the proposed times of operation. Following consideration of these objections, the scheme was amended to Monday to Saturday and came into operation on 16th October 2017 as an Experimental TRO.

The report referred to the responses received. 9 of the responses requested the removal of the scheme. The remainder of the responses either wanted the scheme to remain, an alternative form of restriction or a residents parking scheme with different hours of operation. If the residents parking scheme didn't remain in operation, then any restriction would also apply to residents and their visitors. The locations of the responses had been mapped to determine whether there was a clear pattern to allow for changes, however the results showed no clear pattern. To amend the scheme would require the Experimental TRO to be varied and a further six month objection period would commence when the variation came into operation. Signs would require amending to show the new restriction in operation.

Other options highlighted in the petition for change were 4 hour limited waiting bays or a controlled zone. The installation of bays would not be a recommended option since the width of the road in some of the locations would not allow for bays on both sides of the road. A controlled zone was also not recommended since any restrictions would also apply to residents.

In light of the spread of support and objection and no clear pattern for amending the scheme, making the existing ETRO permanent would be the most cost effective solution. It also addressed the issues originally raised, ie commuters and employees leaving their cars parked all day in the area.

Mr Alex Robinson, the petition organiser for the petition in support of the scheme, spoke in support of the petition. He referred to the significant difference that the scheme had made to the area, drawing attention to the previous problems caused by the factory employees, railway and airport commuters and students and staff from Warwick University. He felt that the scheme should remain for safety reasons.

Caroline Bains, the petition organiser for the petition requesting changes to the scheme, also spoke at the meeting. She expressed concerns about the initial consultation and requested that the scheme be amended to 8.00 am to 6.00 pm, Monday to Friday. She highlighted the recent changes at Liberty Pressing Solutions, who had recently created on-site parking for their employees and indicated that evenings and weekends were no longer an issue.

Councillor Andrews reported that he had been involved with the parking issues since 2012 and referred to all the work undertaken by the Ward Councillors and officers in recent years to improve matters. He indicated that on balance he felt that scheme should be supported. He informed that Councillors Sandhu and Taylor, the other Earlsdon Ward Councillors were also in support of making the existing scheme permanent. He read out a statement from Councillor Sandhu detailing her support.

Five other residents reported further on their responses. Two residents in support of the scheme informed how the scheme had improved safety and traffic flows and ensured access for emergency vehicles. The other residents highlighted their concerns which included the impact on family life because of the restrictions being placed on visitors parking in the vicinity, the impact on residents of The Riddings, and the different problems and needs of CA1 and CA2 areas. The suggestion of an 8.00 am to 6.00 pm Monday to Friday trial for the CA2 area was put forward. The Chief Executive of Liberty Pressing Solutions also spoke at the meeting informing of the recent works to provide parking on site for employees while highlighting the parking problems for visitors to the company.

RESOLVED that, having considered the objections and support to the Experimental Traffic Regulation Order:

(1) Approval be given that the residents' parking scheme remains in operation in this area.

(2) Having considered the issues raised in 2.11 of the report, approval be given that the existing scheme is made permanent.

(3) Officers be requested to write to all residents in the CA1 and CA2 areas informing them about the option to contact Parking Services if they are intending to hold an event/ family gathering to enable their visitors to be able to park in the vicinity.

20. **Petition - Whitley Traffic Matters, Address Worsening Road Safety Problems, Especially Around the Three Schools**

RESOLVED that consideration of the report be deferred to the next Cabinet Member for City Services on 24th September, 2018 to allow the petition organiser to attend.

21. **Petition - Seymour Close, Request to Remove Kerb and Grass and Create Parking Area**

The Cabinet Member considered a report of the Deputy Chief Executive (Place) concerning a petition bearing 14 e-signatures which was being supported by Councillors Ali and Bailey, both Cheylesmore Ward Councillors, who attended the meeting along with the petition organiser Mrs Nadia Khan and they spoke on behalf of the petitioners. The report had been requested by the petition organiser following the receipt of the determination letter. The petitioners were requesting that a length of kerb and an area of grass was removed on Seymour Close and a tarmac parking area created.

The report indicated that Seymour Close was a residential cul de sac located off London Road. A location plan was set out at an appendix to the report. The determination letter had advised that the area of land where the creation of a parking area was being requested was in private ownership and was not adopted highway. A copy of the determination letter was set out at a second appendix.

Mrs Khan informed of the parking problems that were occurring on a daily basis and questioned if the length of double lines that had been installed in the locality

were the right length. The parking issues had got worse following the installation of these double yellow lines. She indicated that the residents in the flats maintained the land and were keen to have additional parking facilities. She informed that Seymour Residents Association were not aware who owned the land. Councillors Ali and Bailey offered to support the residents to try and resolve their concerns.

It was clarified that the double yellow lines had been installed due to missed bin collections.

RESOLVED that:

(1) The petitioners concerns be noted.

(2) Officers be requested to check that the double yellow lines installed in Seymour Close have been put in as set out in the Traffic Regulation Order and if any discrepancies are found then remedial works be undertaken to ensure compliance with the Traffic Regulation Order.

(3) Officers to investigate the land ownership issue and to report back to the Cheylesmore Ward Councillors, who will work with the petitioners regarding their concerns.

22. Petition - Request for Yellow Lines and Disabled Bays on Mercer Avenue

The Cabinet Member considered a report of the Deputy Chief Executive (Place) concerning a petition bearing 90 signatures which had been submitted by Councillor Bains, an Upper Stoke Ward Councillor, who attended the meeting and spoke on behalf of the petitioners. The petition organiser was invited but was unable to attend. The report had been requested by the petition organiser following the receipt of the determination letter. The petitioners were requesting the installation of double yellow lines and disabled bays outside St. Albans Church, Mercer Avenue.

The report indicated that St Albans Church was located on Mercer Avenue at the junction with North Street. A location plan was set out at an appendix to the report. The determination letter had advised that the legal process to install double yellow lines for junction protection at the junction of Mercer Avenue and North Street was currently underway. However, Mercer Avenue, between North Street and Coventry Street, was not an appropriate location for the introduction of parking restrictions as this would just displace parking to neighbouring residential roads. A copy of the determination letter was set out at a second appendix.

Councillor Bains informed of the traffic problems on Mercer Avenue, in particular the issue of poor visibility for drivers and pedestrians at the bend in the road which is worse because of all the parked cars. He referred to a previous petition requesting the introduction of yellow lines outside the church. Reference was made to the primary school in the area and the problems faced by parents and children walking to and from school.

RESOLVED that:

(1) The petitioners concerns be noted.

(2) Officers be requested to arrange a site visit with Councillor Bains, the petition organiser and local residents to investigate the petitioners' concerns and to consider any potential solutions.

23. Petition - Request for Double Yellow Lines on the Perimeter of the Island at the Junction of Benedictine Road and the Monks Croft

The Cabinet Member considered a report of the Deputy Chief Executive (Place) concerning a petition bearing 18 signatures which was being supported by Councillors Bailey and Brown, both Cheylesmore Ward Councillors, who attended the meeting along with the petition organiser Mr David Norton and they spoke on behalf of the petitioners. The report had been requested by the petition organiser following the receipt of the determination letter. The petitioners were requesting the installation of double yellow lines around the perimeter of the island at the junction of Benedictine Road and The Monk's Croft.

The report indicated that Benedictine Road and The Monk's Croft were residential streets north of Daventry Road, with The Monk's Croft being a cul-de-sac. A location plan was set out at an appendix to the report. The determination letter had advised that the grassed island was not part of the adopted highway. Therefore, any waiting restriction introduced around the island would not apply to the island itself so no further action was proposed. Although the grass island was currently being maintained by Streetpride, a Land Registry search did not find any registration for the land. A copy of the determination letter was set out at a second appendix.

Mr Norton informed that the island previously had a sign stating 'no parking or ball games on the grass'. Since the sign had disappeared dangerous parking was occurring on a daily basis and it was causing problems for residents accessing their own drives and when manoeuvring their wheeled bins. He was concerned about the damage to the grassed area. Councillors Bailey and Brown reiterated the problems caused by the parked vehicles which included blocking emergency vehicles, the waste vehicles and funeral cars from entering the road and creating a dangerous junction. It was suggested that double yellow lines would act as a deterrent and alleviate the problems, even if no enforcement could be undertaken if cars continued to park on the island.

RESOLVED that:

(1) The petitioners concerns be noted.

(2) Officers be requested to commence the process for the installation of double yellow lines around the perimeter of the island at the junction of Benedictine Road and the Monk's Croft.

24. Objections to Waiting Restrictions (Variation 6)

The Cabinet Member considered a report of the Deputy Chief Executive (Place) concerning objections that had been received to a Traffic Regulation Order advertised on 29th March, 2018 relating to proposed new waiting restrictions and amendments to existing waiting restrictions in a number of Wards across the City.

A total of 27 objections were received which included one petition. Two responses advised that they were not objecting to a proposal and wanted to raise concerns and two responses in support of proposals were also received. A summary of the proposed restrictions, objections and responses were set out in an appendix to the report. All the respondents were invited to the meeting and a number attended. Councillor Abbott attended the meeting in respect of the proposals for Oldham Avenue and Councillor Akhtar attended in respect of the proposals for Hartlepool Road, Redcar Road and Stockton Road.

The report recommended the installation of double yellow lines for 10 metres at the junction of Craven Street/ Lord Street. In response to objections received Councillor Innes, Cabinet Member, indicated that she had discussed the concerns with Ward Councillors and officers and she was suggesting a reduced scheme on Craven Street with a reduced length of double yellow lines at the junctions of Craven Street with Duke Street, Lord Street and Mount Street.

Councillor Akhtar and five objectors attended in respect of the proposals for Hartlepool Road, Redcar Road and Stockton Road. Councillor Akhtar drew attention to the numbers of students living in the vicinity who were not interested in responding to any consultations. Concerns were raised regarding the validity of the petition and the Cabinet Member decided to defer making a decision to allow for further investigation and discussion involving the Ward Councillors and residents.

Two objectors attended the meeting in respect of the proposals for Winsford Avenue/ The Jordans highlighting the unnecessary problems that would be encountered by the introduction of waiting restrictions at this junction which included personal circumstances. The Cabinet Member decided to monitor the situation rather than introduce the lines at this junction.

Councillor Abbott and two objectors attended the meeting in respect of the residents parking scheme proposed for Oldham Avenue. Discussion centred on the difficulties that would be encountered by the local Scout Group and the playgroup who used the Scout hut with parents/ carers parking in the street when dropping off/ collecting their children. The Officer advised of the availability of resident, visitor and short stay permits. It was agreed that residents would work with the local Ward Councillors regarding the introduction of the scheme and a bespoke Streetnews would be issued to residents informing them of the situation.

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

RESOLVED that, having considered the objections to the proposed waiting restrictions:

(1) The implementation of the restrictions as advertised at Billing Road/ Sherlock Road, Charterhouse Access Road, Queen Mary's Road/ May Street, St. Christians Road, Stoney Stanton Road, Westwood Heath Road/ Farthing Walk and Wheeler Road/ Quinn Close be approved.

(2) Approval be given that the restrictions are implemented as proposed on Dewsbury Avenue/ Barnack Avenue, Nod Rise, including Nod Rise by Wiltshire Court, the situation is monitored and if any further restrictions are required they are included in a further waiting restriction review.

(3) The implementation of a reduced scheme on Tynemouth Close/ Lentons Lane, reducing the proposed extent of double yellow lines on both sides of Tynemouth Close by 10 metres, be approved.

(4) The installation of a reduced scheme on Craven Street, reducing the proposed extent of double yellow lines at the junctions of Craven Street with Duke Street, Lord Street and Mount Street, to the radius of the junction, whilst being sympathetic to the Conservation Area status of the locality, be approved.

(5) The proposed waiting restrictions relating to Hartlepool Road, Redcar Road and Stockton Road be removed from the Traffic Regulation Order to allow for further investigation, including consultation with Ward Councillors, with a report being submitted to the next Cabinet Member for City Services meeting scheduled for 24th September, 2018. Any new approved proposals to be advertised accordingly.

(6) Approval be given that the restrictions are implemented as proposed for Winsford Avenue/ Denham Avenue but the restrictions at Winsford Avenue/ The Jordans are not implemented and the situation is monitored.

(7) The restrictions as advertised at Oldham Avenue be approved, the situation be monitored with residents working with Ward Councillors, and officers be requested to organise a bespoke Streetnews informing local residents of the situation.

(8) Approval be given that the proposed Traffic Regulation Order is made operational.

25. Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

The Cabinet Member considered a report of the Deputy Chief Executive (Place) which provided a summary of the recent petitions received that were to be determined by letter, or where decisions had been deferred pending further investigations and holding letters were being circulated. Details of the individual petitions were set out in an appendix attached to the report and included target dates for action. 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/petition organiser 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.

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

There were no additional items of public business.

(Meeting closed at 5.57 pm)



Cabinet Member for City Services

24 September 2018

Name of Cabinet Member:

Cabinet Member for City Services – Councillor J Innes

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

Cheylesmore

Title: Petition – Whitley Traffic Matters – Address worsening road safety problems especially around the 3 schools

Is this a key decision?

No

Executive Summary:

A petition of 555 signatures has been received requesting road safety measures in Whitley, especially around the three schools, including speed reduction measures, additional school warning signs and double yellow lines.

In accordance with the City Council's procedure for dealing with petitions, those relating to road safety are heard by the Cabinet Member for City Services. The Cabinet Member had considered this petition prior to this meeting and in response to the request made, requested that the petition was dealt with by letter (determination letter), rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently.

The determination letter advised of the action proposed and approved and also those actions which had already taken place since the receipt of the petition in response to the issues raised. On receipt of the determination letter the petitioner advised they did not wish the petition to be progressed by letter and wanted the issue to be considered at a Cabinet Member for City Services meeting.

The cost of introducing road safety measures, including waiting restrictions, is 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. Note the petitioners concerns
2. Note that a number of measures have already been introduced since receipt of the petition (as detailed in paragraph 1.6 of the report)
3. Endorse that the actions confirmed by determination letter to the petition spokesperson are undertaken.

List of Appendices included:

Appendix A – Location Plan
Appendix B – Determination letter

Background Papers

None

Other useful documents:

None

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: Petition - Whitley Traffic Matters – Address worsening road safety problems especially around the 3 schools

1. Context (or background)

1.1 A petition of 555 signatures has been received requesting road safety measures in Whitley, especially around the three schools including speed reduction measures, additional school warning signs and double yellow lines. The petition is supported by Councillor Bailey and Councillor Brown.

1.2 The petition advises:

'We the undersigned, call upon Coventry City Council to address our worsening safety problems, especially with a focus around the schools. To reduce speed, to make safe for pedestrians and cyclists and ensure access for emergency vehicles.

We ask that they introduce measures to include a 20mph speed limit, additional school warning signs(possibly 'vehicle activated'), and pinch points in the vicinity of the 3 schools (inc. the Abbey Rd/Avenue 'rat run').

To introduce junction protection (double yellow lines) for example, Ashington Grove and Rutherglen Avenue, Ashington Grove and Abbey Road (top), The Avenue and Burnham Road etc. Also better lighting along the Ash-path (Abbey Road) between the schools.

We strongly urge the Council to work with local residents" representatives in consultation and to take into account our Traffic Management & Impact report which highlights issues and requests.'

1.3 Whitley is a residential area, which includes 3 schools, which is accessed from London Road. A location plan is shown in Appendix A.

1.4 In accordance with the City Council's procedure for dealing with petitions, those relating to road safety and parking issues are heard by the Cabinet Member for City Services. The Cabinet Member considered the petition prior to this meeting and in response requested that the issue was dealt with by determination letter rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently.

1.5 The determination letter (copy in Appendix B) advised of the importance of prioritising road safety measures in the city. Coventry is continuing to work towards becoming a safer speed City and to ensure the funding we have is targeted carefully, we use personal injury collisions reported to the Police. A review of the Whitley area showed that one injury collision had been recorded in the last three years. Safety schemes are prioritised in locations where there have been six or more recorded injury collisions in the previous three years.

1.6 The determination letter also advised of the measures that had already been undertaken since receipt of the petition, including the installation of double yellow lines for junction protection at the requested locations, the installation of new school warning signs and 'SLOW' carriageway markings, and the installation of a mobile vehicle activated sign on Abbey Road. Contact details were also provided should residents wish to get involved in the Community Speed Watch initiative.

2. Options considered and recommended proposal

2.1 The recommended proposals in regard to the issues raised have already been approved and are detailed in the determination letter (Appendix B) and item 1.5 & 1.6

3. Results of consultation undertaken

3.1 No consultation has been undertaken.

4. Timetable for implementing this decision

4.1 The actions described have already been undertaken.

5. Comments from Director of Finance and Corporate Services

5.1 Financial implications

None.

5.2 Legal implications

There are no legal implications of the recommended proposal

6. Other implications

6.1 How will this contribute to achievement of the Council's key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / Local Area Agreement (or Coventry Sustainable Community Strategy)?

N/A.

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

No specific equalities impact assessment has been carried out.

6.5 Implications for (or impact on) 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:

Tel: 024 7683 2062

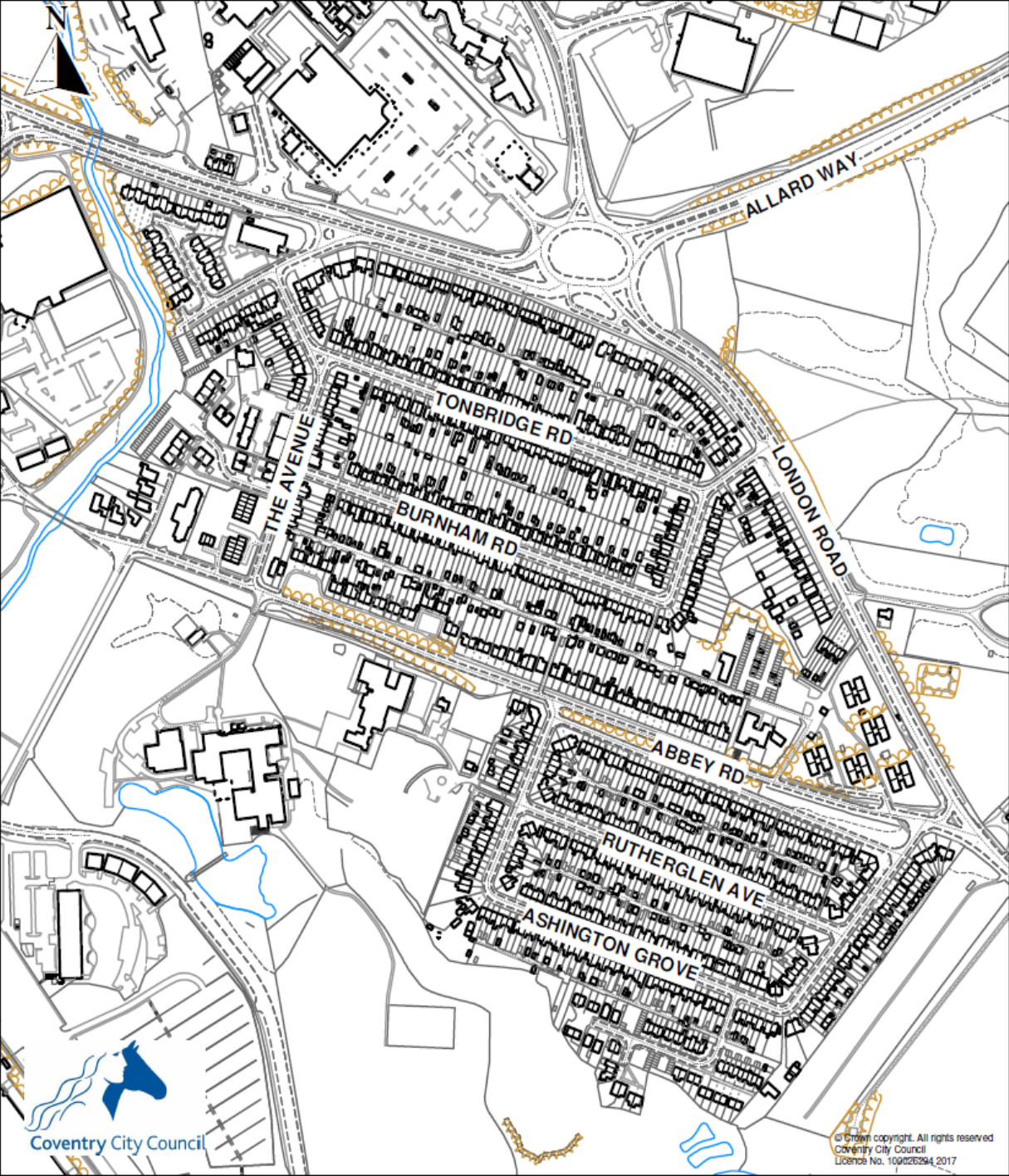
Email: caron.archer@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Colin Knight	Director (Transportation and Highways)	Place	18.07.2018	18.07.2018
Karen Seager	Head of Traffic and Network Management	Place	18.07.2018	19.07.2018
Rachel Goodyer	Traffic and Road Safety Manager	Place	18.07.2018	19.07.2018
Liz Knight	Governance Services Officer	Place	18.07.2018	18.07.2018
Names of approvers: (Officers and Members)				
Graham Clark	Lead Accountant	Place	18.07.2018	18.07.2018
Rob Parkes	Team Leader	Place	18.07.2018	18.07.2018
Councillor J Innes	Cabinet Member for City Services	-	03.07.2018	03.07.2018

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Appendix A – Location plan



Appendix B – Copy of text of determination letter

Re: petition submitted on 9 March 2017

Subject matter: Whitley Traffic Matters – Address worsening road safety problems especially around the 3 schools

I am writing with regards to the above petition and your request for measures to improve safety on Abbey Road and neighbouring streets. Please accept my apologies for the delay in responding formally to your petition.

The matter was discussed with Councillor Innes, Cabinet Member for City Services, who has requested that this be dealt with by way of letter rather than a formal report being submitted to a future meeting.

It is important that we prioritise road safety measures in the city. We do this using personal injury collision data to ensure the funding we have is targeted carefully.

Locations where there have been six or more personal injury collisions reported to the Police in the previous three years are considered for inclusion in our safety scheme programme. Our records show that there has been one personal injury collision in the area you have highlighted in the last three years. Therefore, it does not meet the safety scheme criteria.

In response to your concerns, a mobile vehicle-activated sign has been installed on Abbey Road near the junction with London Road facing drivers turning off London Road onto Abbey Road. This is part of the programme for the deployment of mobile signs at locations around the city.

We are also working towards Coventry becoming a 20mph city and each year we are introducing more 20mph speed limits on residential roads. Community concerns are taken into account when prioritising areas for the introduction of such schemes and petitions help to inform this process.

As you are concerned about speeding, you may wish to get involved in the Community Speed Watch initiative. This is a speed monitoring and awareness scheme that is co-ordinated by the Police and run by a group of local volunteers who use speed detection devices to monitor traffic and identify speeding drivers on a specific road or small area. For further information, please contact the Police by emailing: cvcsww@west-midlands.pnn.police.uk.

As you may be aware, the requested double yellow lines at junctions have since been advertised and installed. We have also arranged for maintenance work to be undertaken on the school warning signage in the area.

I hope this information explains fully the measures we have undertaken in response to your concerns.

I would be grateful if you could please confirm in writing, either by email or letter, that you agree that the petition be progressed by way of this letter. If you do not agree, a report responding to your petition will be prepared for consideration at a future Cabinet Member meeting. You will be invited to attend this meeting where you have the opportunity to speak on behalf of the petitioners.

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Cabinet Member for City Services

24th September 2018

Name of Cabinet Member:

Cabinet Member for City Services – Councillor J Innes

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

Cheylesmore

Title: Petition – Implement Road Safety Measures around Manor Park Primary School

Is this a key decision?

No

Executive Summary:

A petition of 404 signatures (147 paper and 257 e-signatures) has been received requesting a number of road safety measures around Manor Park School.

In accordance with the City Council's procedure for dealing with petitions, those relating to road safety are heard by the Cabinet Member for City Services. The Cabinet Member had considered this petition prior to this meeting and in response to the request made, requested that the petition was dealt with by letter (determination letter), rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently.

The determination letter advised of the action proposed and approved in response to the issues raised. On receipt of the determination letter the petitioner advised they did not wish the petition to be progressed by letter and wanted the issue to be considered at a Cabinet Member for City Services meeting.

The cost of introducing road safety measures, is funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

Recommendations:

Cabinet Member for City Services is requested to:

- 1) Note the petitioners concerns
- 2) Endorse that the actions confirmed by determination letter to the petition spokesperson (as detailed in paragraphs 1.5 and 1.6 of the report) are undertaken.

List of Appendices included:

Appendix A – Location Plan
Appendix B – Determination letter

Background Papers

None

Other useful documents:

None

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: Petition – Implement Road Safety Measures around Manor Park Primary School

1. Context (or background)

1.1 A petition of 404 signatures (147 paper and 257 e-signatures) has been received requesting a number of road safety measures around Manor Park School. The petition is supported by Councillor Bailey.

1.2 The petition advises:

'We, the undersigned, are concerned citizens who urge Coventry City Council as leaders of our community to act now to safeguard the children, elderly, vulnerable people and community life by implementing the following actions:-

- Greater presence of Parking Enforcement Officers.*
- Greater presence of ANPR cars.*
- Extension of railings on Ulverscroft Road.*
- Increased signage on Ulverscroft Road and Quinton Park Road indicating children, elderly crossing and the parking restrictions.*
- Zebra Crossing on Daventry Road roundabout.*
- Zebra Crossing outside Manor Park School on Ulverscroft Road.*
- Zebra Crossing on Quinton Park Road near the junction with Bright Walton Road.*
- Bollards to be erected on the corner of Lymsey Street and Ulverscroft Road and*
- Bollards erected on the corner of Mary Herbert Street and Bright Walton Road.*
- 20mph speed limit on Ulverscroft Road.*
- Neighbourhood Radar Speed signs -Flashing road signs.*
- We would like the opportunity to take part in a trial to close roads around schools at school opening and closure times.*
- We are hoping for joint funding for a sign to indicate parking which is available at the social club for parents and the wider community.'*

1.3 Manor Park School is located on Ulverscroft Road in a residential area. A location plan is shown in Appendix A to the report.

1.4 In accordance with the City Council's procedure for dealing with petitions, those relating to road safety and parking issues are heard by the Cabinet Member for City Services. The Cabinet Member considered the petition prior to this meeting and in response requested that the issue was dealt with by determination letter rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently.

1.5 The determination letter (copy in Appendix B to the report) advised of the importance of targeting road safety measures in the city. Coventry is continuing to work towards becoming a safer speed city and to ensure the funding we have is utilised carefully, we use personal injury collisions reported to the Police. A review of the area highlighted showed that three injury collision had been recorded in the last three years, none of which involved children or pedestrians. Safety schemes are prioritised in locations where there have been six or more recorded injury collisions in the previous three years.

1.6 The determination letter also advised the request for a zebra crossing outside the school had been reviewed previously, but these investigations had revealed that a crossing could not be located in this area. Contact details were provided should residents wish to get involved in the Community Speed Watch initiative and the letter also advised that Ulverscroft Road would be added to the mobile vehicle activated sign (VAS) deployment programme. The requests for additional parking enforcement have been forwarded to Parking Services and the request to be considered in any future trials to try to address the issue of school gate parking has been recorded.

2. Options considered and recommended proposal

- 2.1 The recommended proposals in regard to the issues raised have already been approved and are detailed in the determination letter (Appendix B to the report) and paragraphs 1.5 and 1.6 of the report.

3. Results of consultation undertaken

- 3.1 No consultation has been undertaken.

4. Timetable for implementing this decision

- 4.1 The actions described have already been undertaken.

5. Comments from Director of Finance and Corporate Services

- 5.1 Financial implications

None.

- 5.2 Legal implications

There are no legal implications of the recommended proposal

6. Other implications

- 6.1 How will this contribute to achievement of the Council's key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / Local Area Agreement (or Coventry Sustainable Community Strategy)?**

N/A.

- 6.2 How is risk being managed?**

None

- 6.3 What is the impact on the organisation?**

None

- 6.4 Equalities / EIA**

No specific equalities impact assessment has been carried out.

- 6.5 Implications for (or impact on) 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:

Tel: 024 7683 2062

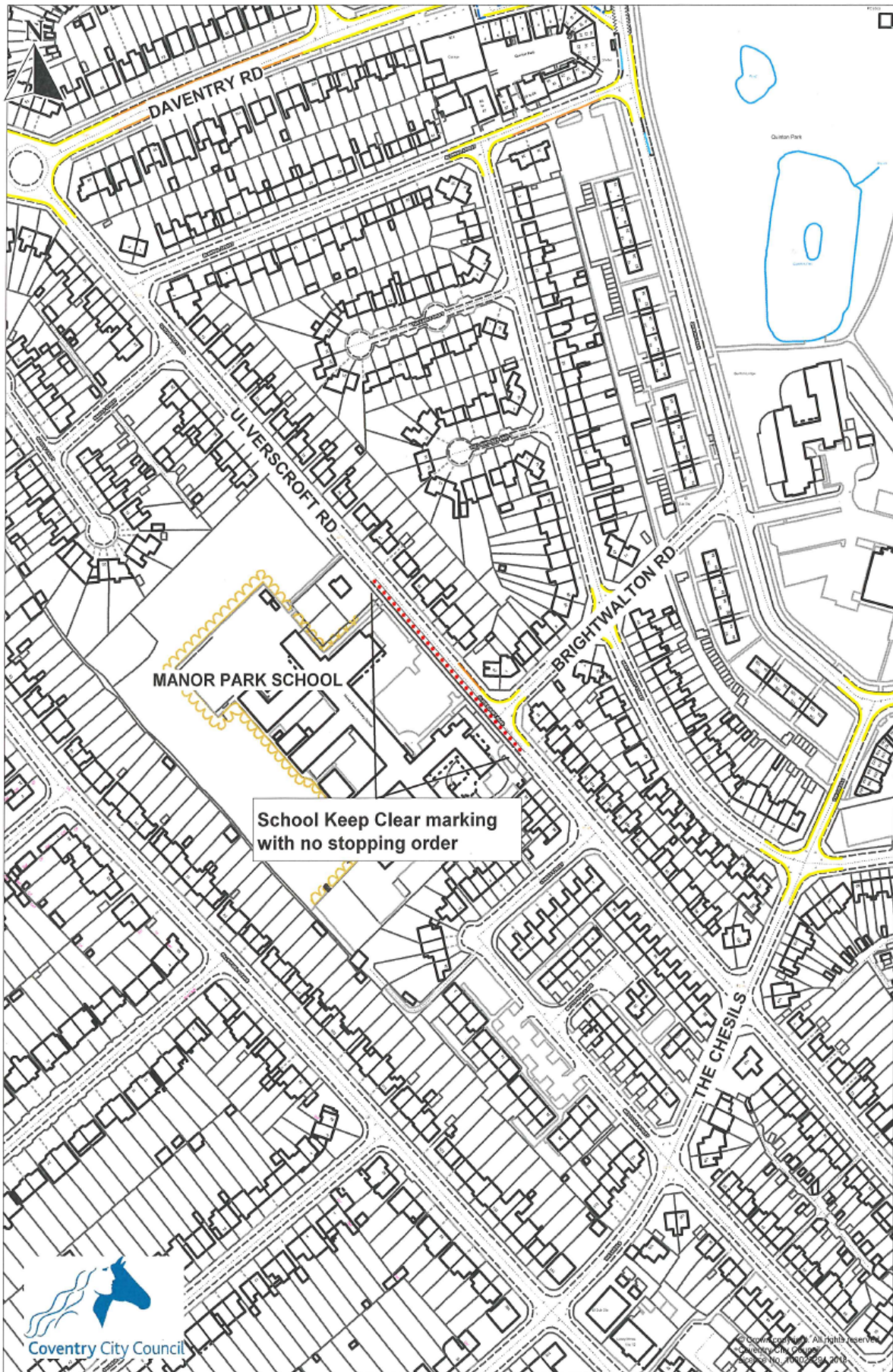
Email: caron.archer@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Colin Knight	Director (Transportation and Highways)	Place	13.09.2018	14.09.2018
Karen Seager	Head of Traffic and Network Management	Place	13.09.2018	14.09.2018
Rachel Goodyer	Traffic and Road Safety Manager	Place	13.09.2018	14.09.2018
Michelle Salmon	Governance Services Officer	Place	13.09.2018	14.09.2018
Names of approvers: (officers and members)				
Graham Clark	Lead Accountant	Place	13.09.2018	14.09.2018
Rob Parkes	Team Leader	Place	13.09.2018	13.09.2018
Councillor J Innes	Cabinet Member for City Services	-	13.09.2018	14.09.2018

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Appendix A – Location plan



Appendix B – Copy of text of determination letter

re: petition submitted on 28 February 2018

Subject matter: Petition to Implement Road Safety Measures around Manor Park School
Cheylesmore

I am writing with regards to the above petition and your request for road safety measures around Manor Park School in Cheylesmore.

The matter was discussed with Councillor Innes, Cabinet Member for City Services, who has requested that this be dealt with by way of letter rather than a formal report being submitted to a future meeting, so that it can be dealt with more quickly.

It is important that we prioritise road safety measures in the city. Coventry is continuing to work towards becoming a safer speed city and to ensure the funding we have is targeted carefully, we use data on personal injury collisions reported to the Police.

Locations where there have been six or more personal injury collisions reported to the Police in the previous three years are considered for inclusion in our safety scheme programme. Our records show that there have been three personal injury collisions in the area you have highlighted in the last three years, none of which involved children or pedestrians. Therefore, it does not meet the safety scheme criteria. However, Ulverscroft Road will be added to the programme for the deployment of a mobile vehicle-activated sign that reacts to vehicle speeds.

The request for a zebra crossing outside the school has been reviewed on a previous occasion and investigations showed that a crossing could not be accommodated at that location. As you will be aware, a School Crossing Patrol operates on Daventry Road to assist pedestrians to cross at that location.

As you are concerned about speeding, you might want to get involved in the Community Speed Watch initiative. This is a speed monitoring and awareness scheme that is co-ordinated by the Police and run by a group of local volunteers who use speed detection devices to monitor traffic and identify speeding drivers on a specific road or small area. For further information, please contact the Police by emailing: cvcsww@west-midlands.pnn.police.uk.

Your request for additional parking enforcement has been forwarded to our Parking Enforcement Team. With regards to your request for bollards at a number of locations, our budget for such works is limited and we are unable to justify the installation of bollards at junctions further away from the school.

I hope this information explains fully the measures we have undertaken in response to your concerns. Thank you for your request to be included in a future trial of initiatives to address school gate parking issues. This has been noted for consideration as part of future activities.

I would be grateful if you could please confirm in writing, either by email or letter to the officer named above, that you agree that the petition be progressed by way of this letter. If you do not agree, a report responding to your petition will be prepared for consideration at a future Cabinet Member meeting. You will be invited to attend this meeting where you have the opportunity to speak on behalf of the petitioners.

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Cabinet Member for City Services

30th July 2018

Name of Cabinet Member:

Cabinet Member for City Services – Councillor J Innes

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

Bablake

Title:

Petition – Request for Return of the Grit Bin to Overslade Crescent

Is this a key decision?

No

Executive Summary:

A petition of 28 signatures has been received advising of residents' concerns regarding the removal of a grit bin in Overslade Crescent.

In accordance with the City Council's procedure for dealing with petitions, those relating to road safety and maintenance are heard by the Cabinet Member for City Services. The Cabinet Member had considered this petition prior to this meeting and in response to the issues raised requested that the petition was dealt with by letter (determination letter), rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently.

The determination letter advised of the action proposed and approved in response to the issues raised. On receipt of the determination letter the petition spokesperson advised that they did not wish the petition to be progressed by letter and wanted it to be considered at a Cabinet Member for City Services meeting.

Recommendations:

Cabinet Member for City Services is recommended to:

- 1) Note the petitioners concerns.
- 2) Endorse that the actions confirmed by determination letter to the petition spokesperson (as detailed in paragraph 1.6 of the report, below) are undertaken.

List of Appendices included:

Appendix A – Assessment Form for Grit Bin Ref: BA29

Appendix B – Determination letter text

Background Papers

None

Other useful documents:

None

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: Report – Petition, Return the Grit Bin to Overslade Crescent

1. Context (or background)

A petition of 28 signatures has been received advising of residents' concerns regarding the removal of a grit bin in Overslade Crescent. The petition asks for its return of the grit bin or the inclusion of all of Overslade Crescent on a vehicle gritting route.

1.1 The petition advises:

Last year the grit bin was taken from the even side of Overslade Crescent, the side which doesn't get the sun until the afternoon. The grit lorries will grit the odd-numbered side of the road but will not grit the even-numbered side. (The road is separated by a large green area in the middle.)

We ask that Coventry City Council either grit both sides of the road or return the grit bin back to where it was.

- 1.2 Overslade Crescent is a non-classified single carriageway road which runs from Mapleton Road to Eversleigh Road, segregated by a large green area in the middle. Traffic levels on this road are low, however there is a bus route that utilises part of the road. There are no steep gradients or sharp bends on any part of the road.
- 1.3 The grit bin in question (Ref: BA29) was assessed on 26th March 2015 as part of the 'Cabinet Member Changes to Grit Bin Services Report' of November 2014. The assessment yielded a score of 30 points from a maximum of 250 (the minimum score required for provision of a grit bin is 100 points). Following receipt of the petition a Council Officer reviewed the assessment form and found it to be correct.
- 1.4 Gritting vehicles are only used on main roads or those that have a strategic value to the transport network, such as frequent Bus routes. One side of Overslade Crescent is a Bus route (the odd numbered side) and is therefore on a gritting route, the other side is not. The vast majority of unclassified roads in the City are not on a gritting route as all available Winter Service resources are at full capacity keeping the key strategic routes open during severe weather.
- 1.5 In accordance with the City Council's procedure for dealing with petitions, those relating to road safety and maintenance are heard by the Cabinet Member for City Services. The Cabinet Member considered the petition prior to this meeting and in response requested that the issue was dealt with by determination letter rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently.
- 1.6 The determination letter (copy in Appendix B) advised that there was no justification for reversing the original decision to remove the grit bin or any special circumstances to include additional sections of Overslade Crescent on a vehicle gritting route.

2. Options considered and recommended proposal

- 2.1 It is recommended that grit bin BA29 is not returned as it does not meet the specified criteria.
- 2.2 The route gritted by vehicle is not extended, as the additional section of Overslade Crescent does not form part of the key strategic transport network.

3. Results of consultation undertaken

- 3.1 No consultation has been undertaken

4. Timetable for implementing this decision

- 4.1 The implementation of the recommended proposals would be immediate (no action required).

5. Comments from Director of Finance and Corporate Services

- 5.1 Financial implications

There are no financial implications of the recommended proposal.

- 5.2 Legal implications

There are no specific legal implications connected to this report.

6. Other implications

- 6.1 **How will this contribute to achievement of the Council's key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / Local Area Agreement (or Coventry Sustainable Community Strategy)?**

None

- 6.2 **How is risk being managed?**

None

- 6.3 **What is the impact on the organisation?**

None

- 6.4 **Equalities / EIA**

No specific equalities impact assessment has been carried out.

- 6.5 **Implications for (or impact on) the environment**

None

- 6.6 **Implications for partner organisations?**

None

Report author(s)

Name and job title:

Peter Ullah
Highways Operations and Development Manager

Directorate:

Place

Tel and email contact:

Tel: 024 7683 4311

Email: peter.ullah@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Colin Knight	Director (Transportation and Highways)	Place	03/07/18	14/08/18
Neil Cowper	Head of Highways	Place	03/07/18	12/07/18
Liz Knight	Governance Services Officer	Place	03/07/18	10/07/18
Names of approvers: (Officers and Members)			03/07/18	
Graham Clark	Lead Accountant	Place	03/07/18	11/07/18
Rob Parkes	Place Team Leader	Place	03/07/18	10/07/18
Councillor J Innes	Cabinet Member for City Services	-	03/07/18	10/09/18

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Appendix A – Assessment Form for Grit Bin Ref: BA29

Appendix 1

BA29

Grit Bins: Site Assessment Forms

Road Name *Overlade Crescent* Name of Assessor *Justin*

Location Requested by

Ward *Bablake* Date of Assessment *26/03/15*

1. Gradient of a Carriageway

- a) Less than 1 in 30 (Nil)
- b) 1 in 15 to 1 in 29 40
- c) Greater than 1 in 14 50

2. Carriageway Horizontal Alignment

- a) Sharp Bend 60
- b) No Bend (Nil)

3. Close proximity (25m) and falling towards a main road

- a) Heavily trafficked road (Groups 1) 90
- b) Moderate (Group 2) 75
- c) Lightly trafficked road (Group 3) 50
- d) Lightly trafficked road (Group 4) (30)

4. Number of Premises for which only access (cul-de-sac)

- a) Over 50 30
- b) 20 – 50 20
- c) 0 – 20 (Nil)

5. Disabled or elderly persons in Council or privately operated older persons' Residential homes are served and there is not an existing grit bin provided either privately or publicly

- a) Yes 20
- b) No (Nil)

Assessment Total

Score *20*

Approval Score to exceed 100

Grit Bin Approved

Yes/No *(No)*

Appendix B – Copy of text of determination letter

I am writing regarding the above petition and your request to return the grit bin to Overslade Crescent or alternatively grit *both* sides of the crescent using a Gritting Vehicle.

The matter was discussed with Councillor Innes, Cabinet Member for City Services, who has requested that this be dealt with by way of letter rather than a formal report being submitted to a future meeting.

The grit bin at this location was removed as a result of the 'Cabinet Member Changes to Grit Bin Service' Report of 4th November 2014. All existing grit bins in the City were assessed in accordance with the criteria specified within that Report and those that failed to reach the threshold score of 100 points (out of a possible 250) were removed. The grit bin at this location only scored 30 points and I enclose a copy of the assessment sheet for your information. There have been no material changes to the road layout at this location since that assessment was made and therefore there are no grounds to reverse this decision.

Gritting vehicles are only used on main roads or those that have a strategic value to the Road Network, such as Bus routes. Only one side of Overslade Crescent is a Bus route (the odd numbered side) and is therefore treated by a gritting vehicle, the other side is not. That is the case for the vast majority of unclassified roads in the City as all available Winter Service resources are needed to keep key strategic routes open during severe weather. There are no special circumstances that would justify including this section of Overslade Crescent (the even numbered side) on a gritting route.

I would be grateful if you could please confirm in writing, either by email or letter, that you agree that the petition be progressed by way of this letter. If you do not agree, a report responding to your petition will be prepared for consideration at a future Cabinet Member meeting. You will be invited to attend this meeting where you have the opportunity to speak on behalf of the petitioners.

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Cabinet Member for City Services

24 September 2018

Name of Cabinet Member:

Cabinet Member for City Services – Councillor J Innes

Director Approving Submission of the report:

Executive Director of Place

Ward(s) affected:

Bablake, Binley & Willenhall, Cheylesmore, Foleshill, Holbrook, Longford, Lower Stoke, St Michael's, Wainbody, Wyken

Title:

Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

Is this a key decision?

No. This report is for monitoring purposes only.

Executive Summary:

In accordance with the City Council's procedure for dealing with petitions, those relating to traffic management, road safety and highway maintenance issues are considered by the Cabinet Member for City Services.

In June 2015, amendments to the Petitions Scheme, which forms part of the Constitution, were approved in order to provide flexibility and streamline current practice. This change has reduced costs and bureaucracy and improved the service to the public.

These amendments allow for a petition to be dealt with or responded to by letter without being formally presented in a report to a Cabinet Member meeting.

In light of this, at the meeting of the Cabinet Member for Public Services on 15 March 2016, it was approved that a summary of those petitions received which were determined by letter, or where decisions are deferred pending further investigations, be reported to subsequent meetings of the Cabinet Member for Public Services (now amended to Cabinet Member for City Services), where appropriate, for monitoring and transparency purposes.

Appendix A sets out petitions received relating to the portfolio of the Cabinet Member for City Services and how officers propose to respond to them.

Recommendations:

Cabinet Member for City Services is recommended to:-

1. Endorse the actions being taken by officers as set out in Section 2 and Appendix A of the report in response to the petitions received.

List of Appendices included:

Appendix A – Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

Background Papers

None.

Other useful documents:

Cabinet Member for Policing and Equalities Meeting 18 June 2015 report: Amendments to the Constitution – Proposed Amendments to the Petitions Scheme

A copy of the report is available at moderngov.coventry.gov.uk.

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: Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

1. Context (or background)

- 1.1 In accordance with the City Council's procedure for dealing with petitions, those relating to traffic management, road safety and highway maintenance issues are considered by the Cabinet Member for City Services.
- 1.2 Amendments to the Petitions Scheme, which forms part of the Constitution, were approved by the Cabinet Member for Policing and Equalities on 18 June 2015 and Full Council on 23 June 2015 in order to provide flexibility and streamline current practice.
- 1.3 These amendments allow a petition to be dealt with or responded to by letter without being formally presented in a report to a Cabinet Member meeting. The advantages of this change are two-fold; firstly, it saves taxpayers money by streamlining the process and reducing bureaucracy. Secondly it means that petitions can be dealt with and responded to quicker, improving the responsiveness of the service given to the public.
- 1.4 Each petition is still dealt with on an individual basis. The Cabinet Member considers advice from officers on appropriate action to respond to the petitioners' request, which in some circumstances, may be for the petition to be dealt with or responded to without the need for formal consideration at a Cabinet Member meeting. In such circumstances and with the approval of the Cabinet Member, written agreement is then sought from the relevant Councillor/Petition Organiser to proceed in this manner.

2. Options considered and recommended proposal

- 2.1 Officers will respond to the petitions received by determination letter or holding letter as set out in Appendix A of this report.
- 2.2 Where a holding letter is to be sent, this is because further investigation work is required of the matters raised. Details of the actions agreed are also included in Appendix A.
- 2.3 Once the matters have been investigated, a determination letter will be sent to the petition organiser or, if appropriate, a report will be submitted to a future Cabinet Member meeting, detailing the results of the investigations and subsequent recommended action.

3. Results of consultation undertaken

- 3.1 In the case of a petition being determined by letter, written agreement is sought from the relevant Petition Organiser and Councillor Sponsor to proceed in this manner. If they do not agree, a report responding to the petition will be prepared for consideration at a future Cabinet Member meeting. The Petition Organiser and Councillor Sponsor will be invited to attend this meeting where they will have the opportunity to speak on behalf of the petitioners.

4. Timetable for implementing this decision

- 4.1 Letters referred to in Appendix A will be sent out by the end of October 2018.

5. Comments from Executive Director of Resources

5.1 Financial implications

There are no specific financial implications arising from the recommendations within this report.

5.2 Legal implications

There are no specific legal implications arising from this report.

6. Other implications

6.1 How will this contribute to achievement of the Council's key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / Local Area Agreement (or Coventry Sustainable Community Strategy)?

Not applicable.

6.2 How is risk being managed?

Not applicable.

6.3 What is the impact on the organisation?

Determining petitions by letter enables petitioners' requests to be responded to more quickly and efficiently.

6.4 Equalities / EIA

There are no public sector equality duties which are of relevance.

6.5 Implications for (or impact on) the environment

None.

6.6 Implications for partner organisations?

None.

Report author(s)

Name and job title:

Martin Wilkinson, Senior Officer - Traffic Management

Directorate:

Place

Tel and email contact:

024 7683 3265, martin.wilkinson@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Rachel Goodyer	Traffic and Road Safety Manager	Place	13/09/18	14/09/18
Caron Archer	Principle Officer - Traffic Management	Place	12/09/18	13/09/18

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Appendix A – Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

Petition Title	No. of signatures	Councillor Sponsor	Type of letter to be sent to petition organiser(s) and sponsor	Actions agreed	Target date for letter to be issued
37/16 - Reduction in Speed Limit on Wall Hill Road between the White Lion Pub and Hollyfast Lane	45	Councillor Williams	Determination	Speed limit to be reduced to 30mph.	October
07/18 – Traffic Issues on Burnaby Road and Request for Speed Cushions	132	Councillor Clifford	Holding	Burnaby Road is on the list of sites for investigation for a future safety scheme, but it was not prioritised for inclusion in this year's programme. Vehicle-activated sign will be deployed and data collected from the signs used to further assess the situation.	October
E130 - Camera Monitoring to Reduce Traffic Violations in London Road (Stretch from Asda to Toll Bar End)	6	N/A	Determination	Plans to install Average Speed Enforcement cameras on this section of London Road are currently being progressed. Enforcement of the prohibition of the right-turn manoeuvre from London Road to Chace Avenue and taking action against dangerous cycling on the pavement would need to be referred to the Police.	October
12/18 - Residents Parking Permits for Kings Grove	18	Councillor McNicholas	Determination	Due to the layout of the road (narrow with passing place/turning area), Kings Grove is not suitable for a residents' parking scheme, as this would indicate that the full length of the road is suitable for parking. Therefore, no further action is proposed.	October
E70 - Keep clear box to provide access to Seymour Close	24	N/A	Determination	Weekday and weekend CCTV monitoring has not shown any significant blockage of the junction. Therefore, no further action is proposed.	October
08/18 – Request for a Zebra Crossing Outside Pearl Hyde Primary School, Dorchester Way	483	Councillor Abbott	Determination	The location does not meet the Local Safety Scheme criteria (no Personal Injury Collisions in last 3 years in vicinity of school) for consideration for the installation of a crossing. However, the location will be considered for a school-time advisory 20mph limit.	October

11/18 - Traffic Calming Measures on Terry Road	165	Councillor O'Boyle	Determination	The location does not meet the Local Safety Scheme criteria (no Personal Injury Collisions in last 3 years in vicinity of school). A site visit has been undertaken and the road markings are to be refreshed. Petitioner to be referred to Community Speed Watch and the location will be considered for a school-time advisory 20mph limit.	October
E127 - Speed Limit Reduction Measures on Gretna Road	31	N/A	Determination	Gretna Road does not meet the Local Safety Scheme criteria (no Personal Injury Collisions in last 3 years). Petitioner to be referred to Community Speed Watch.	October
E126 - Cannon Hill Road Speed Restriction and Safe Crossing	150	N/A	Determination	The location does not meet the Local Safety Scheme criteria (1 Personal Injury Collision in last 3 years) for consideration for the installation of a crossing. However, the location will be considered for a school-time advisory 20mph limit.	October
E125 - Enhance the Speed Bumps on Purcell Road	31	N/A	Determination	Purcell Road does not meet the Local Safety Scheme criteria (2 Personal Injury Collisions in last 3 years). Petitioner to be referred to Community Speed Watch. Speed hump road markings to be refreshed where necessary.	October
E138 - Stop Dangerous Double Parking on Churchill Avenue	16	N/A	Determination	Parking Enforcement are aware of the issue and have the road on their programme of evening and late-night enforcement patrols.	October
37/17 - Request for the 'Layby' Style Parking Bays on Cannon Hill Road between Orlescote Road and Atherstone Place to be a Residential Parking Scheme	70	Councillor Crookes	Determination	Location meets the criteria for a residents' parking scheme. However, due to the limited number of parking spaces available, residents will be consulted before a scheme is progressed.	October

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