

**Time and Date**

3.00 pm on Monday, 19th November 2018

**Place**

Committee Room 3 - Council House

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

(a) To agree the minutes of the meeting held on 24th September 2018

(b) Matters Arising

**4. Petition - Request to Reinstate Sleeping Policemen at Sutton Stop**  
(Pages 13 - 20)

Report of the Deputy Chief Executive (Place)

To consider the above petition bearing 14 signatures which has been submitted by Councillor Harvard, a Longford Ward Councillor, who has been invited to the meeting for the consideration of this item along with the petition organiser

**5. Petition - Broad Lane - Pedestrian Crossing and Safety Measures** (Pages 21 - 28)

Report of the Deputy Chief Executive (Place)

To consider the above petition, bearing 184 signatures (134 paper and 50 e-signatures). Councillor Lepoidevin, a Woodlands Ward Councillor and the Petition Organiser, has been invited to the meeting for the consideration of this item.

**6. Petition - Keep Clear Box for Access to Seymour Close** (Pages 29 - 36)

Report of the Deputy Chief Executive (Place)

To consider the above petition, bearing 24 e-signatures, which is being supported 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

7. **Objections to Proposed Revocation of Prohibition of Left Turn from Warwick Road into Westminster Road** (Pages 37 - 46)

Report of the Deputy Chief Executive (Place)

Note: The objectors have been invited to the meeting for the consideration of this item

8. **Revisions to the Integrated Transport Block 2018/19 Capital Programme** (Pages 47 - 54)

Report of the Deputy Chief Executive (Place)

9. **Petition - Traffic Calming Measures on Terry Road** (Pages 55 - 62)

Report of the Deputy Chief Executive (Place)

To consider the above petition bearing 165 signatures which has been submitted by Councillor O'Boyle, a St. Michael's Ward Councillor, who has been invited to the meeting for the consideration of this item along with the petition organiser

10. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations** (Pages 63 - 70)

Report of the Deputy Chief Executive (Place)

11. **Outstanding Issues**

There are no outstanding issues

12. **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**

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

Friday, 9 November 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](mailto:liz.knight@coventry.gov.uk) / [michelle.salmon@coventry.gov.uk](mailto: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**

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**Coventry City Council**  
**Minutes of the Meeting of Cabinet Member for City Services held at 3.00 pm on**  
**Monday, 24 September 2018**

Present:

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

Other Members: Councillor R Bailey  
Councillor R Brown  
Councillor J Clifford  
Councillor G Crookes  
Councillor G Williams

Employees (by Directorate):

People N Hart

Place C Archer, R Goodyer, R Parkes, M Salmon

Apologies: Councillor T Sawdon

## **Public Business**

### **27. Declarations of Interests**

There were no disclosable pecuniary interests.

### **28. Minutes**

The minutes of the meeting held on 30<sup>th</sup> July 2018 were agreed and signed as a true record.

Further to minute 21/18 headed 'Petition – Seymour Close, Request to Remove Kerb and Grass and Create Parking Area', officers confirmed that work on the double yellow lines had been completed and were as set out in the Traffic Regulation Order. Officers also confirmed that they had investigated the land ownership issue and reported back to the Cheylesmore Ward Councillors who were now working with the petitioners regarding their concerns.

### **29. Petition - Whitley Traffic Matters**

The Cabinet Member for City Services considered a report of the Deputy Chief Executive (Place) concerning a petition bearing 555 signatures which was submitted by Councillor R Bailey and Councillor R Brown, Cheylesmore Ward Councillors, who attended the meeting and spoke on behalf of the petitioners along with the petition organiser Mr Doug Lowe, who was also in attendance. The report had been requested by the petition organiser following receipt of a

determination letter. The petition requested road safety measures in Whitley, especially around the three schools including speed reduction measures, additional school warning signs and double yellow lines.

The determination letter advised of the importance of prioritising road safety measures in the city. Coventry was continuing to work towards becoming a safer speed City and, to ensure funding was targeted carefully, used 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 were prioritised in locations where there had been six or more recorded injury collisions in the previous three years. 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.

Mr Lowe spoke on behalf of the petitioners and thanked the Cabinet Member and Officers for the road safety measures that had been already been undertaken and requested that consideration be given to further safety measures for the estate, including a 20mph speed limit. Mr Lowe described the Whitley Triangle as a unique self-contained enclosed community with 3 schools located in the area. He referred to Abbey Road as almost a 'one-way street' owing to parked vehicles and there were 2 rat-runs on the estate with dangerous speeding vehicles. He indicated that local residents had met with Ward Councillors, Officers and School Heads to discuss the issues and had conducted a traffic survey and generated a Traffic Management Plan which they had submitted to the Authority.

Councillor Bailey confirmed the unique siting of the estate and the issues that Mr Lowe had raised. He thanked the Cabinet Member for visiting the two schools, which both had their entrances and exits on Abbey Road. He confirmed that the double yellow lines had been installed quickly and had made a big impact, however he felt that there was benefit in extending the lines on Abbey Road towards the Whitley Academy and asked that this be pursued. Councillor Bailey referred to the proposals for average speed cameras on the London Road and welcomed this approach to reduce speeding traffic in the area. He also requested that consideration be given to safer crossing and pinch points along the rat-runs to reduce traffic speed. He referred to the strength of feeling of local residents with 35% - 40% of residents signing the petition requesting that safety measures to be put in place for the estate.

Councillor Brown reinforced the strength of feeling of both residents and the School Heads on these issues and referred to the identification of the Whitley as a priority area for a 20mph zone.

The Cabinet Member thanked the petition organiser and the Ward Councillors for their representations and confirmed the measures that had already been taken in the area and the proposals for average speed cameras on the London Road. She indicated that schools across the City were assessed annually and the measures that had been installed such as double yellow lines, SLOW on the carriageway and school warning signs around schools, had been successful. She asked

officers to continue to undertake monitoring of the newly introduced safety measures, investigate extending the double yellow lines on Abbey Road towards the Whitley Academy, install an advisory 20 mph speed limit to be operational at school entry and exit times, and write to the Heads of the Schools encouraging buy-in to the School Crossing Patrol Scheme

**RESOLVED that the Cabinet Member for City Services:**

- 1) Notes the petitioners concerns**
- 2) Notes that a number of measures have already been introduced since receipt of the petition, as detailed in paragraph 1.6 of the report.**
- 3) Endorses that the actions confirmed by determination letter to the petition spokesperson, are undertaken.**
- 4) Requests that officers continue to undertake monitoring of the newly introduced safety measures, investigate extending the double yellow lines on Abbey Road towards the Whitley Academy, install an advisory 20 mph speed limit to be operational at school entry and exit times, and write to the Heads of the Schools encouraging buy-in to the School Crossing Patrol Scheme.**

**30. Petition - Implement Road Safety Measures Around Manor Park Primary School**

The Cabinet Member for City Services considered a report of the Deputy Chief Executive (Place) concerning a petition bearing 404 signatures, 147 paper and 257 e-signatures, which was submitted by Councillor R Bailey, a Cheylesmore Ward Councillor, who attended the meeting and spoke on behalf of the petitioners along with the petition organiser's representative, Ms Kerry Doughty, who was also in attendance. The report had been requested by the petition organiser following receipt of a determination letter. The petition requested the implementation of a number of road safety measures around Manor Park School, Ulverscroft Road, to safeguard the children, elderly, vulnerable people and community life.

The determination letter advised of the importance of targeting road safety measures in the city. Coventry was continuing to work towards becoming a safer speed city and, to ensure the funding it had was utilised carefully, used personal injury collisions reported to the Police. A review of the area highlighted showed that three injury collisions had been recorded in the last three years, none of which involved children or pedestrians. Safety schemes were prioritised in locations where there had been six or more recorded injury collisions in the previous three years.

The determination letter also advised that 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 had 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 had been recorded.

Ms Doughty spoke on behalf of the petition organiser, who was unable to attend the meeting, and the petitioners, indicating that she was a childminder and walked children to and from Manor Park School each day. She confirmed that although the measures that had already been put in place had been positive, she was concerned at the number of vehicles parking on the double yellow lines near the school and circulated photographs of these occurrences. She requested that the double yellow lines be enforced. The School was one of the largest primary schools in the city and was located along a very long straight road that encouraged speeding. Delivery Lorries arriving and departing at school entry and exit times were also an issue. It was difficult to walk along the pavements to the school due to the number of parked vehicles and the journey for pedestrians felt very unsafe. Ms Doughty was aware that the Automatic Number Plate Recognition vehicle had been deployed in the area and requested that it patrol at the relevant school entry and exit times to maximise its effectiveness.

Councillor Bailey referred to the multi-entrances/exits at the school, which made controlling vehicle movement difficult. Councillor Bailey and Councillor Brown had met with the School Head who confirmed that the school could not accommodate all staff vehicles and that it was around 100 spaces short of requirements. These vehicles therefore parked in the street outside the school. Councillor Bailey suggested that Cheylesmore Social Club on Quinton Road be approached to see if they could assist with alternative parking for staff and parents in their car park. He requested that consideration be given to the installation of a zebra crossing near the school, the installation of any further fencing to protect pedestrians and the installation of flashing school warning signs at school times to slow traffic speed.

The Cabinet Member thanked Ms Doughty and the Cheylesmore Ward Councillors for their representations, confirmed the measures that had already been put in place at the school and reaffirmed the Local Authority's commitment to children's safety. She requested that officers make contact with the School relating to their participation in a pilot scheme on road safety around schools, install the mobile vehicle activated warning sign on the approach to the school, and pursue with Parking Services, the increase in parking enforcement and automatic number plate recognition vehicle presence, at the most relevant times of the day to maximise their effectiveness.

**RESOLVED that the Cabinet Member for City Services:**

- 1) Notes the petitioners concerns**
- 2) Endorses 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.**



- 3) **Requests that officers make contact with Manor Park School relating to their participation in a pilot scheme on road safety around schools, install the mobile vehicle activated warning sign on the approach to the school, and pursue with Parking Services, the increase in parking enforcement and automatic number plate recognition vehicle presence, at the most relevant times of the day to maximise their effectiveness.**

31. **Petition - Return the Grit Bin to Overslade Crescent**

The Cabinet Member for City Services considered a report of the Deputy Chief Executive (Place) concerning a petition bearing 31 signatures, 22 paper and 9 e-signatures, which was submitted by Councillor G Williams, a Bablake Ward Councillor, who attended the meeting and spoke on behalf of the petitioners along with the petition organiser Mr Colin Weaver, who was also in attendance. The report had been requested by the petition organiser following receipt of a determination letter. The petition requested the return of the grit bin or the inclusion of all of Overslade Crescent on a vehicle gritting route.

The determination letter advised that an assessment for the provision of a grit bin in Overslade Crescent yielded a score of 30 points from a maximum of 250 (the minimum score required for provision of a grit bin was 100 points), therefore 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.

Gritting vehicles were only used on main roads or those that had a strategic value to the transport network, such as frequent Bus routes. One side of Overslade Crescent was a Bus route (the odd numbered side) and was therefore on a gritting route, the other side was not. The vast majority of unclassified roads in the City were not on a gritting route as all available Winter Service resources were at full capacity keeping the key strategic routes open during severe weather.

Councillor Williams indicated that 54 grit bins in the Bablake Ward had now been reduced to 27 following a review. He outlined his concerns regarding the removal of the bins. He understood that one side of Overslade Crescent was part of a bus route and was therefore included on a gritting route but as the other side was not, it relied on the grit bin. He indicated that residents in the same road felt that they were not being given the same winter provision.

Mr Weaver spoke on behalf of the petitioners and outlined his personal situation as a mobility scooter user. He indicated that there were many elderly and people with mobility issues living on the side of the street not on the gritting route that relied on use of the grit bin. The removal of the bin would leave many struggling with access to and from their properties.

The Cabinet Member confirmed that gritting routes and grit bin locations were determined through criteria that was based on priority bus routes and that this sometimes meant one side of a road was gritted and the other side was not. She explained that while she was sympathetic to those with mobility issues, the Authority had to have a policy and did not have the resource to assist with gritting for residents personal/private use.

**RESOLVED that the Cabinet Member for City Services:**

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

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

The Cabinet Member for City Services 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.

Further to Petition 07/18 – Traffic Issues on Burnaby Road and Request for Speed Cushions, sponsored by Councillor Clifford, and Petition 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, sponsored by Councillor Crookes, listed in Appendix A to the report, Councillor Clifford and Councillor Crookes attended the meeting and spoke at the discretion of the Chair, confirming their petition issues and indicating their support for the action proposed.

**RESOLVED that the Cabinet Member for City Services endorses the actions being taken by officers as detailed in the Appendix to the report, in response to the petitions received.**

33. **Outstanding Issues**

There were no outstanding issues.

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

There were no other items of public business.

(Meeting closed at 4.30 pm)



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Cabinet Member for City Services

19 November 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:**

Longford

**Title:**

**Petition** – Request to Reinstate Sleeping Policemen at Sutton Stop

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**Is this a key decision?**

No

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**Executive Summary:**

A petition of 14 signatures has been received requesting improvements to traffic calming measures on the road into Sutton Stop, utilising Sleeping Policemen and clear signage to effectively slow traffic.

In accordance with the City Council's procedure for dealing with petitions, those relating to traffic calming 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 that the Council could not take action in regard to the request made as the area of land referred to is not adopted highway. 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 traffic calming on private land, which is not adopted highway would not be funded by the Council.

**Recommendations:**

Cabinet Member for City Services is recommended to:

1. Note the petitioners concerns;
2. Endorse that no action will be undertaken, as confirmed by determination letter to the petition spokesperson.

**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 - Request to Reinstate Sleeping Policemen at Sutton Stop

## **1. Context (or background)**

1.1 A petition of 14 e-signatures has been received requesting improvements to traffic calming measures on the road into Sutton Stop, utilising Sleeping Policemen and clear signage to slow traffic. The petition is supported by Councillor Harvard.

1.2 The petition advises:

*Between 1977 and 1978 residents and visitors to Sutton Stop helped to raise £6000 to improve the roadway into Sutton Stop. The roadway was resurfaced and four sleeping policemen were installed.*

*Some 20 years later, 1998, the roadway into Sutton Stop was again resurfaced, passing bays installed, but despite requests, there were no sleeping policemen this time. Instead, rumble strips were painted, but these are not effective in slowing down the traffic.*

*We, the undersigned, would Coventry City Council to improve traffic calming measures on the roadway into Sutton Stop, utilising Sleeping Policemen and clear signage to effectively slow traffic on Sutton Stop*

1.3 Sutton Stop is not adopted highway. 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 traffic calming 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 that Sutton stop is not adopted highway, nor is it under City Council ownership, therefore the Council is cannot install speed humps.

1.6 Attempts were made to determine the ownership of the land, but it has not been possible to identify the owner as Land Registry do not hold any registration for it.

## **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.

## **3. Results of consultation undertaken**

3.1 No consultation has been undertaken.

## **4. Timetable for implementing this decision**

4.1 No further action is proposed as the land referred to is not adopted, nor is it in Council ownership.

**5. Comments from Director of Finance and Corporate Services**

**5.1 Financial implications**

None. No action is proposed as the area of land referred to is not adopted highway or in Council ownership.

**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

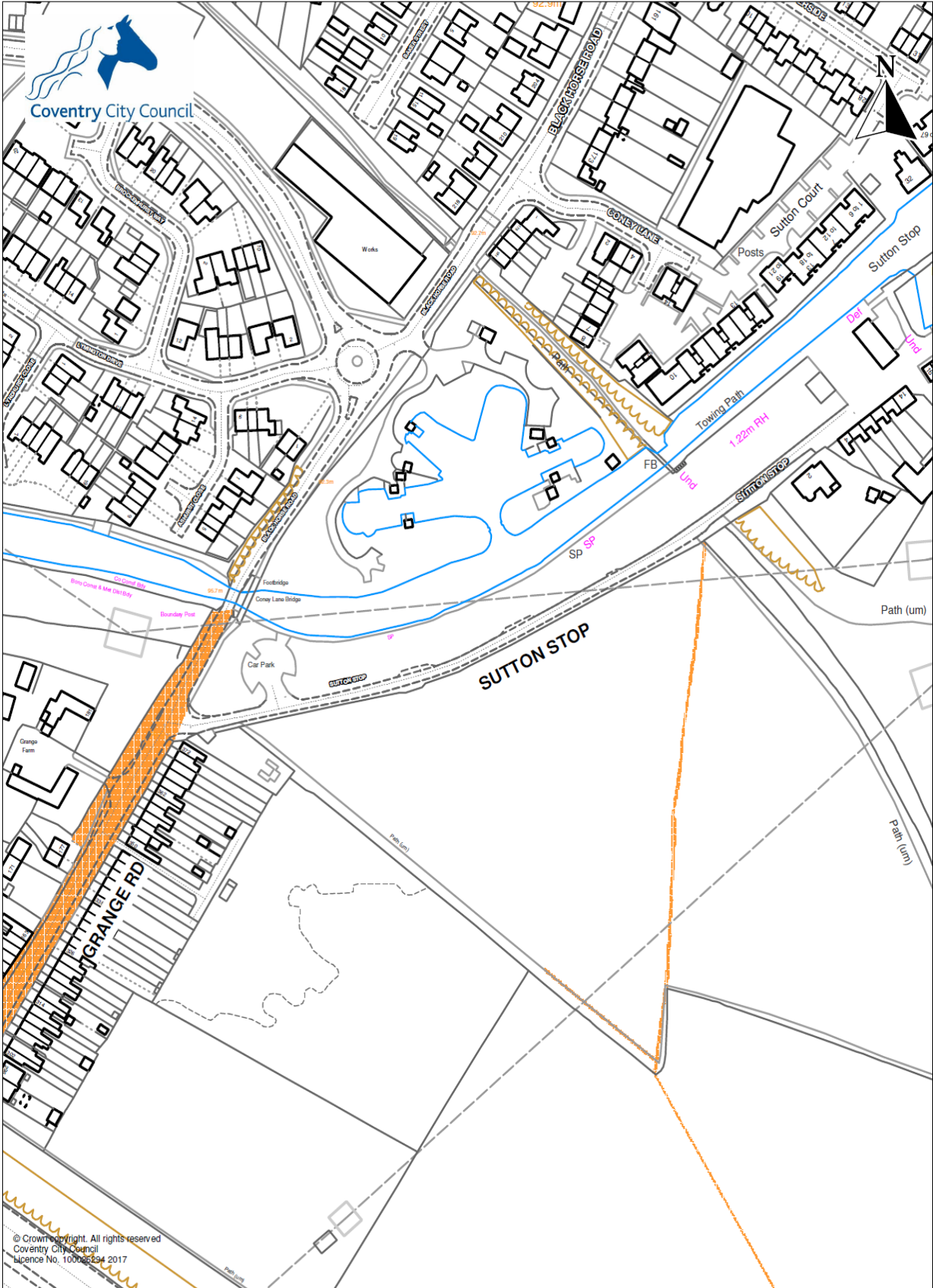
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Enquiries should be directed to the above person.

<b>Contributor/approver name</b>	<b>Title</b>	<b>Directorate or organisation</b>	<b>Date doc sent out</b>	<b>Date response received or approved</b>
<b>Contributors:</b>				
Colin Knight	Director (Transportation and Highways)	Place	19.10.2018	21.10.2018
Karen Seager	Head of Traffic and Network Management	Place	19.10.2018	30.10.2018
Rachel Goodyer	Traffic and Road Safety Manager	Place	19.10.2018	24.10.2018
Liz Knight	Governance Services Officer	Place	19.10.2018	24.10.2018
<b>Names of approvers: (officers and members)</b>				
Phil Helm	Finance Manager (Place)	Place	19.10.2018	22.10.2018
Rob Parkes	Team Leader	Place	19.10.2018	24.10.2018
Councillor J Innes	Cabinet Member for City Services	-	19.10.2018	22.10.2018

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Appendix A – Location plan



KEY  
 ADOPTED HIGHWAY

## **Appendix B – Copy of text of determination letter**

**Re: petition submitted on 23 April 2018**

**Subject matter:** Request for Sleeping Policeman in Sutton Stop

I am writing with regard to the above petition and your request for speed humps to be installed on Sutton Stop.

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 it can be dealt with more quickly.

The City Council is not able to install speed humps on Sutton Stop, as it is not part of the adopted highway or under City Council ownership. Unfortunately, it has not been possible to identify the owner of Sutton Stop, as the Land Registry do not hold any registration for it.

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.

I

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Cabinet Member for City Services

19 November 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:**

Woodlands

**Title:** Petition – Broad Lane – Pedestrian Crossing and Safety Measures

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**Is this a key decision?**

No

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**Executive Summary:**

A petition of 184 signatures (134 paper and 50 e-signatures) has been received requesting a pedestrian crossing at the junction of Jardine Crescent and Broad Lane and further road safety measures along Broad Lane.

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 recommended to:

1. Note the petitioners concerns;
2. Endorse the action confirmed by determination letter to the petition spokesperson (as detailed in paragraph 1.5 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 – Broad Lane – Pedestrian Crossing and Safety Measures

## **1. Context (or background)**

1.1 A petition of 184 signatures (134 paper and 50 e-signatures) has been received requesting a pedestrian crossing at the junction of Jardine Crescent and Broad Lane and further road safety measures along Broad Lane. The petition is supported by Councillor Lepoidevin.

1.2 The petition advises:

*'We the undersigned are concerned about the speeding traffic in Broad Lane and the difficulty in crossing this road at the junction of Jardine Crescent and Broad Lane. We are calling for a pedestrian crossing and further road safety measures to reduce speeding along Broad Lane.'*

1.3 Broad Lane is a local distributor road with a mixture of both residential and business premises along its route. It is also a bus route. 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 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 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 recorded personal injury collisions that have occurred on Broad Lane between Banner Lane and the A45 has not identified any clusters of collisions. The review also showed that there were no recorded personal injury collisions at or near the site of the requested pedestrian crossing. Therefore, Broad Lane was not prioritised for investigation as part of this year's safety scheme programme. However, the junction of Broad Lane and Jardine Crescent will be added to the programme for the deployment of mobile vehicle-activated signs that react to vehicle speeds. We will also continue to monitor Broad Lane as part of the annual review of recorded personal injury collisions.

## **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.

## **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

The cost of deployment of the mobile vehicle activated signs will be funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

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

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Enquiries should be directed to the above person.

<b>Contributor/approver name</b>	<b>Title</b>	<b>Directorate or organisation</b>	<b>Date doc sent out</b>	<b>Date response received or approved</b>
<b>Contributors:</b>				
Colin Knight	Director (Transportation and Highways)	Place	26.10.2018	28.10.2018
Karen Seager	Head of Traffic and Network Management	Place	26.10.2018	29.10.2018
Rachel Goodyer	Traffic and Road Safety Manager	Place	26.10.2018	30.10.2018
Liz Knight	Governance Services Officer	Place	26.10.2018	29.10.2018
<b>Names of approvers: (officers and members)</b>				
Graham Clark	Lead Accountant	Place	26.10.2018	29.10.2018
Rob Parkes	Team Leader	Place	26.10.2018	26.10.2018
Councillor J Innes	Cabinet Member for City Services	-	22.10.2018	22.10.2018

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Location Plan – Petition: Broad Lane – Pedestrian Crossing and Safety Measures



## Appendix B – Copy of text of determination letter

Re: petitions submitted on 20 March and 10 April 2018

Subject matter: Broad Lane - Pedestrian Crossing and Safety Measures

I am writing with regard to the above petitions and your request for a pedestrian crossing and safety measures on Broad Lane.

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 it can be dealt with more quickly.

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

A review of the recorded personal injury collisions that have occurred on Broad Lane between Banner Lane and the A45 has not identified any clusters of collisions. The review also showed that there were no recorded personal injury collisions at or near the site of the requested pedestrian crossing. Therefore, Broad Lane was not prioritised for investigation as part of this year's safety scheme programme. However, the junction of Broad Lane and Jardine Crescent will be added to the programme for the deployment of mobile vehicle-activated signs that react to vehicle speeds. We will also continue to monitor Broad Lane as part of the annual review of recorded personal injury collisions.

I would be grateful if you could please confirm in writing, either by email or letter, as soon as possible, 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.

Yours sincerely

I

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Cabinet Member for City Services

19 November 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 – Keep Clear Box to Provide Access to Seymour Close

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**Is this a key decision?**

No

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**Executive Summary:**

A petition of 24 signatures has been received requesting a box junction is installed on London Road at its junction with Seymour Close to assist vehicles entering and exiting Seymour Close.

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 investigations undertaken and that in considering the results of these investigations a box junction would not be installed. 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 recommended to:

1. Note the petitioners concerns;
2. Endorse the action confirmed by determination letter to the petition spokesperson (as detailed in paragraph 1.5 of the report).

**List of Appendices included:**

Appendix A – Location Plan

Appendix B – Holding Letter & 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 – Keep Clear Box to Provide Access to Seymour Close

**1. Context (or background)**

1.1 A petition of 24 signatures has been received requesting a box junction is installed on London Road at its junction with Seymour Close to assist drivers entering and exiting Seymour Close.

1.2 The petition advises:

*'Keep clear box to provide access to Seymour Close - London road is very busy. Access in and out of Seymour close can be very dangerous at times. Traffic speeds from toll bar end towards the st James Lane traffic lights and do not give way to anyone who wishes to exit or enter Seymour close. Some times cars do stop and flash you to go but this us dangerous as there are two lanes which oncoming traffic going fast will tend to overtake the stopped car! The same happens when coming from st James Lane or towards toll bar end. All of the residents have seen near misses especially with lorries and speeding cars. If a keep clear box cannot be done maybe there should be clearer signed to say you are approaching traffic lights slow down!'*

1.3 Seymour Close is a cul de sac located off London Road. London Road (B4110) is a busy road; it is one of the radial routes into/out of Coventry. A traffic signal controlled junction is located nearby at the junction of St James Lane. London Road is also a bus route. 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 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 that CCTV had been utilised to monitor the traffic flows at the London Road/Seymour Close junction on both weekdays and weekends. The monitoring did not show any significant blockage of the junction; only an occasional delay of a few seconds was observed for a vehicle turning in, therefore it was not proposed to install a box junction.

1.6 The petition also advises of concerns relating to the speed of traffic on London Road. As part of this year's Local Safety Scheme programme average speed cameras will be installed on London Road, from its junction with Allard Way to its junction with the A46, which should assist to address these concerns.

**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.

**3. Results of consultation undertaken**

3.1 No consultation has been undertaken.

**4. Timetable for implementing this decision**

4.1 No action is proposed.

**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:**024 7683 2062, [caron.archer@coventry.gov.uk](mailto:caron.archer@coventry.gov.uk)

Enquiries should be directed to the above person.

<b>Contributor/approver name</b>	<b>Title</b>	<b>Directorate or organisation</b>	<b>Date doc sent out</b>	<b>Date response received or approved</b>
<b>Contributors:</b>				
Colin Knight	Director (Transportation and Highways)	Place	26.10.2018	28.10.2018
Karen Seager	Head of Traffic and Network Management	Place	26.10.2018	29.10.2018
Rachel Goodyer	Traffic and Road Safety Manager	Place	26.10.2018	30.10.2018
Liz Knight	Governance Services Officer	Place	26.10.2018	29.10.2018
<b>Names of approvers: (officers and members)</b>				
Graham Clark	Lead Accountant	Place	26.10.2018	29.10.2018
Rob Parkes	Team Leader	Place	26.10.2018	29.10.2018
Councillor J Innes	Cabinet Member for City Services	-	22.10.2018	22.10.2018

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Location Plan - Petition: Keep Clear Box to Provide Access to Seymour Close



**Appendix B – Copy of text of determination letter**

Re: petition submitted on 11 September 2018

Subject matter: Keep Clear Box to Provide Access to Seymour Close

I am writing with regard to the above petition and your request for a Keep Clear box to provide access to Seymour Close.

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.

We have monitored traffic flows at the junction of Seymour Close and London Road via CCTV, both on weekdays and at the weekend, to assess the need for a yellow box junction. The monitoring has not shown any significant blockage of the junction; only an occasional delay of a few seconds was observed for a vehicle turning in. Therefore, no further action is proposed.

I would be grateful if you could 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.

Yours sincerely,

I

**Copy of text of holding letter**

I am writing with regard to the above petition and your request for a Keep Clear box to provide access to Seymour Close.

In order to consider your request, the junction will be monitored via CCTV and footage will be reviewed to assess the need for a yellow box junction. The CCTV camera is part of the system used to monitor the traffic at the junction of London Road and St James Lane. Footage will be reviewed during the morning and evening peak periods when traffic flows are at their highest, as this is most likely to show if the junction is blocked by queueing traffic.

We will contact you again once our investigations have been completed.

Yours sincerely,

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Cabinet Member for City Services

19<sup>th</sup> November 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:**

St Michael's

**Title:**

Objections to Proposed Revocation of No Left Turn from Warwick Road into Westminster Road

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**Is this a key decision?**

No

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**Executive Summary:**

As part of the Station Master Plan works, it is proposed to temporarily increase the available off street car parking at Westminster Road.

Currently, due to existing traffic management arrangements, vehicles cannot turn left from Warwick Road into Westminster Road where the car park entrance is located. Therefore, to improve access it is proposed to permit the left turn and change the road layout at the junction to facilitate this manoeuvre.

On 20<sup>th</sup> September 2018, a Traffic Regulation Order (TRO) to revoke the prohibition of left turn was advertised. 2 objections were received.

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.

The cost of introducing the proposed TRO and changes to the road layout, if approved, will be funded from within the Coventry Station Masterplan capital budget

**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 City of Coventry (Warwick Road) (Prohibition of Left Turn Revocation) Order 2018 is made operational.

**List of Appendices included:**

Appendix A – Location Plan  
Appendix B – Copies of objections.

**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:** Objections to Proposed Revocation of No Left Turn from Warwick Road in to Westminster Road

**1. Context (or background)**

- 1.1 As part of the Station Master Plan works, it is proposed to temporarily increase the available off street car parking at Westminster Road. The off street parking will consist of a public car park of 157 spaces, of which 6 are designated disabled parking spaces, and a private parking area with 47 spaces for Eaton House.
- 1.2 Currently, due to existing traffic management arrangements, vehicles cannot turn left from Warwick Road in to Westminster Road where the car park entrance is located. Therefore, to improve access it is proposed to permit the left turn and change the road layout at the junction to facilitate this manoeuvre.
- 1.3 On 20<sup>th</sup> September 2018, the Traffic Regulation Order (TRO) proposing to revoke the existing no left turn (from Warwick Road in to Westminster Road) order was advertised in the local press. Notices were also posted on lamp columns in the area of the proposal. The advert commenced a 21-day objection period, advising any formal objections should be made in writing by 11<sup>th</sup> October 2018. 2 objections were received.

**2. Options considered and recommended proposal**

- 2.1 The 2 objections received raise issues relating to the impact of the new route for traffic on vulnerable users in the area. The two objections are detailed in full in Appendix B.
- 2.2 In considering the objections received, the options are to:
  - i) make the order as advertised;
  - ii) not to make the order.
- 2.3 Objection 1 raised the concern relating to the objector's anxiety in traffic and their use of Westminster Road as part of a route to the station. Advising *'opening up this road to left turns at this point would contravene my right, and that of others, to use it peacefully. It would encourage rat running in a westerly direction, in addition to that which I already witness heading eastbound'*.
- 2.4 Allowing vehicles to turn left in to Westminster Road will result in traffic travelling in both directions at the junction. However, since the advertisement of this proposal a further measure has been proposed to prevent drivers using Westminster Road as a 'cut through'. It is proposed to create a 'no entry' part way along Westminster Road, so that traffic entering Westminster Road from Warwick Road can only travel up to the car park entrance. This no through route will be signed from Warwick Road and will potentially reduce the volume of traffic that may have made left turn manoeuvre if it has been a through route. The TRO required for this proposal was advertised on 18<sup>th</sup> October; Objector 1 has confirmed that they are in support of this proposal.
- 2.5 In regard to a pedestrian route, pedestrian dropped kerbs with tactile paving are already in place on Westminster Road. The proposal to prevent traffic, other than for access to the car park using the left turn into Westminster Road, should result in a smaller increase in traffic than if a new through route was created. The no entry location will include a build out and cycle bypass, which should also assist to slow down traffic travelling in an eastbound direction. It is not therefore proposed to install any additional crossing features, such as the requested zebra crossing.

- 2.6 Objection 2 relates to cycle access in the area and the objector advises '*I object to the order unless physical and legal measures are taken to allow safe and legal westbound cycling from the Warwick Road toucan crossing to the junction of Westminster Road with Grosvenor Road*' The objector also refers to the lack of signage and the legal situation.
- 2.7 The proposed revocation of the no left turn from Warwick Road into Westminster Road will provide an alternative route on the carriageway for cyclists. The proposal will not however have an impact on the existing situation in regard to how cyclists travel from the toucan crossing. These issues have been passed to the Transport Delivery Team for further consideration and every effort will be made to introduce this if it is feasible.
- 2.8 The recommended proposal is to make the City of Coventry (Warwick Road) (Prohibition of Left Turn Revocation) Order 2018 operational, subject to also introducing the 'no entry' on Westminster Road as referred to in paragraph 2.4. The no entry TRO has been advertised and the objection period closes on 8<sup>th</sup> November 2018. At the time of writing this report, no objections have been received to the proposed no entry TRO. However, if any are received they will be considered by the Cabinet Member for City Services for a decision on how to proceed.

### **3. Results of consultation undertaken**

- 3.1 The proposed TRO for the revocation of the prohibition of left hand turn from Warwick Road in to Westminster Road was advertised in the Coventry Telegraph on 20<sup>th</sup> September 2018; notices were also placed on street in the vicinity of the proposals. Letters were also sent to other various consultees. Two objections were received.
- 3.2 The two objections are detailed in full in Appendix B

### **4. Timetable for implementing this decision**

- 4.1 Subject to approval it is proposed to make the TRO by the end of November 2018.

### **5. Comments from Director of Finance and Corporate Services**

#### 5.1 Financial implications

The cost of introducing the proposed TRO and changes to the road layout, if approved, will be funded from within the Coventry Station Masterplan capital.

#### 5.2 Legal implications

The Road Traffic Regulation Act 1984 allows the Council to make a Traffic 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 objections received. If objections 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 achievement of the Council's key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / Local Area Agreement (or Coventry Sustainable Community Strategy)?**

The proposed will assist to deliver the requirements of the Station Master Plan traffic management, it was also a requirement from Virgin Trains in order to close the existing station car park and allow better access to the new Westminster Road Car Park.

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

None

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

None

### **6.4 Equalities / EIA**

Section 149 of the Equality Act 2010 imposes a legal duty on the Council in the exercise of its functions to have due regard to the need to:

- a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act
- b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it

The relevant "protected characteristics" under this section of the Act are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. It is not felt that this proposed revocation detrimentally impacts on any particular group with a protected characteristic and therefore an Equality Impact Assessment was not 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

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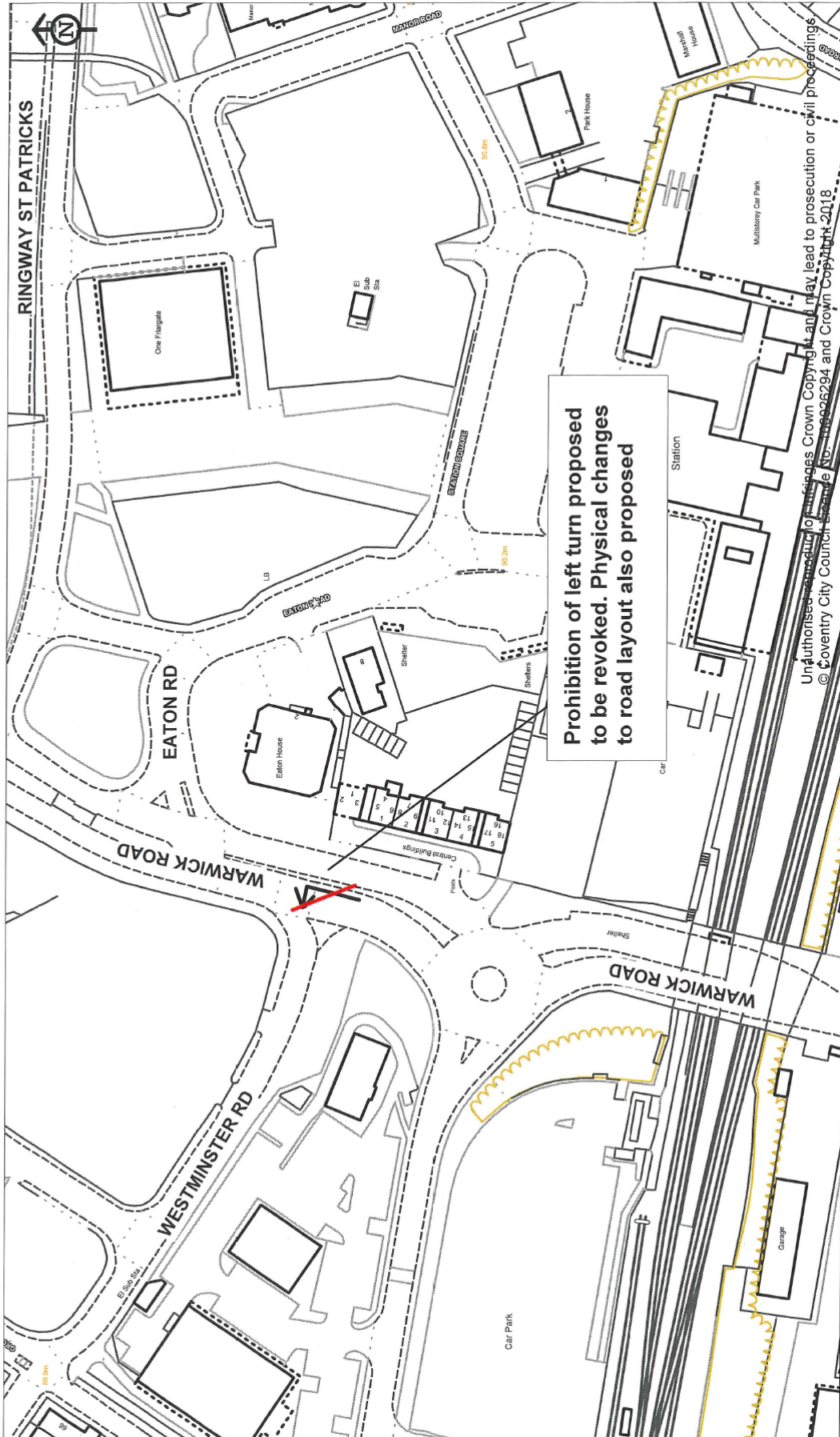
Enquiries should be directed to the above person.

<b>Contributor/approver name</b>	<b>Title</b>	<b>Directorate or organisation</b>	<b>Date doc sent out</b>	<b>Date response received or approved</b>
<b>Contributors:</b>				
Colin Knight	Director - Transportation and Highways	Place	26.10.2018	07.11.2018
Karen Seager	Head of Traffic and Network Management	Place	26.10.2018	09.11.2018
Rachel Goodyer	Traffic & Road Safety Manager	Place	26.10.2018	09.11.2018
Tim Powell	Strategic Programme Director	Place	26.10.2018	06.11.2018
Liz Knight	Governance Services Officer	Place	26.10.2018	29.10.2018
<b>Names of approvers: (officers and members)</b>				
Graham Clark	Lead Accountant	Place	26.10.2018	29.10.2018
Rob Parkes	Team Leader	Place	26.10.2018	07.11.2018
Councillor J Innes	Cabinet Member for City Services	-	22.10.2018	22.10.2018

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Appendix A – Location Plan

Location Plan - Warwick Road Revocation of No Left Turn into Westminster Road



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## Appendix B - Copies of Objections

### Objection 1

#### I strongly object to this.

As a regular user of Coventry station who has a disability, and who has informed the council of this, the council **must consider my needs, and make reasonable adjustments for them**, in accordance with the Equality Act 2010.

This is my formal; legal response on the matter, and in particular, I request a hearing with the relevant cabinet member before any decision is made.

Specifically, I have informed the council of the problems I have with anxiety in traffic, and these are a concern whether I am walking or cycling.

I use Westminster Rd to walk and to cycle to the station. I often walk because I am in permanent fear of aggressive drivers on this road, and in particular of aggressive taxi drivers, who tend to be the least patient towards VRUs (vulnerable road users).

I have a right to access the station. I use it to make trips to other destinations outside Coventry. My right to use the station is protected through the TfWM freedom pass, together with my disabled rail card.

The council MUST acknowledge that I have a right to pass and re-pass its highways, and to do so without fear.

Opening up this road to left turns at this point would contravene my right, and that of others, to use it peacefully. It would encourage rat running in a westerly direction, in addition to that which I already witness heading eastbound.

There is no particular need for this move, as the car park can be reached by turning left and again through Grosvenor Rd. In fact, there is already car park access at this point, and any failure to join the two car parks together is a commercial matter, not one in need of Highways changes.

I therefore STRONGLY OPPOSE this move.

A full Equality Impact Assessment must be carried out and presented.

I will withdraw my objection, providing the following can be installed:

1. The stopping up of Westminster Rd at the junction with Grosvenor Rd, such that rat running is blocked completely.
2. The provision of a safe protected cycle path between this point and the junction with Warwick Rd.
3. The provision of a protected "combined" (shared use) Zebra crossing at both locations as per (1) and (2).

## **Objection 2**

I object to the order unless physical and legal measures are taken to allow safe and legal westbound cycling from the Warwick Road toucan crossing to the junction of Westminster Road with Grosvenor Road.

The Coventry Council cycling map ([www.coventry.gov.uk/info/115/cycling/2610/cycle\\_coventry\\_maps/7](http://www.coventry.gov.uk/info/115/cycling/2610/cycle_coventry_maps/7)) marks Westminster Road as a cycling "linking route" between Grosvenor Road and Warwick Road. It is on the desire line between the railway station and both the route to Warwick University and to the Albany Road area.

At the moment there are no signs indicating where people should cycle. Eastbound that's not much of a problem, as cyclists can use the motoring facilities. Westbound, the legal situation is unclear and the physical situation poor.

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Cabinet Member for City Services

19th November 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:**

Various

**Title:**

**Revisions to the Integrated Transport Block 2018/19 Capital Programme**

---

**Is this a key decision?**

No

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**Executive Summary:**

The purpose of this report is to update the Cabinet Member on the current Integrated Transport capital programme and seek approval for variations to the programme including the deferral of some of the original schemes and the provision for additional safety schemes, traffic management schemes and urban traffic management and control schemes.

**Recommendations:**

Cabinet Member for City Services is recommended to:

1. Approve the revised Integrated Transport capital programme as detailed in this report and Appendix A to the report
2. Agree that the Director of Transport and Highways has delegated authority in consultation with the Cabinet Member for City Services to adjust the 2018/2019 programme to ensure it remains within approved budget and to enable any further changes to be made.

**List of Appendices included:**

Appendix A – 2018/2019 Deferred or Changed Schemes (Part 1 of Table) and New Priorities to be Investigated and/or Delivered (Part 2 of table)

**Background Papers**

2018/19 Transportation and Highway Maintenance Capital Programme Report 6<sup>th</sup> March 2018

**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: **Revisions to the Integrated Transport Block 2018/19 Capital Programme**

**1. Context (or background)**

- 1.1 The purpose of this report is to update the Cabinet Member on the current Integrated Transport capital programme and seek approval for variations to the programme including the deferral of some of the original schemes and the provision for additional safety schemes, traffic management schemes and urban traffic management and control schemes.
- 1.2 The reason for seeking variations to the current programme relate to a number of new priorities coming forward during the current financial year which the Cabinet Member is keen to be investigated and / or supported. The only way these additional schemes can be included in this year's programme is for some of the existing schemes to be deferred. The original report explained that there was already an element of over-programming incorporated into the total programme so a number of schemes would need to be carried forward in to the next financial year without any additional priorities coming forward. The schemes that are proposed to be deferred are ones where investigations, designs or works have not yet commenced.
- 1.3 The 2018/2019 Transportation and Highway Maintenance Capital Programme schemes were approved at the 6<sup>th</sup> March 2018 Cabinet Meeting. This report proposes some of those schemes to be deferred, these are listed at Appendix A.
- 1.4 All proposed changes are fully funded within the capital programme. The funding approved in the 6<sup>th</sup> March Cabinet Report and the subsequent changes in funding are shown in Table 1 below.

Table 1

Description	Approved Integrated Transport Block £'000	Changes to Approved Funding £'000	Reason for change	Total £'000	Budget spent or committed £'000	Budget that could be use on new priorities £'000
UTMC	350	250	Grant from TfWM	600	600	0
Safety Schemes	400	38	Carry forward from 2017/18	438	208	230
Vulnerable Users	250			250	120	130
Scheme Development	240			240	240	0
Traffic Management	380	(90)*	Switched to Swanswell Viaduct	290	270	20
<b>Totals</b>	<b>1,620</b>	<b>198</b>		<b>1,818</b>	<b>1,438</b>	<b>380</b>

\*£30k carry forward and (£120k) to start design Swanswell Viaduct Phase 2 = (£90k).

1.6 A number of new priorities have been identified during the course of this financial year, some of these have already been started such as the two Average Speed Enforcement Camera schemes that are due to be operational before the end of 2018 on London Rd and Ansty Rd. There are other priorities that have been identified and currently options are being investigated on the most suitable solutions to the issues that have been raised. For example investigating possible options for Longfellow Rd to provide some safe crossing points for pedestrians wanting to cross Longfellow Rd. Consultation is currently ongoing with residents, the local school and ward councillors as to what solutions would be the preferred option. These newly identified schemes are listed in Appendix A.

1.7 During this financial year an additional £250k grant funding was awarded by the West Midlands Combined Authority, Congestion and Road Safety Programme Fund. This funding will enable Coventry to improve four major signalised junctions on the Key Route Network. These are located at:

- Radford Road / Beake Avenue
- Radford Road / Lydgate Rd
- Clifford Bridge Rd / Brinklow Rd
- London Rd / Daventry Rd

The grant was awarded on the basis that Coventry City Council matches the £250k worth of grant income with its own budgets. This is the reason that some of the existing proposed junction improvements will need to be deferred to next financial year as shown in Appendix A.

## **2. Options considered and recommended proposal**

2.1 The option that is being proposed in this report is to approve the changes listed and defer those schemes identified in Appendix A to enable new priorities to be dealt with this financial year. The alternative option would be to remain with the existing programme and not be able to start investigations into the newly identified priorities.

## **3. Results of consultation undertaken**

3.1 No consultation has been undertaken.

## **4. Timetable for implementing this decision**

4.1 The schemes will be investigated and or delivered this financial year and where appropriate the funding for scheme delivery in 2019/2020 will be committed to those specific schemes in 2019/2020.

## **5. Comments from Director of Finance and Corporate Services**

5.1 Financial implications

The only changes to the original programme approved at the 6<sup>th</sup> March 2018 Cabinet Meeting are:

- £68k carry forward as financial commitments from last year (2017/2018),
- £120k to commence the design of Swanswell Viaduct phase 2 and
- The additional £250k grant income awarded by the West Midlands Combined Authority as detailed in paragraph 1.7.

Whilst this report sets out a number of proposed scheme changes all new schemes will be funded within the overall capital budget allocation.

## 5.2 Legal implications

The Council is under various statutory duties relevant to this report which include:

- a) Maintaining the City's traffic management infrastructure;
- b) Managing the City's road network to secure the expeditious movement of traffic;
- c) Investigating road accidents and introducing measures to mitigate against their recurrence

The Council also has various statutory powers which allow it to improve or add to the existing traffic management infrastructure.

## 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)?

The changes to the programme will help to address Council Plan objectives such as poor air quality by encouraging more sustainable forms of transport such as walking.

### 6.2 How is risk being managed?

Each scheme or programme of works has an allocated project manager who is responsible for ensuring that the projects are delivered on time and on budget. All projects are monitored and are reported to a programme board comprising the Director (Transport and Highways) service managers and finance officer.

### 6.3 What is the impact on the organisation?

The schemes are delivered where possible using existing resources.

### 6.4 Equalities / EIA

No specific equalities impact assessment has been carried out.

### 6.5 Implications for (or impact on) the environment

The projects being delivered will have a beneficial impact on the environment as many projects are designed to encourage walking and cycling. Several of the schemes are also designed to reduce congestion and manage traffic more efficiently through the upgrade of the urban traffic management systems.

### 6.6 Implications for partner organisations?

West Midlands Combined Authority and The Coventry and Warwickshire Local Enterprise Partnership have both identified congestion management and effective transport solutions as a high priority to support economic growth.

**Report author(s)**

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**Directorate:**

Place

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Colin Knight	Director (Transportation and Highways)	Place	04.11.18	07.11.18
Michelle Salmon/Liz Knight	Governance Services Officer	Place	05.11.18	05.11.18
<b>Names of approvers: (officers and members)</b>				
Sunny Heer	Lead Accountant Business Partner - Capital Team	Place	05.11.18	06.11.18
Rob Parkes	Team Leader	Place	05.11.18	06.11.18
Councillor J Innes	Cabinet Member for City Services	-	05.11.18	08.11.18

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## Appendix A

2018/2019 Deferred or Changed Schemes (Part 1 of Table) and New Priorities to be Investigated and/or Delivered (Part 2 of table)		
PART 1		
Scheme Name	Description of works that were proposed	Proposed Action
<b>Safety Schemes to be Deferred</b>		
Cheveral Avenue/Jubilee Crescent	Further investigation to be undertaken	Defer
Holbrook Lane/Holbrook Way Roundabout	Further investigation to be undertaken	Defer
Kingfield Rd	Further investigation to be undertaken	Defer
Lockhurst Lane Foleshill Rd to Durbar Avenue)	Further investigation to be undertaken	Defer
Radford Rd and Keresley Rd	Further investigation to be undertaken	Defer
Charter Avenue	Further investigation to be undertaken	Defer
<b>Traffic Management Changes</b>		
Resident Parking Scheme	Programme of new and amendments to existing resident parking schemes	To be funded from revenue from resident parking schemes
<b>Urban Traffic Management Control Changes</b>		
Ring Road Junction 7	Improvement to traffic signals to assist traffic and pedestrian movement	Defer
Allesley Old Rd/Grayswood Avenue	Upgrade and refurbishment of crossing to improve facilities for pedestrians	Alternative solution being investigated
Broad Lane / Jobs Lane	Upgrade and refurbishment of crossing to improve facilities for pedestrians	Defer
<b>PART 2</b>		
<b>New Priorities to be Investigated and /or Delivered</b>		
Proposed scheme	Details	
School Gate Parking Problems / School Keep Clear Enforcement	Review all entrances to all schools in the city (primary, junior, senior and special needs) and ensure that problem parking can be enforced to encourage better driver behaviour at the school gates. The work entails a review of what is currently on site, a design of what lining and signs are required at each location and a specific Traffic Regulation Order so enforcement action can be taken if required.	
Holmsdale Rd	Investigations to be undertaken to establish options for consideration	
Longfellow Rd – provision of pedestrian crossing points	Investigations, scheme design and possible delivery to be undertaken	
Hartlepool and Stockton Rd – parking issues	Following investigations and discussions with ward councillors the proposal is for the removal of build outs and reduction of yellow lines to create more parking spaces	
Lyons Park Signage	Sign design required	

Tile Hill School petition	Investigations to be undertaken
Coundon Wedge Petition	Investigations to be undertaken
Hockley Lane Petition	Investigations and possible works to be undertaken
Stennels Close	Investigations to be undertaken and possible changes to prevent inconsiderate parking
Burnaby Rd	Investigations to be undertaken
Coat of Armsbridge Rd – school gate parking issue	Identified the need to bollard the footway
Spencer Rd – provision of pedestrian and cyclist crossing points	Investigation, scheme design, consultation and delivery of scheme
Corporation Street – investigate possible bus gate proposal	Investigations and preliminary design to be undertaken
Identification of the development of 2 further Average Speed Enforcement Sites	Investigations to work up proposal for additional sites to be delivered in 2019/2020

Cabinet Member for City Services

19 November 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:**

St Michael's

**Title:** Petition –Traffic Calming Measures on Terry Road

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**Is this a key decision?**

No

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**Executive Summary:**

A petition of 165 signatures has been received requesting traffic calming on Terry Road in the area by its junction with St Georges Road, Blue Coat School and the sharp bend in the road.

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.

This decision together with details of the action proposed was reported at the Cabinet Member for City Services meeting on 24<sup>th</sup> September 2018 in the Petitions Determined by Letter and Petitions Deferred Pending Further Investigations report. Prior to the determination letter being issued Councillor O'Boyle, the petition sponsor, advised that he 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 recommended to:

1. Note the petitioners concerns;
2. Endorse the action confirmed in the Petitions Determined by Letter and Petitions Deferred Pending Further Investigations report (26<sup>th</sup> September 2018), as detailed in paragraph 1.6 to 1.8 of this report, are undertaken.

**List of Appendices included:**

Appendix A – Location Plan

**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 –Traffic Calming Measures on Terry Road

### **1. Context (or background)**

- 1.1 A petition of 165 signatures has been received requesting traffic calming measures on Terry Road. The petition is supported by Councillor O'Boyle.
- 1.2 The petition advises:  
*'We the undersigned call on Coventry City Council to introduce traffic calming measures on Terry Road close to the junction with St Georges Road, Blue Coat School and the sharp bend in the road'*
- 1.3 Terry Road is a local distributor road with a mixture of both residential and business premises along its route, as well as Blue Coat School. It is also a bus route. 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 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. However, prior to the determination letter being issued Councillor O'Boyle, the petition sponsor, advised that he wanted the issue to be considered at a Cabinet Member for City Services meeting.
- 1.5 This Cabinet Member's decision together with details of the action proposed was reported at the Cabinet Member for City Services meeting on 24<sup>th</sup> September 2018 in the Petitions Determined by Letter and Petitions Deferred Pending Further Investigations report (extract in Appendix B).
- 1.6 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. Locations where there have been six or more reported personal injury collisions in the previous three years are considered for inclusion in our safety scheme programme. Although the petition presents photographic evidence of collisions, a review of the collision history for the highlighted location showed that there have been no personal injury collisions reported to the Police in the last three years for which data is available (1 May 2015 – 30 April 2018). Therefore, the location does not meet the safety scheme criteria. However, Terry Road will be considered for a school-time advisory 20mph limit. The centreline and hatching has also recently been refreshed as part of the Council's planned road maintenance programme.
- 1.7 As the petitioners are concerned about speeding, they 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. Further information is available from the Police by emailing: [cvcsww@west-midlands.pnn.police.uk](mailto:cvcsww@west-midlands.pnn.police.uk).

### **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 items 1.6 and 1.7 and Appendix B.

**3. Results of consultation undertaken**

3.1 No consultation has been undertaken.

**4. Timetable for implementing this decision**

4.1 Terry Road will be considered for a school-time advisory 20mph limit as part of the 2019/20 Capital Programme.

**5. Comments from Director of Finance and Corporate Services**

5.1 Financial implications

If approved, the cost of the implementation of a school-time advisory 20mph limit would be funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan. The scheduling of works will be based on the priority of the scheme and the funds available.

5.2 Legal implications

There are no legal implications relevant to 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:**

Martin Wilkinson  
Senior Officer - Traffic Management

**Directorate:**

Place

**Tel and email contact:**

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<b>Contributors:</b>				
Colin Knight	Director (Transportation and Highways)	Place	6/11/18	6/11/18
Karen Seager	Head of Traffic and Network Management	Place	6/11/18	7/11/18
Rachel Goodyer	Traffic and Road Safety Manager	Place	6/11/18	7/11/18
Michelle Salmon/Liz Knight	Governance Services Officer	Place	6/11/18	7/11/18
<b>Names of approvers: (officers and members)</b>				
Graham Clark	Lead Accountant	Place	6/11/18	7/11/18
Rob Parkes	Team Leader	Place	6/11/18	7/11/18
Councillor J Innes	Cabinet Member for City Services	-	22/10/18	22/10/18

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### Location Plan – Petition: Traffic Calming Measures on Terry Road



**Appendix B** - Extract from the Petitions Determined by Letter and Petitions Deferred Pending Further Investigations report (24<sup>th</sup> September 2018)

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.

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Cabinet Member for City Services

19 November 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, Henley, Upper Stoke,

**Title:**

Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

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**Is this a key decision?**

No - This report is for monitoring purposes only

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**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 [modern.gov.coventry.gov.uk](http://modern.gov.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 November 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)**

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**Directorate:**

Place

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<b>Contributors:</b>				
Rachel Goodyer	Traffic and Network Management	Place	8/11/18	8/11/18

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

<b>Petition Title</b>	<b>No. of signatures</b>	<b>Councillor Sponsor</b>	<b>Type of letter to be sent to petition organiser(s) and sponsor</b>	<b>Actions agreed</b>	<b>Target date for letter to be issued</b>
18/18 & E144 - Request for the Installation of Speed Bumps along Avon Street	259	Councillor Auluck	Determination	Mobile vehicle-activated speed limit signs to be deployed and data collected from the signs used to monitor the situation. Petitioners to be referred to Community Speed Watch.	November
E141 - Create a safer environment for children when attending Edgewick School	8	N/A	Determination	Request for pedestrian phase at traffic lights will be considered by the Urban Traffic Management Control Team for inclusion in a future year's programme.	November
E134 - Speed Restriction along Woodway Lane	10	N/A	Determination	Most of Woodway Lane is already subject to a 30mph speed limit. The speed limit on the cul-de-sac section at the northern end is 20mph. The road will continue to be monitored as part of the annual collision review and considered for inclusion in a future year's programme if prioritised. Petitioners to be referred to Community Speed Watch.	November
E139 - To Improve Safety at the Junction of Abbey Road and London Road	212	N/A	Determination	As part of this year's Local Safety Scheme programme, average speed cameras are being installed on London Road from its junction with Allard Way to its junction with the A46. This should help to address the petitioners' concerns regarding speeding. There are currently no proposals to signalise the junction. However, it will continue to be monitored as part of the annual collision review.	November
24/18 - Residents Parking at Radford House, Brownhill Green Road	11	Councillor Williams	Determination	Location is not suitable for a Residents Parking Scheme as off-street parking is available and there are no large attractors nearby that would generate high levels of all-day parking by non-residents. If additional parking for residents of Radford House is required, petitioners to be advised to contact Whitefriars who own the block of flats and the adjacent land.	November

28/18 - Residents Parking for Churchill Avenue	86	Councillor Kaur	Determination	A determination letter was issued in April in response to previous petition on this issue, stating that Residents' Parking Scheme would not solve problem as majority of parking on Churchill Avenue is by residents. We are not able to consider a petition received within 6 months of a determination letter being issued in response to a petition on the same subject.	November
47/17 - Extension of the Residents Parking Scheme for the Remainder of Benedictine Road	32	Councillor Bailey	Determination	Request meets Residents Parking Scheme criteria (proportion of households in support and availability of parking during weekday daytime). Extension of scheme to be advertised once residents of Monks Croft have been consulted to see if they wish to be included in the scheme.	November
E143 - Speed Bumps on Yarningale Road	11	N/A	Determination	Currently no proposals to lower or remove the speed cushions on Yarningale Road, which were installed following requests from local residents. Condition of cushions will continue to be inspected on a 3-monthly basis.	November
30/18 - Springfield Road, Request for Residents Parking	14	N/A	Holding	Parking survey to be conducted.	November