

Time and Date

3.00 pm on Monday, 25th February, 2019

Place

Committee Room 3 - Council House

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

(a) To agree the minutes of the meeting held on 21st January, 2018

(b) Matters Arising

4. Petition - Adopt the Roads of Burleywood Close, Seashell Close and Mistyrose Close, Allesley Grange (Pages 13 - 20)

Report of the Deputy Chief Executive (Place)

To consider the above petition, bearing 38 signatures, which has been submitted by Councillor Williams, a Bablake Ward Councillor, who has been invited to the meeting for the consideration of this item along with the petition organiser

5. Petition - Residents Parking at Radford House, Brownhill Green Road (Pages 21 - 28)

Report of the Deputy Chief Executive (Place)

To consider the above petition, bearing 11 signatures, which has been submitted by Councillor Williams, a Bablake Ward Councillor, who has been invited to the meeting for the consideration of this item along with the petition organiser

6. Petition - Request for Speed Limit Reduction Measures on Gretna Road (Pages 29 - 36)

Report of the Deputy Chief Executive (Place)

To consider the above petition, bearing 31 e-signatures. The petition organiser has been invited to the meeting for the consideration of this item.

7. **Petition - Request that the Council Thins the Trees on London Road between Tonbridge Road and Abbey Road** (Pages 37 - 42)

Report of the Deputy Chief Executive (Place)

To consider the above petition, bearing 12 signatures, which has been submitted by Councillor R Bailey, a Cheylesmore Ward Councillor, who has been invited to the meeting for the consideration of this item along with the petition organiser

8. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations** (Pages 43 - 50)

Report of the Deputy Chief Executive (Place)

9. **Outstanding Issues**

There are no outstanding issues

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

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

Private Business

Nil

Martin Yardley, Executive Director, Place, Council House, Coventry

Friday, 15 February 2019

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

Membership: Councillors P Hetherton (Cabinet Member) and R Lakha (Deputy Cabinet Member)

By invitation: Councillors T Sawdon (Shadow Cabinet Member)

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

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

**Liz Knight / Michelle Salmon, Governance Services Officers,
Tel: 024 7683 3072 / 3065, Email: liz.knight@coventry.gov.uk /
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Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at 3.00 pm on
Monday, 21 January 2019

Present:

Members: Councillor P Hetherton (Cabinet Member)
Councillor R Lakha (Deputy Cabinet Member)
Councillor T Sawdon (Shadow Cabinet Member)

Other Members: Councillors: R Bailey, R Brown, L Kelly, P Male, K Sandhu
and G Williams

Employees:

C Archer, Place Directorate
R Goodyer, Place Directorate
L Knight, Place Directorate
J Steele, Place Directorate
C Whitehouse, Place Directorate

Public Business

50. Declarations of Interests

There were no declarations of interest.

51. Minutes

The minutes of the meeting held on 11th December, 2018 were agreed as a true record. There were no matters arising.

52. Petition - Cannon Hill Road Speed Restriction and Safe Crossing

The Cabinet Member considered a report of the Deputy Chief Executive (Place) concerning a petition bearing 662 signatures (512 paper and 150 e-signatures) which had been submitted by Councillor Sawdon, a Wainbody Ward Councillor, who spoke on behalf of the petitioners. The petition organiser, Lydia Barrow, was invited but was unable to attend. She had submitted her views in writing and these were read out at the meeting. The report had been requested by Councillor Sawdon prior to a determination letter being issued. The petitioners were requesting speed restrictions and a safe crossing on Cannon Hill Road.

The report indicated that Cannon Hill Road connected the A45 to Kenilworth Road (A429). The A45 was one of the busiest radial routes into and out of Coventry. The Kenilworth Road was also a busy road, also being one of the radial routes into and out of the city. Carriageway markings including 'Dragons' Teeth' had been installed on the approaches to the bend on Cannon Hill Road. In addition, two Vehicle Activated Signs (VAS) were operational on Cannon Hill Road. A location plan was set out at an Appendix to the report.

The Cabinet Member had originally considered the petition requesting that the issue was dealt with by determination letter. A copy of the determination letter was set out at a second appendix. The letter informed that there has been one recorded personal injury collision on Cannon Hill Road in the last three years. Therefore, the road did not meet the safety scheme criteria for consideration for the installation of a crossing. However, the location would be considered for a school-time advisory 20mph speed limit in the 2019/20 programme of works.

The petition also advised of concerns relating to large vehicles using Cannon Hill Road. A traffic survey was to be arranged in early 2019, and the results would be analysed to determine whether a weight restriction was suitable at the location.

The report also indicated that, subsequent to the receipt of the petition, a request was made to examine Cannon Hill Road's junction with Kenilworth Road. Concerns highlighted parked vehicles at this junction advising they reduced visibility for drivers entering and exiting Cannon Hill Road. However double yellow lines for junction protection had already been installed at this location and site visits undertaken revealed no evidence of vehicles causing obstruction.

The statement from the petition organiser informed that, since the cessation of the school crossing patrol, the road had got busier and traffic speeds had increased, with the road being used as a rat run. Approximately 50% of the Cannon Hill Primary School's pupils crossed this busy road so the petitioners were requesting a permanent crossing facility.

Councillor Sawdon informed of discussions between representatives at Warwick University and local residents which had resulted in a series of measures being drawn up. There was an acknowledgement of the opportunity for Section 106 funding to finance these works. He also informed of concerns about vehicles parking on the grass verge at the Kenilworth Road end of the street and the subsequent damage that was occurring.

RESOLVED that:

(1) The petitioners concerns be noted.

(2) The action confirmed by determination letter to the petition spokesperson, as detailed in paragraph 1.5 of the report, be endorsed.

(3) The ongoing discussions and work regarding future Section 106 funding for additional measures be noted.

53. Petitions - Provision of a Zebra Crossing on Tile Hill Lane, Outside West Coventry Academy

The Cabinet Member considered a report of the Deputy Chief Executive (Place) concerning a petition bearing 658 e-signatures which was being supported by Councillor Kelly, an Assistant Police and Crime Commissioner, who attended the meeting and spoke on behalf of the petitioners. The petition organiser had been invited but was unable to attend. Councillor Male, a Woodlands Ward Councillor, also attended for this item. Three pupils and a member of staff from West Coventry Academy were in attendance. The report had been requested by the

petition organiser following the receipt of the determination letter. The petitioners were requesting the provision of a zebra crossing on Tile Hill Lane in close proximity to West Coventry Academy. A second petition, bearing 455 e-signatures, supported by Councillor Kelly, had subsequently been received from students at the school requesting safety measures on Tile Hill Lane and Nutbrook Avenue.

The report indicated West Coventry Academy was located to the north of Tile Hill Lane. The School's main vehicular and pedestrian entrance was located on Nutbrook Avenue; the area around this entrance had a School Keep Clear Marking located outside the school by the pedestrian exit and a school time no waiting restriction on the opposite side of the road. There was an additional pedestrian access on the northern side of Tile Hill Lane (west of Gravel Hill); this entrance had two bus stops which were located opposite each other on Tile Hill Lane. The existing Traffic Regulation Order created an area where parking was prevented at school entry and exit times on Nutbrook Avenue. A location plan was set out at an appendix to the report.

The determination letter had advised that there had been no personal injury collisions on Tile Hill Lane where the crossing was requested in the last three years, so the location did not meet the safety scheme criteria for a crossing. Also a crossing at this location could become a road safety hazard as drivers would have limited forward visibility due to the crest of the hill. A copy of the determination letter was set out at a second appendix. The report detailed some additional works recommended for Tile Hill Lane which included gateway features and splitter islands near the school.

A student representative from the school outlined the road safety issues at the location. Councillor Male suggested the possibility of using Section 106 funding from developments in the area to fund additional road safety measures in the vicinity of the school.

RESOLVED that:

(1) The petitioners concerns be noted.

(2) It be endorsed that the actions confirmed by the determination letter to the petition spokesperson, as detailed in paragraph 1.7 and appendix b to the report, be undertaken.

(3) The alternative solution highlighted in paragraph 2.3 of the report be approved.

54. Petition - Safe Crossing to Co-op Store, Earlsdon High Street

The Cabinet Member considered a report of the Deputy Chief Executive (Place) concerning a petition, bearing 129 signatures, which had been submitted by Councillor Sandhu, an Earlsdon Ward Councillor, who attended the meeting along with Avril Boswell, the petition organiser, and they spoke on behalf of the petitioners. The report had been requested by the petition organiser following the receipt of the determination letter. The petitioners were requesting a safe crossing on Earlsdon Street by the Co-op Store.

The report indicated that Earlsdon Street was a busy street with a mix of shops, pubs, cafes and residential properties. A library, school and church were also located nearby. The Co-op referred to in the petition was located at the north eastern end of Earlsdon Street near to a 5 arm roundabout, which had zebra crossings across three of the arms. Another zebra crossing was located further along Earlsdon Street by the junction with Providence Street. There were 4 bus stops on Earlsdon Street, 2 of which were located near to the Co-op. There were a mix of waiting restrictions on Earlsdon Street which included double yellow lines and limited waiting. A location plan was set out at an appendix to the report.

The determination letter had advised that there had been two slight personal injury collisions in the last three years so the location didn't meet the criteria for the local safety scheme.

Officers had investigated whether an alternative crossing solution was possible. One possibility considered was the installation of a refuge island closer to the roundabout to try to assist pedestrians to cross, but unfortunately there was not enough available road space to do this and still allow buses and other large vehicles to pass. Another possibility was a central refuge, but this was not suitable in the requested location due to the proximity of the bus stops. To install additional crossing measures in the location requested would require substantial changes to how the road is used in terms of the positioning/removal of bus stops and parking bays.

The Cabinet Member was informed that the concerns relating to parking had been passed to the City Council's Parking Services Team and issues relating to the condition of the footway would be addressed by current procedures.

The petition organiser detailed the difficulties for local residents when crossing Earlsdon High Street and informed of her personal injury accident and an accident which had occurred the previous day. She also referred to the issue of pollution from vehicle fumes.

RESOLVED that:

(1) The petitioners concerns be noted

(2) It be endorsed that the actions confirmed by determination letter to the petition spokesperson, as detailed in paragraphs 1.5 to 1.7 of the report, are undertaken.

55. Objections to Proposed Waiting Restrictions (Variation 7)

The Cabinet Member considered a report of the Deputy Chief Executive (Place) concerning objections that had been received to a Traffic Regulation Order advertised on 8th November, 2018 relating to proposed new waiting restrictions and amendments to existing waiting restrictions in a number of Wards across the City. A total of 51 objections were received which included three petitions. Six responses in support of proposals were also received. A summary of the proposed restrictions, objections and responses were set out in an appendix to the report. All the respondents were invited to the meeting and a number attended. Councillors

Bailey, Brown, Sandhu and Williams also attended in respect of proposed waiting restrictions in their Wards.

Councillors Bailey and Brown referred to the parking issues at Ashington Grove and to the views of petitioners from the vicinity. They supported the recommendation not to install the proposed restriction but to monitor the situation. Councillor Sandhu and an objector attended in respect of the proposal for Babbacombe Road and informed of inconsiderate parking at the location. It was recommended that the double lines be extended by a further 8 metres and this would be advertised in the next waiting restriction review.

Councillors Bailey and Brown and 5 objectors attended in respect of the proposals for Benedictine Road/ The Monks Croft. There were concerns that the proposals would create more parking problems than already existed. In light of the issues raised it was recommended that the residents of The Monks Croft would be consulted about the possibility of being part of a residents parking scheme and that double yellow lines just be installed on the Benedictine Road side of the grassed triangle and also on what was referred to as the short side of the triangle.

Councillor Williams and one objector attended the meeting in respect of the proposal for Brownhill Green Road/ Brackenhurst Drive and Brownhill Green Road/ Holloway Field and they spoke on behalf of the local petitioners who were concerned about the parking implications for residents of the local flats. It was suggested that the restrictions should not be implemented.

Councillor Bailey also spoke in support of the proposal for John Grace Street. Two objectors attended the meeting to highlight their concerns about the parking issues at Potters Green Road. In light of the concerns it was recommended that the proposal to remove an existing area of restricted parking remained in operation and as part of the next review it would be changed to no waiting at any time.

Two objectors attended and highlighted the implications for personal circumstances in respect of the proposal for The Avenues. In view of the concerns it was recommended that the proposed double yellow lines be installed just at the junctions and then monitoring be undertaken i.e. a phased approach. The Cabinet Member recommended consultation with the local Ward Councillors.

Two objectors attended in respect of the proposals for Tremelay Drive and Ridefort Close. They detailed the issues that would arise if the restrictions were implemented. In response it was decided to undertake consultation with local residents.

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

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

(1) The implementation of the restrictions as advertised at Ainsdale Close, Aldermans Green Road, John Grace Street, St Christians Road, Thurlestone Road and Torbay Rd/Kendal Rise.

(2) Approval be given that the restrictions are not implemented on Ashington Grove but the situation is monitored and in the event the Police advise of issues relating to dangerous or obstructive parking occurring, new proposals be advertised.

(3) The proposed double yellow lines are installed as advertised on Babbacombe Road be approved and that a further extension (approx. 8m) to the double yellow lines is advertised as part of the next waiting restriction review.

(4) Approval be given that the proposed school time no stopping restriction is not installed on Eden Road and the School Keep Clear marking is removed. Also, that the proposed double yellow lines on Eden Road are installed as advertised.

(5) The installation of restrictions as proposed on Potters Green Road be approved, apart from the proposal to remove an existing area of no waiting, Monday to Friday, 3pm-4.30pm, except buses restriction (currently marked with double yellow lines). Approval be given that the 'afternoon' restriction remains in operation and as part of the next waiting restriction review a change of this restriction to no waiting at any time is advertised. Once the changes have been made monitor and review to take place.

(6) The installation of the proposed double yellow lines at the junctions within 'The Avenues' area be approved. Approval be given not to install the other restrictions. Once the double yellow lines are installed, monitor to see if they have assisted and consult again about possible restrictions and introduce any new proposal as an experimental TRO.

(7) Approval be given that the restrictions are implemented as proposed on Trossachs Road and High Park Close and install additional markings to assist with the positioning of vehicles in the layby outside 2-10 Trossachs Road.

(8) The restrictions advertised for Brownhill Green Road be removed from the process, with further consideration being given to the proposal in due course due to the other issues raised.

(9) The restrictions advertised for Tremelay Drive and Ridefort Close be removed from the process to allow for further consultation with local residents and Ward Councillors.

(10) The residents of The Monks Croft be consulted about the possibility of being part of a residents parking scheme and double yellow lines be installed on the Benedictine Road side of the grassed triangle and also on what is referred to as the short side of the triangle (which is the side opposite 98 Benedictine Road and The Monks Croft.

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

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

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

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

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

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

57. **Outstanding Issues**

There were no outstanding issues.

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

There were no additional items of business.

(Meeting closed at 5.25 pm)

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Public report Cabinet Member Report

Cabinet Member for City Services

25th February 2019

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

Bablake

Title:

Report - **Petition** – Adopt the Roads of Burlywood Close, Seashell Close and Mistyrose Close, Allesley Grange

Is this a key decision?

No

Executive Summary:

A petition of 38 signatures has been received requesting the City Council to adopt the roads of Burlywood Close, Seashell Close and Mistyrose Close, Allesley Grange

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

The determination letter advised of the action proposed and approved in response to the issue raised. Councillor G Williams, on behalf of the petitioner, has confirmed they do not wish the petition to be solely progressed by letter and want the request for the adoption of said roads to be considered at a Cabinet Member for City Services meeting.

Recommendations:

Cabinet Member for City Services is recommended to:

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

List of Appendices included:

Appendix A – Location Plan

Appendix B – wording contained within the Determination letter

Background Papers

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 – Adopt the Roads of Burlywood Close, Seashell Close and Mistyrose Close, Allesley Grange

1. Context (or background)

1.1 A petition of 38 signatures has been received requesting the City Council to adopt the roads of Burlywood Close, Seashell Close and Mistyrose Close, Allesley Grange. The petition is supported by Councillor G Williams.

1.2 The petition advises:

'We the undersigned ask that Coventry City Council adopt the roads of Burlywood Close, Seashell Close and Mistyrose Close (collectively known as Allesley Grange).'

1.3 Burlywood Close, Seashell Close and Mistyrose Close are residential streets off Browns Lane in Allesley. 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 highway adoptions 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 (a copy of the wording is contained in Appendix B to the report) advised that it is not the intention of the city council to proceed with the adoption of said roads for numerous reasons. These reasons are as follows:-

- The request for an unadopted highway to be adopted by the Highway Authority can only be requested by the freehold owner(s) (that is those persons with power to dedicate the land as highway);
- The request must be made by notice pursuant to the requirements of S.37(1) of the Highways Act 1980
- The said roads were not offered for adoption by the original developer and therefore the design and construction have not been agreed or approved by the Highway Authority;

1.6 Therefore, should the residents wish to pursue the request for the City Council to consider the adoption of said roads, they would need to approach the freehold owner(s) and ask for them to pursue with the request through the correct legal procedure.

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 (copy of the text is contained in Appendix B to the report).

3. Results of consultation undertaken

3.1 No consultation has been undertaken.

4. Timetable for implementing this decision

4.1 None.

5. Comments from Director of Finance and Corporate Services

5.1 Financial implications

None.

5.2 Legal implications

None

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?

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:

Colin Whitehouse, Highway Development Manager

Directorate:

Place

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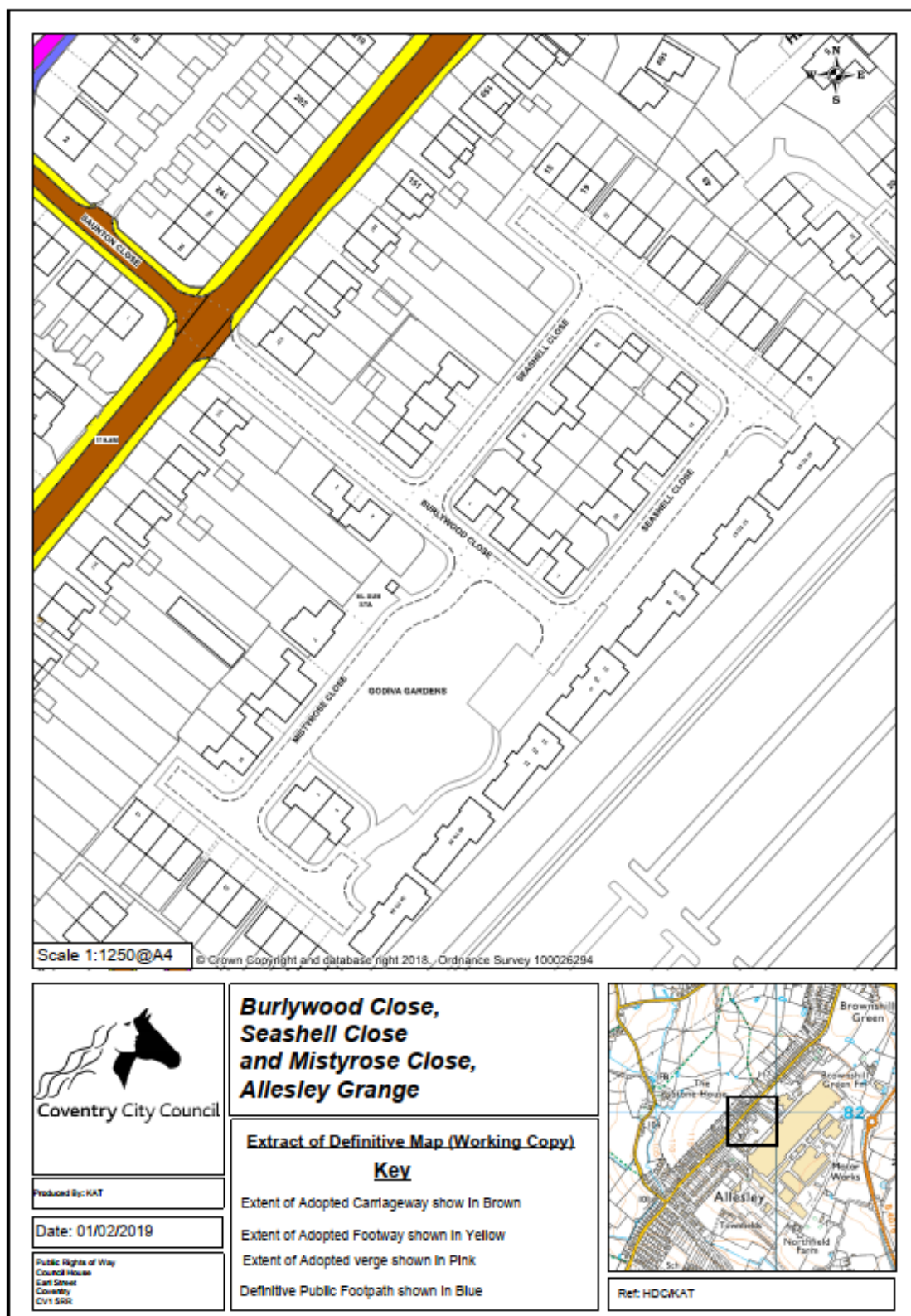
Enquiries should be directed to the above person.

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Colin Knight	Director (Transportation and Highways)	Place	01/02/19	14/02/19
Karen Seager	Head of Traffic and Network Management	Place	01/02/19	14/02/19

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Michelle Salmon/Liz Knight	Governance Services Officer	Place	01/02/19	05/02/19
Names of approvers: (Officers and Members)				
Graham Clark	Lead Accountant	Place	01/02/19	05/02/19
Rob Parkes	Commercial Lawyer	Place	01/02/19	05/02/19
Councillor P Hetherton	Cabinet Member for City Services			

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

Appendix A – Location Plan



Appendix B – Copy of Text of Determination Letter

Re: petition submitted on 28th August 2018

Subject matter: Adopt the Roads of Burlywood Close, Seashell Close and Mistyrose Close (Allesley Grange)

I am writing with regards to the above petition and your request for Coventry City Council to adopt the roads of Burlywood Close, Seashell Close and Mistyrose Close, Allesley, Coventry.

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

It is proposed that in response to your petition that Coventry City Council would not proceed to adopt the roads of Burlywood Close, Seashell Close and Mistyrose Close, Allesley, Coventry on the basis of the following;

The development off Browns Lane which includes the streets of Burlywood Close, Seashell Close and Mistyrose Close was built by Bellway Homes as a private estate. When an estate is planned and built it is the developer/freeholder of the land that determines if the estate would be put forwards for adoption. The developer opted to retain this development as a private development.

If the roads are to be offered for adoption the developer/design consultant submits a detailed pack of technical drawings which the Council would then review, comment on and ultimately approve once the information meets the required Council standards for adoption. A Section 38 Agreement under the Highways Act 1980 is then entered into between the developer/freeholder and the Council which confirms the developer intends to build the roads to the required standard and once done so, the Council would then agree to adopt the roads as maintainable at public expense. The Council will also inspect the site construction works to ensure materials and construction is to the required standard prior to adoption.

The development of the above roads, known collectively as Allesley Grange were never offered for adoption by the Developer Bellway Homes. Where a developer does not offer a road/estate for adoption, the common practice established by developers is to set up a management company and charge residents a monthly/annual fee for the future upkeep of the estate. We are of the understanding that the Allesley Grange Management Company Ltd was set up for this purpose.

As a Council, should a road not be offered for adoption, upon completion of the works we instruct the developer to install a Private Road sign below the street nameplate to inform users of its private status and not a road maintainable at public expense. As is the case for this development.

Should a development be built without the intention of adoption but subsequently be offered for adoption by the Council, this would have to come from the Developer/Landowner(s), require the following, but not limited to this list, to either be proved or undertake any necessary improvements prior to adoption:

- Road layout – turning heads, footway/carriageway widths, junction radius, forward visibility and junction visibility splays – are they fit for purpose/adoption;

- Footway and carriageway constructed to necessary specification and depths – core holes and trial pits to be undertaken if deemed necessary;
- Drainage CCTV surveys and evidence of adoption by Severn Trent Water – visual inspection of materials used, layout of manholes, gullies etc;
- Street Lighting certificates and verification layout is to required spec and standard
- Trees/Green spaces are suitable for adoption if necessary;
- Utilities are installed at the correct depths and no private apparatus;
- No road safety implications;
- All land owners (if multiple) consent to the adoption.

Notwithstanding the above information that would be required, there is also the need for a road(s) in question to demonstrate that they have a wider benefit to the general public before any consideration can be made for their adoption. At present this has not been provided for our review and approval.

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

Cabinet Member for City Services

25th February 2019

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

Bablake

Title: Petition - Residents Parking at Radford House, Brownhill Green Road

Is this a key decision?

No

Executive Summary:

A petition with 11 signatures has been received requesting a residents' parking scheme on the road outside Radford House, Brownhill Green Road.

In accordance with the City Council's procedure for dealing with petitions, those relating to waiting restrictions are heard by the Cabinet Member for City Services. The Cabinet Member had considered the petition prior to this meeting and in response to the request made, requested 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 the approved action 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 waiting restrictions is funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

Recommendations:

Cabinet Member for City Services is recommended to:

1. Note the petitioners concerns;
2. Endorse that the actions 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 – 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

1. Context (or background)

- 1.1 A petition with 11 signatures has been received requesting a residents' parking scheme on the road outside Radford House, Brownhill Green Road.

- 1.2 The text of the petition is as follows:

'I am starting a petition to try and get some allocated parking on the road immediately outside the flats. We get a lot of non-residents parking there as well and it's not always possible to park there, so because of that and also recently having a notice put on my car from the "Holloway & Thistle Fields Residents' Association" ??? I think it is time we tried to sort this out. So if you agree with me, please put your name and signature next to your flat number. Many thanks in advance of your support.'

- 1.3 Radford House is a block of 12 flats located on Brownhill Green Road between Radford Road and Holloway Field. Brownhill Green Road is a long local distributor road running from the B4098 Radford Road to the B4076 Coundon Wedge Drive in the direction of Brownhill Green. The majority of the road is residential. Holloway Field is a local residential road. Both roads are bus routes. A location plan can be found in Appendix A. The plan also shows the extent of the adopted highway. There are 17 garages owned by Whitefriars Housing located adjacent to Radford House. The garages are let separately from the flats.
- 1.4 In accordance with the City Council's procedure for dealing with petitions, those relating to road safety and parking issues are heard by the Cabinet Member for City Services. The Cabinet Member considered the petition prior to this meeting and in response requested that the issue was dealt with by determination letter rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently.
- 1.5 The determination letter (copy in Appendix B) advised that the Council is not able to propose a residents' parking scheme on the public highway for residents of Radford House as there are no large attractors nearby that would generate high levels of all-day parking by non-residents. It suggests that if additional parking is required for residents of Radford House, the petitioners direct their request to Whitefriars Housing who own the block of flats and the adjacent garages and land.
- 1.6 Recently, a traffic regulation order was advertised for the installation of double yellow lines at the junctions of Brownhill Green Road with Holloway Field and with Brackenhurst Road. This was proposed in response to road safety concerns raised by residents regarding visibility issues at the Holloway Field junction due to cars being parked close to the junction. A 30-signature petition was received objecting to the proposals, advising of the limited parking in the area. The decision was made at the Cabinet Member for City Services meeting on 21st January 2019 not to continue with the double yellow line proposal until this petition requesting residents' parking had been considered.

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 paragraph 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

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:**

Martin Wilkinson, Senior Officer - Traffic Management

Directorate:

Place

Tel and email contact:

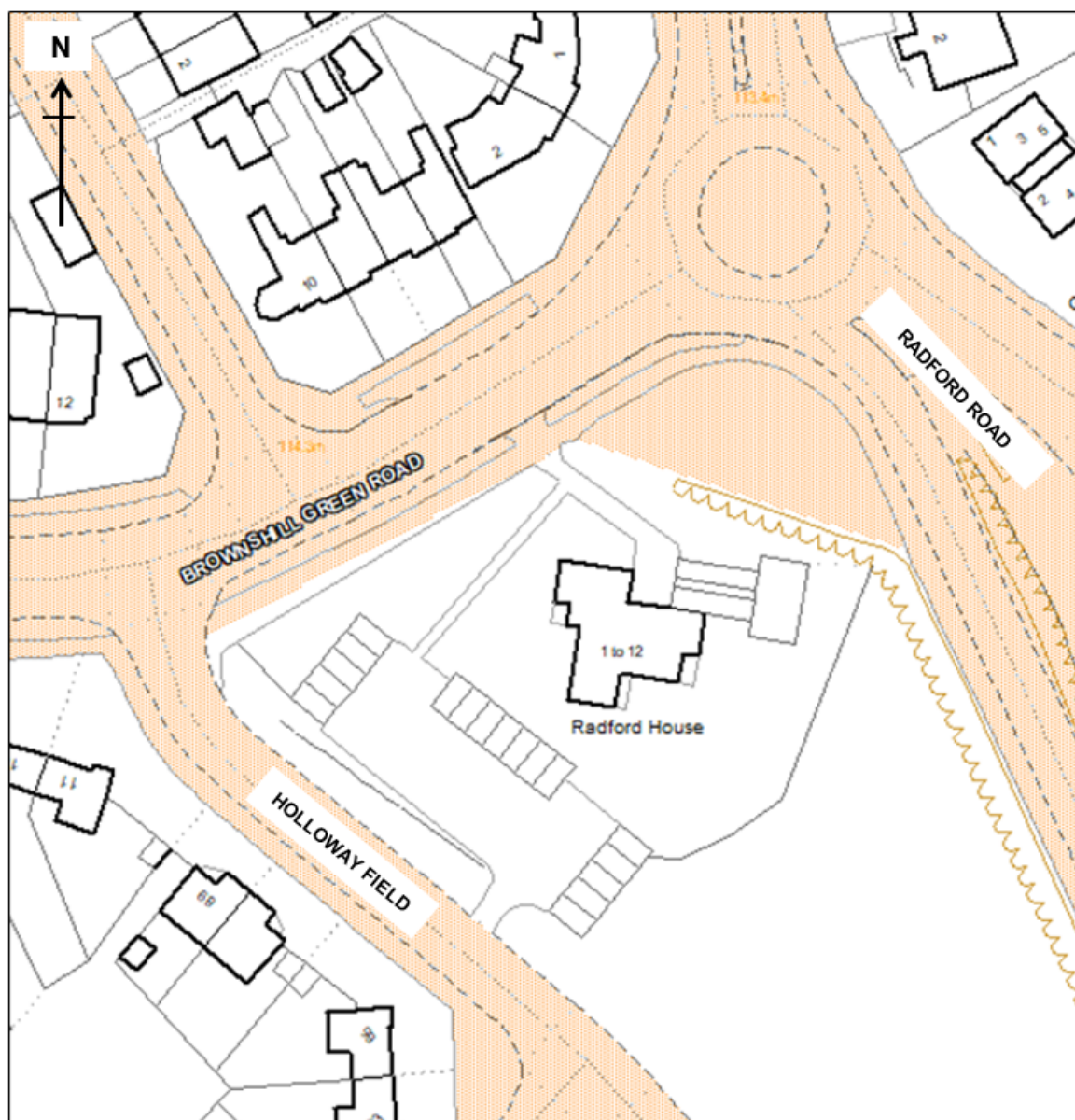
024 7683 3265, martin.wilkinson@coventry.gov.uk

Enquiries should be directed to the above person.

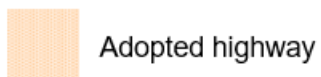
Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Colin Knight	Director (Transportation and Highways)	Place	14.02.2019	
Karen Seager	Head of Traffic and Network Management	Place	14.02.2019	
Rachel Goodyer	Traffic and Road Safety Manager	Place	14.02.2019	
Caron Archer	Team Leader – Traffic Management	Place	14.02.2019	14.02.2019
Michelle Salmon /Liz Knight	Governance Services Officer	Place	14.02.2019	14.02.2019
Names of approvers: (officers and members)				
Finance: Graham Clark	Lead Accountant	Place	14.02.2019	14.02.2019
Legal: Rob Parkes	Team Leader	Place	14.02.2019	14.02.2019
Other members: Cllr Hetherton	Cabinet Member for City Services		14.02.2019	

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Appendix A – Location plan



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Appendix B – Copy of text of determination letter

Re: petition submitted on 30 August 2018

Subject matter: Residents Parking at Radford House, Brownhill Green Road

I am writing with regard to the above petition and your request for residents' parking on Brownhill Green Road adjacent to Radford House.

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

We are not able to introduce a Residents' Parking Scheme for residents of Radford House as there are no large attractors nearby that would generate high levels of all-day parking by non-residents. If additional parking is required for residents of Radford House, we would suggest that you direct your request to Whitefriars Housing who own the block of flats and the adjacent land.

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

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Cabinet Member for City Services

25th February 2019

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

Wainbody

Title: Petition – Request for Speed Limit Reduction Measures on Gretna Road

Is this a key decision?

No

Executive Summary:

A petition of 31 e-signatures has been received requesting a speed reduction measures on Gretna 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 the 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 the approved action 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 that the actions confirmed by determination letter to the petition spokesperson (as detailed in paragraphs 1.5 & 1.6 of the report) are undertaken.

List of Appendices included:

Appendix A – Location Plan

Appendix B – Determination letter

Background Papers

None

Other useful documents:

None

Has it been or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

1. Context (or background)

- 1.1 A petition of 31 signatures has been received requesting speed limit reduction measures on Gretna Road.

- 1.2 The petition advises:

'Residents of Gretna Road are becoming increasingly concerned about the speed of some drivers using this road. Gretna Road is a long straight road which means that certain individuals choose to drive through it at great speed, during the day and night. Green Lane has speed bumps and a 20mph speed, but Gretna Road is still 30mph. Gretna Road has a large volume of families and it is a concern that someone, or someone's family pet, will be hit by one of the drivers who choose to speed down this road.

We request that consideration be given to changing the speed limit to 20mph, and that speed bumps are provided, before a serious accident occurs'.

- 1.3 Gretna Road is a long straight residential road, it has 4 small side roads on the south eastern side of the road each with between 8 – 14 houses. It is not a through route, it is a cul de sac, and a number of vehicles tend to be parked on street. A location plan is shown in Appendix A.
- 1.4 In accordance with the City Council's procedure for dealing with petitions, those relating to road safety and parking issues are heard by the Cabinet Member for City Services. The Cabinet Member considered the petition prior to this meeting and in response requested that the issue was dealt with by determination letter rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently.
- 1.5 The determination letter (copy in Appendix B) advised of the importance of 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 Gretna Road showed no injury collisions had been recorded in the last three years. Safety schemes are prioritised in locations where there have been six or more recorded injury collisions in the previous three years.
- 1.6 As the petitioners raised concerns about speeding, they were advised of the Community Speed Watch initiative and provided with the relevant contact details. The Community Speed Watch initiative 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.

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 paragraphs 1.5 & 1.6

3. Results of consultation undertaken

- 3.1 No consultation has been undertaken.

4. Timetable for implementing this decision

4.1 The actions described have already been undertaken.

5. Comments from Director of Finance and Corporate Services

5.1 Financial implications

None.

5.2 Legal implications

There are no legal implications of the recommended proposal

6. Other implications

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

N/A.

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

No specific equalities impact assessment has been carried out.

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

Report author(s)

Name and job title:

Caron Archer, Team Leader (Traffic Management)

Directorate:

Place

Tel and email contact:

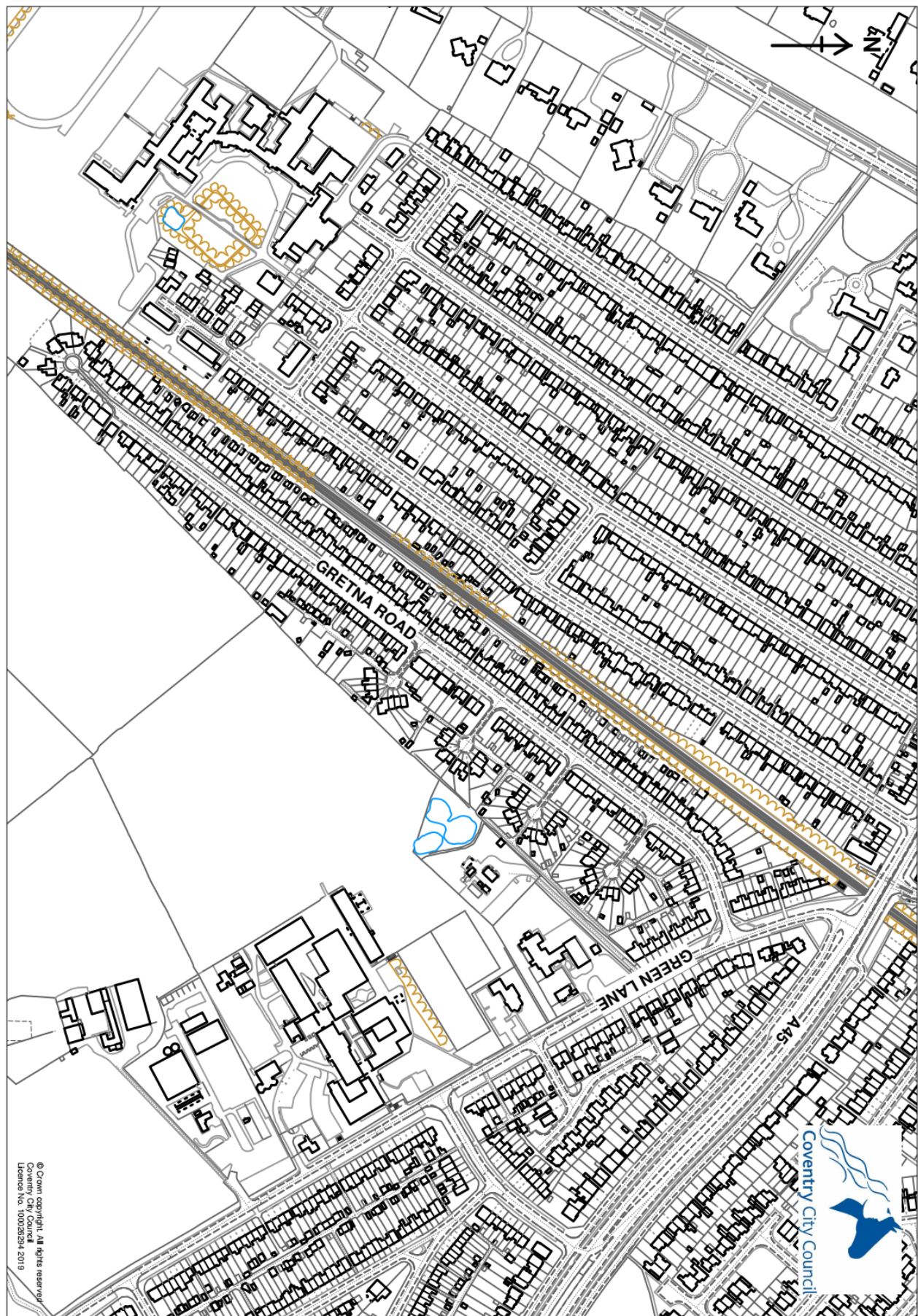
024 7683 2062, caron.archer@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Colin Knight	Director (Transportation and Highways)	Place	13.02.2019	
Karen Seager	Head of Traffic and Network Management	Place	13.02.2019	
Rachel Goodyer	Traffic and Road Safety Manager	Place	13.02.2019	
Liz Knight	Governance Services Officer	Place	13.02.2019	14.02.2019
Names of approvers: (officers and members)				
Finance: Graham Clark	Lead Accountant	Place	13.02.2019	14.02.2019
Legal: Rob Parkes	Team Leader	Place	13.02.2019	13.02.2019
Other members: Cllr Hetherton	Cabinet Member for City Services		13.02.2019	

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Appendix A – Location plan



Appendix B – Copy of text of determination letter

Re: petition submitted on 13 May 2018

Subject matter: Speed Limit reduction measures on Gretna Road

I am writing with regard to the above petition and your request for a reduction in the speed limit and traffic calming measures on Gretna Road.

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

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

Locations where there have been six or more personal injury collisions reported to the Police in the previous three years are considered for inclusion in our safety scheme programme. Our records show that there have been no personal injury collisions on Gretna Road in the last three years. Therefore, it does not meet the safety scheme criteria.

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

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

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25th February 2019

Name of Cabinet Member:

Cabinet Member for City Services - Councillor P Hetherton

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected: Cheylesmore

Title: Petition – Request that the Council Thin the trees on London Road, between Tonbridge Road and Abbey Road.

Is this a key decision? : No

Executive Summary:

This report responds to a petition submitted by Councillor Bailey a Cheylesmore Ward Councillor and requests that the Council thin the trees on London Road, between Tonbridge Road and Abbey Road.

The petition reads:

“We the undersigned ask Coventry City Council to Thin the trees on the London Road between Tonbridge Road and Abbey Road to reduce the rapid growth and garden overhang of branches that encroach onto the properties and also reduce the damage caused to nearby structures.”

The need to also look at street cleaning along the London Road at the above location, especially during the Autumn”.

This petition relates to street trees which line the verge on both side of the road composing of a Lime tree species in the footway outside the houses of 260 – 290 London Road. The trees overhang the property boundaries in question and however thinning the trees as requested will have no positive effect on the local residents who live nearby and the trees will react to the pruning making the problem worse. This would then lead to more requests for pruning or possibly removal.

This area of London Road is cleansed all year round on a weekly basis through manual and mechanical cleansing methods. In addition autumn leaf fall is cleared by specific teams. The frequency of this is dependent on the weather conditions and the rate in which the leaves fall.

Recommendations:

The Cabinet Member for City Services is recommended to:

1. Consider the content of the petition and note the concerns of the petitioners’.
2. Decline the request for tree works to thin the trees.
3. Note that the requested works will have no positive effect on the way in which these trees, on this section London Road affect the local resident who live nearby.

List of Appendices included:

None

Other useful background papers:

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 that the Council Thin the trees on London Road, between Tonbridge Road and Abbey Road.**

Context (or background)

- 1.1. This petition relates to the street trees that stand in the footway outside the houses of 260 – 290 London Road.
- 1.2. They are Lime species and line the verges of London Road on both sides of the road, providing valuable amenity to those who live in the area and to those who travel along the London Road, entering or exiting the city.
- 1.3. The requested works will have no positive effect on the way in which these trees, on this section London Road affect the local resident who live nearby.
- 1.4. This is due to this species of tree's ability to react to the pruning, in an effort to recover the leaf area that has been removed by the pruning. The regrowth is quick and the new leaves that regrow within one growing season, are larger than normal, there-by making the problem worse. This would then lead to more requests for pruning or possibly removal.
- 1.5. The trees do overhang the boundary garden walls of these properties, but this is normal for most street trees present in the city and for many trees in private ownership that stand near to a boundary. There is no duty on any land/tree owner to prevent trees from encroaching. The only duty is to keep them in good health and condition.
- 1.6. This request would set a precedent that cannot be sustained. Adverse pruning to keep all trees within the confines of the highway across the city would be very expensive and the City Council does not have resources available to do this.
- 1.7. These trees are pruned annually to remove the trunk growth that appears each spring and can encroach onto the footway and road. This work removes all the growth up to 6m high.
- 1.8. These trees have a high amenity value and their appearance should be retained to maintain this high value.
- 1.9. Reductions in Government spending has meant that the funding allocated to street cleansing operations was reduced in 2016 by 25%. This resulted in a review and reduction in cleansing operations across the City including street sweeping, litter collection, litter bin emptying and weed control amongst other activities. This funding reduction has reduced our ability to increase cleansing frequencies and standards.
- 1.10. The frequency of cleansing operations undertaken on the roads and streets within the City vary depending on the type of Road, its location, the levels of litter and detritus generated and this enables us to set frequencies and focus our limited resources most effectively.
- 1.11. This area of London Road is cleansed all year round on a weekly basis through manual and mechanical cleansing methods. During the autumn when the leaves are falling we have a specific team who clear the leaves from footpaths between October and early January. The frequency of this is dependent on the weather conditions and the rate in which the leaves fall, but is inspected on a fortnightly basis.

2. Options considered and recommended proposal

The options available are:

Option 1 - thin the trees as requested has been rejected on the grounds that it will have no positive effect on the properties in question and will inevitably result in the trees reacting which could increase the likelihood of the trees overhanging the properties and increasing shade.

Option2 - continue to maintain the trees in accordance with the annual management and maintenance programme to ensure they are retained in a safe and healthy condition which can be sustained from within existing budgetary resources has been considered and is recommended.

3. Results of consultation undertaken

No consultation has taken place on this issue

4. Timetable for implementing this decision

To be agreed subject to approval of a recommendation within this report

5. Comments from the Director of Finance and Corporate Services

5.1 Financial implications

The costs of the recommended option will be managed within existing resources.

5.2 Legal implications

There are no legal implications

6. Other implications

None

6.1 How will this contribute to achievement of the Council's Plan?

The Council's tree stock is highly valued by the citizens of Coventry and contribute greatly to improving the quality of life to those that live and work in the City, help to improve the environment and provides valuable wildlife habitats.

6.2 How is risk being managed?

Risk will be managed through the existing Place directorate risk profile.

6.3 What is the impact on the organisation?

Continued maintenance of the site will be delivered using existing resources.

6.4 Equalities / EIA Implications for (or impact on) the environment

No equality impact assessments have been undertaken.

6.5 Implications for (or impact on) the environment

No direct impact

6.6 Implications for partner organisations?

None

Report author(s):

Name and job title: Graham Hood, Head of Streetpride and Greenspace

Directorate: Place

Tel and email contact: 0247683 2194 graham.hood@coventry.gov.uk

Enquiries should be directed to the above person.

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Contributors:				
Cath Crosby	Lead Accountant (Business Partner) Place Directorate (Finance)	Place Directorate - Financial Management	8 th Feb 2019	8 th Feb 2019
Gill Carter	Team Leader, (Regulatory) , Legal Services	Resources	8 th Feb 2019	12 th Feb 2019
Liz Knight	Governance Services co-ordinator	Place	8 th Feb 2019	11 th Feb 2019
Names of approvers for submission: (officers and Members)				
Andrew Walster	Director (Streetscene and Regulatory	Place	12 th Feb 2019	14 th Feb 2019

	Services)			
Councillor P Hetherton	Cabinet Member for (City Services)	-	11 th Feb 2019	11 th Feb 2019

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Cabinet Member for City Services

25 February 2019

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Executive Director of Place

Ward(s) affected:

Bablake, Cheylesmore, Earlsdon, Radford, Sherbourne, Upper Stoke, Wainbody

Title:

Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

Is this a key decision?

No. This report is for monitoring purposes only.

Executive Summary:

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

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

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

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

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

Recommendations:

Cabinet Member for City Services is recommended to:-

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

List of Appendices included:

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

Background Papers

None.

Other useful documents:

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

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

Has it been or will it be considered by Scrutiny?

No.

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

No.

Will this report go to Council?

No.

Report title: Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

1. Context (or background)

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

2. Options considered and recommended proposal

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

3. Results of consultation undertaken

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

4. Timetable for implementing this decision

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

5. Comments from Executive Director of Resources

5.1 Financial implications

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

5.2 Legal implications

There are no specific legal implications arising from this report.

6. Other implications

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

Not applicable.

6.2 How is risk being managed?

Not applicable.

6.3 What is the impact on the organisation?

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

6.4 Equalities / EIA

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

6.5 Implications for (or impact on) the environment

None.

6.6 Implications for partner organisations?

None.

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

Martin Wilkinson, Senior Officer - Traffic Management

Directorate:

Place

Tel and email contact:

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

Enquiries should be directed to the above person.

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Contributors:				
Rachel Goodyer	Traffic and Road Safety Manager	Place	14/2/19	14/2/19
Caron Archer	Principle Officer - Traffic Management	Place	14/2/19	14/2/19

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

Petition Title	No. of signatures	Councillor Sponsor	Type of letter to be sent to petition organiser(s) and sponsor	Actions agreed	Target date for letter to be issued
E160 - Traffic Calming Measures on Barker Butts Lane and Moseley Avenue	27	N/A	Determination	Barker's Butts Lane between Moseley Avenue and Coundon Road is on the Local Safety Scheme list for consideration for inclusion in a future year's programme. Moseley Avenue will be added to the list for assessment for an advisory school-time 20mph limit.	March
Concerns about the Accidents at the Sharp Turn from Hadleigh Road to Brentwood Avenue	102	N/A	Determination	The location does not meet the Local Safety Scheme criteria (no personal injury collisions in last 3 years). However, new 'SLOW' carriageway markings will be installed on the approaches to the bend. The location will also be added to the list for deployment of a mobile vehicle-activated sign.	March
Traffic Calming on Lawrence Saunders Road	12	Councillor Hetherton	Determination	Lawrence Saunders Road does not meet the Local Safety Scheme criteria (3 Personal Injury Collisions in last 3 years). However, 'SLOW' carriageway markings and thermoplastic school warning markings will be installed on the road in the vicinity of the school. The location will also be added to the list for the deployment of a mobile vehicle-activated sign. Lawrence Saunders Road will continue to be monitored as part of the annual collision review.	March

23/18 - Keep Clear Road Markings along Providence Street and Road Narrowing at the Entrance to Earlsdon Street	14	Submitted by Councillor Williams and supported by Councillor Taylor	Determination	Providence Street does not meet the Local Safety Scheme criteria (no Personal Injury Collisions in the last 3 years). The road markings at the 'No Entry' have recently been refreshed. One of the 'No Entry' signs is facing the wrong way and this will be corrected shortly. There are no proposals to narrow the road at the junction with Earlsdon Street as this could obstruct turning vehicles.	March
52/18 - Ban Lorries and Vans which are Loading and Unloading Outside Coventry Turf and Landscaping, Avon Street	59	Councillor N Akhtar	Determination	Company to be contacted to remind them of their responsibilities. Petition organiser to be provided with contact details for Parking Services who can take action if delivery vehicles obstruct the pavement. The condition of the pavement has been inspected and found to be acceptable. However, the location will continue to be inspected periodically.	March
53/18 - St Christians Croft to be added to the Residents Parking Scheme for St Christians Road	8	Councillor Bailey	Holding	Parking surveys to be undertaken.	March
E167 – Stop Illegal Parking on the Corner of Benson Road / Halford Lane	7	N/A	Determination	Request for additional enforcement of existing restrictions has been forwarded to Parking Services.	March
E168 – Prevent Speeding on Beechwood Avenue	133	Councillor Taylor	Determination	Beechwood Avenue does not meet the Local Safety Scheme criteria (1 personal injury collision in the last 3 years). However, the section highlighted will be considered for the deployment of a mobile vehicle-activated sign. The petition organiser will also be provided with details of the Community Speed Watch scheme.	March

37/17 - Request for the 'Lay-By' Style Parking Bays on Cannon Hill Road between Junctions of Orlescote Road and Atherstone Place to be Residential Parking Scheme/Permit Holder Only	70	Councillor Crookes	Determination	Following consultation with affected residents, a residents' parking scheme consisting of the two lay-bys will be advertised as part of the next batch of changes to waiting restrictions. Each eligible household will be able to apply for up to 2 residents' permits and 1 visitor permit per property.	March
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