

Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at 3.00 pm on
Monday, 30 July 2018

Present:

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

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

Employees:

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

Apology: Councillor Sandhu

Public Business

17. Declarations of Interests

There were no declarations of interest.

18. Minutes

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RESOLVED that:

(1) The petitioners concerns be noted.

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

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

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

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

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

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

RESOLVED that:

(1) The petitioners concerns be noted.

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

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

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

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

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

RESOLVED that:

(1) The petitioners concerns be noted.

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

24. Objections to Waiting Restrictions (Variation 6)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

There were no additional items of public business.

(Meeting closed at 5.57 pm)