



Cabinet Member for City Services

Time and Date

11.00 am on Monday, 15th August 2016

Place

Committee Rooms 2 and 3 - Council House

Public Business

1. **Apologies**

2. **Declarations of Interests**

3. **Minutes** (Pages 3 - 6)

- (a) To agree the minutes of the meeting held on 25th July, 2016
- (b) Matters Arising

4. **Removal of Vegetation and Associated Raised Bed Structures at Honeyfield Road (outside numbers 6 & 11) and Edmund Road (outside numbers 4 & 28)** (Pages 7 - 14)

Report of the Executive Director of Place

To consider the above petition, bearing 32 signatures, which has been submitted by Councillor Birdi, who has been invited to the meeting for the consideration of this item along with the petition organiser

5. **Objection to Proposed Closure of Part of Cox Street Car Park**
(Pages 15 - 26)

Report of the Executive Director of Place

The objector has been invited to attend the meeting for the consideration of this item.

(NOTE: Pursuant to Paragraph 19, of the City Council's Constitution, Councillor J McNicholas, the nominee of the Chair of the Scrutiny Co-ordination Committee, has been invited to attend for the consideration of this matter and to agree the need for urgency such that call-in arrangements will not apply. The reason for urgency being that, to enable the first phase of the development to open for the academic year commencing September 2017, a planning application needs to be submitted in early September 2016 for consideration at Planning Committee on 29 September 2016. If the application is not submitted in time then the programme of works will be delayed and the timescales for opening will not be achievable.)

6. **Objections to Proposed Waiting Restrictions** (Pages 27 - 60)

Report of the Executive Director of Place

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

7. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations** (Pages 61 - 66)

Report of the Executive Director of Place

8. **Outstanding Issues** (Pages 67 - 70)

Report of the Executive Director of Resources

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

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

Private Business

Nil

Chris West, Executive Director, Resources, Council House, Coventry

Friday, 5 August 2016

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, liz.knight@coventry.gov.uk/michelle.salmon@coventry.gov.uk

Membership: Councillors J Innes (Cabinet Member), R Lakha (Deputy Cabinet Member) and M Hammon (Shadow Cabinet Member)

By Invitation: Councillors Birdi and J McNicholas

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.

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Governance Services Officers

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Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at 11.00 am on
Monday, 25 July 2016

Present:

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

Other Members: Councillor Bailey

Employees (by Directorate):

Place C Archer, P Bowman, K Seager, A Walster, M Wilkinson

Resources M Salmon

Public Business

1. Declarations of Interests

There were no disclosable interests declared.

2. Minutes

The minutes of the meeting held on 13th June 2016 were agreed and signed as a true record. There were no matters arising.

3. Objection to Proposed 20mph Zone - Deedmore Road Area

The Cabinet Member for City Services considered a report of the Executive Director of Place that, in accordance with the City Council's procedure for dealing with objections to Traffic Regulation Orders, reported on an objection received to a proposed Traffic Regulation Order for a 20mph speed zone in Deedmore Road, Hillmorton Road and Lapworth Road Area.

On 25th March 2014 the former Cabinet Member for Public Services committed to the aspiration that Coventry becomes a 20mph city and to recommendations made by a Task and Finish Group established by Public Services, Energy and Environment Scrutiny Board (4) to consider how to assess and prioritise requests for 20mph zones and 20mph limits outside of the safety scheme process, taking into consideration requests from the community.

In September 2014 the Cabinet Member approved the proposal that a number of areas, which already had traffic calming, were to become 20mph zones. This included the Deedmore Road, Hillmorton Road and Lapworth Road Area.

On 14th April 2016 the proposals to install speed cushions on Deedmore Road and to change the speed limit to 20mph, to create a 20mph zone, were advertised and 1 objection was received.

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 objection to the Traffic Regulation Order, the Cabinet Member for City Services approves the implementation of the 'City of Coventry (Deedmore Road Area) (20mph Zone) Order 2016'.

4. Report Back - The Introduction of an ANPR Camera Car to Enforce Dangerous and Illegal Parking

The Cabinet Member for City Services considered a report of the Executive Director of Place on the results of the 12 month trial that commenced in March 2015 and, based on the results of the trial, sought approval for the continued use of an enforcement vehicle to assist with civil parking enforcement.

In July 2014, the former Cabinet Member for Public Services approved the use of an enforcement car fitted with an Automatic Number Plate Recognition (ANPR) camera for a 12 month trial period, to undertake the enforcement of parking restrictions where the stopping of vehicles wasn't permitted.

The results from the trial period indicated that there was a high level of non-compliance with 'no stopping' restrictions, particularly outside schools. The current service providers derived revenue equivalent to £15 for each Penalty Charge Notice (PCN) that was issued using the ANPR enforcement car. During the trial period 1,006 PCNs were issued which resulted in revenue of £15,090 to the service provider. The Council did not incur any other operating or capital cost. The ANPR car had proven to be a cost efficient and effective approach to tackling parking problems in areas where conventional enforcement methods were difficult.

The trial focussed solely on the enforcement of yellow zig-zag lines outside of schools. However there were numerous other restrictions (e.g. the red route, clearways, taxi ranks, loading / unloading bans, zig-zags at pedestrian crossings) that were also difficult to enforce in high priority areas where the ANPR car could be deployed in future. In addition, there were other applications where the ANPR car could be deployed in with a CEO on board to maximise its effectiveness in areas that were difficult to enforce.

The results of the trial confirm that the ANPR car was a useful asset for dealing with illegal parking which could help to reduce congestion and improve road safety and could be used to assist with the enforcement of other parking restrictions in addition to school keep-clear restrictions.

RESOLVED that the Cabinet Member for City Services:

- 1) Notes the results of the 12 month trial following the introduction of the ANPR enforcement car to enforce 'no stopping' restrictions.**

2) Approves the continued deployment of an ANPR camera enforcement car to tackle the problems with illegal and dangerous parking where the stopping of vehicles isn't permitted and where enforcement by a foot patrolling Civil Enforcement Officer is difficult or not practical.

5. Use of Vehicle Technology and Telematics

The Cabinet Member for City Services considered a report of the Executive Director of Place that reported on the Council's Telematics System and sought adoption of a Telematics Policy, attached as an appendix to the report.

The report indicated that vehicle telematics could provide great benefits in respect of safety, security and vehicle use issues, leading to greater efficiency in the frontline services provided by the Council. The City Council had therefore purchased a system for all City Council fleet vehicles.

Prior to using any data from the telematics system, a Telematics Policy had been prepared in line with similar City Council policies on the use of personal data, most notably the use of CCTV data.

The Vehicle Technology and Telematics Policy had been developed in consultation with relevant Trade Unions who were invited to forward any comments or concerns relating to the policy at the Union Core Group meeting on 19th April, and none were received.

The policy would be used in conjunction with other relevant Council policies and procedures relating to work undertaken requiring use of Coventry City Council fleet vehicles.

RESOLVED that the Cabinet Member for City Services agrees to adopt the Vehicle Technology and Telematics Policy.

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

The Cabinet Member considered a report of the Executive Director of Place which provided a summary of the recent petitions received that had been determined by letter, or where decisions had been deferred pending further investigations and holding letters had been 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. Attention was drawn to the fact that if 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 were informed that where holding letters had been 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 a Cabinet Member meeting. Members expressed support for this new process for dealing with petitions.

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.

7. Outstanding Issues

The Cabinet Member noted a report of the Executive Director of Resources that contained a list of outstanding issues and summarised the current position in respect of each item.

8. Any other items of Public Business

There were no other items of public business.

(Meeting closed at 11.30 am)



15th August 2016

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:

Foleshill

Title:

Petition – Removal of Vegetation and Associated Raised Bed Structures at Honeyfield Road, (outside numbers 6 & 11) and Edmund Road (outside numbers 4 & 28)

Is this a key decision?

No

Executive Summary:

This report responds to a petition containing 32 signatures which was submitted to Coventry City Council. The petition is supported by Councillor Jaswant Birdi. The petition requests that the Council removes the planted bushes and the associated raised bed structures as they are an 'eye sore' for the area and visitors to the nearby Nanaksar Gurdwara Gursikh Temple.

Recommendations:

The Cabinet Member for (City Services) is recommended to:

1. Establish via consultation with local Ward Councillors and the occupiers of the properties where the raised beds are located on the recommended option before their removal as it is not clear from petition signatories if this has been done prior to submission. This will confirm if there is local community consensus for the work to be carried out.
2. Following consultation and with majority consensus approve the removal of all shrubs, raised bed structures, stone bollards and surrounding slab footway in the four specific locations detailed in the report and replacement with tarmac footway and new bollards. This work is for inclusion in the 2017/18 maintenance programme of work, subject to Cabinet's approval of the Capital Highway maintenance budget at their meeting in March 2017.

List of Appendices included:

Site plan showing adopted highway and location of raised bed structures.

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 - Removal of Vegetation and Associated Raised Bed Structures at Honeyfield Road, (outside numbers 6 & 11) and Edmund Road (outside numbers 4 & 28)

Context (or background)

- 1.1 A petition was received to request that a total of four number raised bed structures and the established vegetation are removed from two locations at Honeyfield Road and Edmund Road. The petition also states that as well as the actual planters themselves showing signs of deterioration there are safety concerns due to overhanging thorny vegetation and an environmental concern due to litter and possible vermin infestation and requests that the Council arranges for their removal.
- 1.2 Records show that the last programmed vegetation maintenance visit took place between November 2015 and March 2016 a further visit has been programmed in for August 2016.
- 1.3 Since receiving this petition an officer of the City Council has made a separate visit (July 2016) to make an assessment of the construction and overall condition of the raised beds, vegetation and surrounding footway.
 - 1.3.1 Raised bed construction and vegetation condition – The raised beds have been constructed using concrete paving slabs laid on their sides. The average height of them is 550mm and they are filled with soil and mature shrubs & vegetation. Generally they are in a reasonable condition though there are some damaged slabs and recent repairs are evident. The established vegetation is of varying varieties and in full summer growth. There are also some small trees besides some of the raised beds and these are also in full leaf.
 - 1.3.2 Surrounding Pavement Type & Condition – The footway on the actual build outs are also of a slab construction with various tarmac repairs/ reinstatements. The footways around and behind the raised beds are generally in a reasonable condition with the exception of 6 Edmund Road, which is somewhat deteriorated. There are also existing granite bollards in front of the raised beds which offer them protection from vehicle strikes. Although the footway slabs are showing signs of cracking in a number of locations in the main they are in a safe condition with no intervention level defects at present. It was noted that the lighting within the road has recently been upgraded.

2. Options considered and recommended proposal

- 2.1 Following this assessment, and given the current age and condition of the raised beds, vegetation growth, and taking into consideration any on-going maintenance and cost of continuing to carry out localised repairs and vegetation maintenance, suitable options were considered.
- 2.2 To retain but carry out a full replacement/refurbishment of the raised slab constructed beds and surrounding footway areas. Replant the beds with new smaller more pedestrian friendly shrubs. Although this option would retain the 'green' street scene the cost of this would be high and as it is not currently a recorded safety matter then the opportunity to do this would in reality not be considered for some considerable time.
- 2.3 It is recommended that the local Ward Councillors and the occupiers of the properties where the raised beds are located be consulted on the recommended option before their removal as it is not clear from petition signatories if this has been done prior to submission. This will establish and confirm if this is whole community consensus for the work to be carried out.

2.4 The recommended and preferred option would be to remove the existing planters, vegetation and surrounding bollards at all four locations. Excavate the existing footway and resurface with a 'tarmac' finish. New bollards would also have to be installed to prevent illegal parking and continue to offer protection to the trees from vehicle strike. This recommendation will satisfy the petitioners, remove the need for on-going and repeated structural and vegetation maintenance thus offering long term savings for both these service areas. As the trees would be retained the green street scene would also be maintained.

3. Results of consultation undertaken

3.1 There has been no consultation on this matter

4. Timetable for implementing this decision

4.1 Future capital highway maintenance programmes and proposed treatments to roads and pavements are established on a 'worst first' basis across all road categories. The decision for inclusion in any year's programme will be taken by Cabinet at their meeting in March preceding any given financial year. It will also be dependent on the level of funding that is made available for Capital Highway maintenance in that year. Therefore the actual scheduling of the works will be based on priority of the scheme and the funds available.

5. Comments from Executive Director of Resources

5.1 Financial implications

Undertaking the removal of the raised bed structures and reinstatement of the subsequent area and surrounding footway would be funded from any future Highways Capital budget based on the priority of the scheme and the funds available. The work is currently valued at approximately £9,000.

5.2 Legal implications

Under section 41 of the Highways Act 1980, the Council has a duty to maintain those adopted highways that it is responsible for to a standard where they are reasonably passable for ordinary traffic. Any contracts for works to the highway will be approved and let in accordance with the Council's rules for contracts set out in the Constitution.

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)?

Highway maintenance is part of Coventry's vision for better pavements and roads which is a key objective. Completing this work would contribute to this objective.

6.2 How is risk being managed?

Financial risks are managed through monthly monitoring meetings of the capital programme board team. Risk assessments are carried out as part of the design process to ensure that risks are designed out and that construction takes place by an approved contractor in a safe way.

6.3 What is the impact on the organisation?

The work would be delivered using existing resources.

6.4 Equalities / EIA

No equality impact assessments have been undertaken.

6.5 Implications for (or impact on) the environment

Positive impacts on the environment in the locality would be achieved if the works go ahead. This would be in the form of:-

Reduction in littering into planters will alleviate environmental concerns related to potential vermin. Removal of planters and thorny vegetation with ease passage for pedestrians.

6.6 Implications for partner organisations?

None specifically but all Highway users of Honeyfield Road and Edmund Road would benefit from the improvement to build outs and improved street scene.

Report author(s):

Name and job title:

Tracy Cowley
Highways Technical Services Manager

Directorate:

Place

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Enquiries should be directed to the above person.

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Neil Cowper	Head of Highways	Place	27/07/16	29/07/16
Graham Clark	Lead Accountant	Resources	27/07/16	28/07/16
Sam McGinty	Place Team Leader, Legal Services	Resources	27/07/16	01/08/16
Names of approvers for submission: (officers and Members)				
Colin Knight	Assistant Director (Transportation and Highways)	Place	27/07/16	28/07/16
Councillor J Innes	Cabinet Member for City Services	-	27/07/16	01/08/16
Councillor R Lakha	Deputy Cabinet Member	-	27/07/16	01/08/16

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Appendix – Plan showing adopted highway and build out locations in Honeyfield Road and Edmund Road.



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Cabinet Member for City Services

15th August 2016

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:

St Michael's

Title:

Part Closure of Cox Street Car Park – Objection

Is this a key decision?

No

Executive Summary:

The purpose of this report is to consider the formal objection received to the part closure of Cox Street Car Park.

Cabinet and Council report of the 9th and 23rd February 2016 respectively, approved the partial disposal of the surface car park for the development of up to 1000 bed student housing.

Following the selection of the preferred developer, the formal closure procedure commenced with public notices inviting written objections to the part closure. One formal objection was received requiring Cabinet Member consideration and public determination.

Due to the timescale for dealing with this matter and in accordance with Paragraph 19 of the City Council's Constitution, Councillor J McNicholas, the nominee of the Chair of Scrutiny Co-ordination Committee, has been invited to attend the meeting for the consideration of this matter to agree the need for urgency such that call-in arrangements will not apply. The reason for the urgency being that, to enable the first phase of the development to open for the academic year commencing September 2017, a planning application needs to be submitted in early September 2016 for consideration at Planning Committee on 29 September 2016. If the application is not submitted in time then the programme of works will be delayed and the timescales for opening will not be achievable.

Recommendations:

The Cabinet Member for City Services is recommended to:-

- 1) Consider the objection lodged regarding the part closure of the car park.

- 2) Reject the objection and allow the car park closure procedure and the development to continue.
- 3) Inform the objector in writing of the decision arrived at.

List of Appendices included:

- Appendix A - Site Plan
- Appendix B - Copy of the advert and site notices
- Appendix C - Statement of reasons as to why the closure is required
- Appendix D - Copy of objection
- Appendix E - Council's response to the objector

Background papers:

None

Other useful documents:

Cabinet Report 9th February 2016
Council Report 23rd February 2016
Report available from www.coventry.gov.uk/councilmeetings

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:

Closure of Part of Cox Street Car Park – Objection

1. Context (or background)

- 1.1 Cox Street Car Park is currently a 336 space, pay on foot surface car park opposite Fairfax Street Swimming Pool and Leisure centre.
- 1.2 The whole Car Park extends to approximately 2.115 acres (0.8560 hectares).
- 1.3 The area approved for disposal and development is approximately 1.234 acres (0.4994 hectares) representing about 57% of the existing Car Park and affecting approximately 192 designated car parking spaces, outlined red on the site map attached as Appendix A to the report.
- 1.4 144 car parking spaces would remain primarily under the ring road available for city centre parking during and after the development, outlined blue on the site map attached as Appendix A to the report.
- 1.5 The Cabinet and Council Report of 9th and 23rd February 2016 respectively, approved the partial disposal of the surface Car Park for the development of up to 1000 bed student housing and delegated authority to conclude the disposal subject to best and final offers sought from the two bidding parties for the site, along with the commencement of the car park closure process.
- 1.6 In order to comply with the formal car park closure procedure, a public notice was advertised in the Coventry Telegraph on Friday 27th May 2016 outlining the proposed closure and providing 21 days for objections to the closure to be received, closing on the 17th June 2016. No objections were received to this stage of the process.
- 1.7 Site notices advising of the proposed closure were erected at the pedestrian exits onto Cox Street and Fairfax Street as well as adjacent to the pay on foot payment machines. These were posted on 28th June 2016 and allowed a further 21 days for objections to the closure to be received. The 21 days objections period closed on the 19th July 2016. Appendix B to the report refers.
- 1.8 A Statement of Reasons outlining the rationale behind the part closure of the car park was held at the CC4 Reception for public inspection. Appendix C to the report refers.

2. Options considered and recommended proposal

- 2.1 From the public notices one objection has been received. Appendix D to the report refers.
- 2.2 The basis of the objection was the loss of parking spaces and the impact this might have on those using the swimming pool and leisure centre in Fairfax Street. Although accepting there may be other car parks nearby the objector's main concern was whether people would be prepared to make the additional walk especially on dark nights.
- 2.3 A response to the objector has been sent providing additional information looking to allay their concerns and seeking a withdrawal of the objection, Appendix E to the report refers. To date there has been no further response from the objector.

2.4 Response to Objection

It is recognised by the Council that the reduction of spaces at Cox Street will cause disruption to the existing users of the Car Park.

However, 144 spaces are being retained on site in Cox Street Car Park. It is accepted that the anticipated nearest exit from the retained Car Park will increase the walk to the swimming pool and leisure centre facility by approximately 100 metres. The Car Park under the ring road is lit and the route from the Car Park to the entrance of the swimming pool, which is on the public highway, is also lit.

There are two other public car parks which are within close proximity of the swimming pool and leisure centre at Lower Ford Street and Grove Street and these will remain accessible by the public throughout the construction phase of the development. These car parks have the greatest spare capacity at evenings and weekends.

As part of the finished development, the developer has committed to provide circa 170 spaces under the building which will be made available to the public. These spaces would be available at the same parking charge rate as the Council run car parks nearby. This commitment has been legally secured by way of a development agreement.

2.5 Alternative Option

Uphold the objection keeping the Car Park open, recognising having concluded that the reduction in car spaces is more valuable to the City than the proposed development of the site.

Within the Cabinet report which approved the disposal of the Car Park subject to the closure, it was considered that should it be concluded within the emerging car parking strategy for the city centre that the two remaining alternative car parks nearby need to have further support to cope with the displaced vehicles then White Street Coach Park may have capacity to take some additional cars.

2.6 Preferred Option

It is recommended that the option described in paragraph 2.4 of the report above is adopted thereby upholding the Car Park part-closure and dismiss the objection, as Cox Street car park will continue to operate and there will be ample off-street parking available in nearby car parks, namely Lower Ford Street and Grove Street, to accommodate the displaced vehicles. Lower Ford Street has capacity for 152 cars and Grove Street has capacity for 188.

It is acknowledged that during the construction phase of the development, the alternative car parks are further away than the area proposed to be closed but that the quality of the routes and distances are considered acceptable.

The inconvenience to the users of the Swimming Pool and Leisure centre would be temporary and a new parking facility of around 170 spaces would be made available to the public within the new development. This would be managed and run by the development and aimed to support the use of the Swimming Pool and Leisure Centre. These new spaces would be charged at the same rate as the Council run public spaces nearby.

3. **Timetable for implementing this decision**

- 3.1 To enable the first phase of the development to open for the academic year commencing in September 2017 a planning application needs to be submitted in early September 2016, planning permission granted and a start on site in the Autumn of this year. If this timetable is not able to be achieved then the developer would delay the start on site for 6 - 9 months to then be available for students to occupy in September 2018, creating a year's delay.
- 3.2 If the recommendation to close part of the Car Park is upheld, the notice to complete the closure would take place once a planning consent had been approved and the developer was ready to start on site to ensure the spaces remain available until required for development. A two week notice period ahead of the closure would be used to advise the public by way of site notices of the closure date for the spaces.

4. **Comments from Executive Director, Resources**

4.1 Financial implications

Cabinet and Council previously considered the financial implications and approved the disposal.

A significant capital receipt for the Council would be lost if the development does not go ahead.

4.2 Legal implications

Cabinet and Council previously considered the legal implications and approved the disposal.

The Council's powers to regulate off street parking are set out in Section 32 to 35 of the Road Traffic Regulation Act 1984. The Council will continue to regulate the retained part of the Cox Street facility under this power if the Cabinet Member opts to proceed with the part closure.

5. **Other implications**

5.1 **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)?**

Cabinet and Council previously considered how the development would contribute to the achievement of the key objectives and corporate priorities and approved the disposal.

5.2 **How is risk being managed?**

Cabinet and Council previously considered how risk was to be managed and approved the disposal.

5.3 **What is the impact on the organisation?**

Cabinet and Council previously considered the impact on the organisation and approved the disposal.

5.4 **Equalities / EIA**

Cabinet and Council previously considered the Equalities implications and approved the disposal.

5.5 Implications for (or impact on) the environment

Cabinet and Council previously considered the environmental implications and approved the disposal.

5.6 Implications for partner organisations?

Cabinet and Council previously considered the implications for partner organisations and approved the disposal.

Report author(s):

Name and job title:

Paul Bowman
Team Manager (Parking Services)

Directorate:

Place

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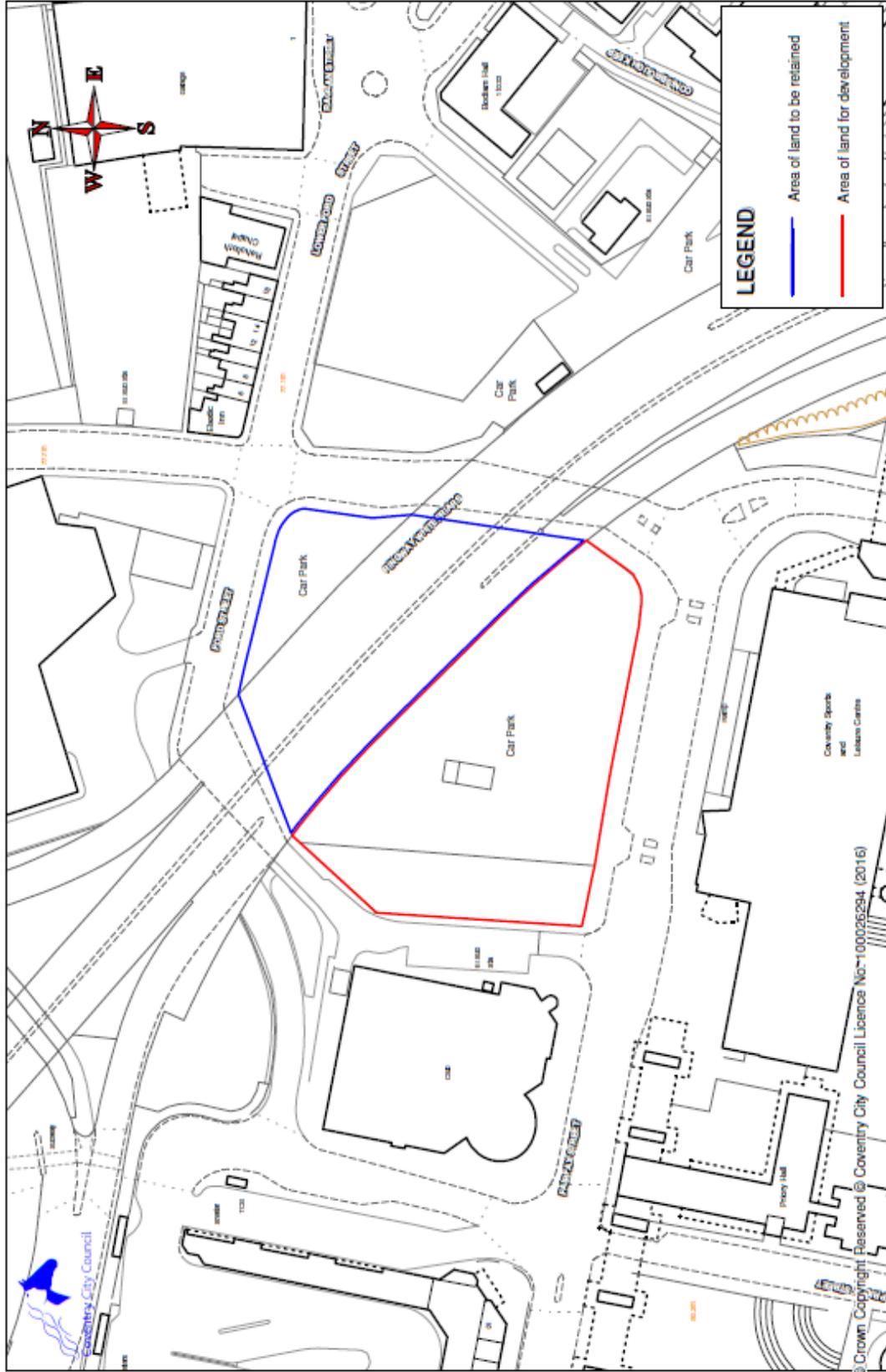
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Martin Yardley	Executive Director	Place	27/7/16	27/7/16
Councillor J Innes	Cabinet Member for Public Services	-	26/7/16	26/7/16

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Cox Street Car Park, Coventry.

Scale at A4 1 : 1250



Appendix B

Notice is hereby given that Coventry City Council ("the Council"), under the Road Traffic Regulation Act 1984 (as amended), propose to remove part of Cox Street Car Park (off Cox Street) from the City of Coventry (Off-Street Parking Places) Order 2005, and ultimately close that part of the facility.

The Cox Street facility currently provides 336 spaces covering a 2.11 acre site. The proposal would see the removal of 192 spaces (or thereabouts) covering 1.23 acres. It is intended 144 spaces (or thereabouts) will remain available for use within the facility. That area of the facility proposed for removal is shown for the purposes of identification on the attached plan.

It is proposed that the said part of the Cox Street site will cease to be used as a public car park and will be disposed of to facilitate the construction of up to a 1000 bed purpose built student accommodation. Once the said part ceases to be used as a public car park it will no longer need to be controlled under the terms of the City of Coventry (Off-Street Parking Places) Order 2005.

At completion of the scheme 170 spaces will be made available for public use within the development. Other Council car parks in the vicinity, including the nearby Grove Street and Lower Ford Street facilities plus on street parking availability in the locality can be used as alternatives to Cox Street. .

All other details contained in the City of Coventry (Off-Street Parking Places) Order 2005 (as amended) remain unchanged.

A copy of the proposed Order, Statement of Reasons and identifying plans may be inspected at Civic Centre 4 (Reception Area), Much Park Street, Coventry, during normal office hours.

Any objections to the proposal must be forwarded to Mr R Parkes, Legal Services (Place Team), Coventry City Council, 3rd Floor Broadgate House, Broadgate, Coventry, CV1 1NG, by no later than 19th July 2016. Objections may also be forwarded via email to 'rob.parkes@coventry.gov.uk'. Objections must be in writing and must state the grounds on which they are made.

Any person requiring further information in connection with this proposal should in the first instance contact Mr Paul Bowman (Parking Services Manager) on telephone number 02476 834243.

Cox Street Car Park, Coventry.

Scale at A4 1 : 1250



Plan Production Date: 30/04/2014 This plan is for identification purposes only.

Appendix C

Statement of Reasons

Cox Street Car Park – Part Closure

The closure of part of Cox Street car park has been proposed and approved by Cabinet and Council to provide an opportunity to develop up to 1000 bed purpose built student accommodation.

The accommodation will help to support the growth and development of Coventry University, a key stakeholder in the city centre and a substantial resource for the future growth and development of the City.

In addition it helps to support the regeneration of the whole of the city centre bringing vitality to the area both day and night.

It will also mean that fewer houses in multiple occupation are required in local communities.

Coventry University currently has 23,000 students studying with them annually and anticipate that within 5-6 years this will grow to circa 30,000 students, a 30% increase in student numbers.

Coventry University welcomes approximately 6000 first year students to the city, which will increase. To support this growth and compete with other Universities, Coventry is aspiring to be able to provide each 'fresher' with the ability to live within purpose built halls for a year, should they wish. They would also like to have capacity to enable returning students to also live in halls if they so choose. This is particularly of interest to their international students.

Coventry has approximately 5000 student bed spaces in the city centre made up of both purpose built and converted accommodation. 1300 bed spaces are currently owned and managed by Coventry University.

Coventry University is in the process of delivering directly and in partnership an additional 2200 bed spaces the city centre over the next 3 years through at three locations.

Warwick University currently accommodate circa 560 post graduate students in Coventry City Centre as well as a growing number of undergraduates. Due to Warwick's projected growth and on-going development constraints at their campus, it is anticipated that they could be looking to secure approximately 2000 additional bed spaces in Coventry over the next few years.

Cox Street car park currently provides 336 spaces on a site extending to 2.11 acres. The proposal would see the removal of 1.23 acres, 58% of the whole site (approximately 192 spaces) for development.

Approximately 144 spaces would remain available for use within Cox Street car park during and after the proposed scheme.

Post development up to a maximum of 170 car park spaces would be made available for the public to use within the development. As discussions are on-going around the future of the swimming Pool and Leisure facility in Fairfax Street.

Based on car parks average occupancy rates, this would create a need to identify approximately 130 alternative car parking spaces in the locality during the construction period.

Grove Street car park, having 188 spaces and Lower Ford Street car park having 152 spaces are long stay car parks located close to Cox St. Both car parks are a short walk from the sports centre and swimming baths. These two car parks are well used during the weekend have capacity to provide alternative weekend parking for cars displaced from Cox Street car park.

In addition the developer is presenting the Council with the option that they could construct the proposed scheme in such a way that they would create approximately 170 parking spaces under the building, at ground floor level. These spaces would be available to the public and complement the retained Cox Street spaces remaining available until and if a decision to close the Fairfax Street swimming pool and leisure centre is made and implemented.

Appendix D

Email Objection received Friday 15th July @ 01.15

Dear Mr Parkes

I read your notice re the above after visiting the Swimming Baths this evening.

The reduction from 340 to 140 places is a severe reduction.

I suppose in your mind the Swimming Baths does not have a future. However, my concern is that the reduced capacity of the remaining car park that will no doubt be pushed under the ring road, may not be adequate for the considerable number of people that do frequent the Swimming Baths. No doubt you will inform me that there other car parks nearby but I do not think people will be prepared to walk to other remote car parks on dark nights. The reduction in the size of the car park may well be the final death knell for the Swimming Baths.

Anyway, with the coming about of Brexit will Coventry University continue to thrive? I expect that they receive a lot of money from Europe as well as students from Europe that in future may not chose to come. You might as well rename Coventry City Centre as Coventry University Student Living Centre.

Best regards

Appendix E

Email response sent to objector Monday 18th July @16.27

Dear xxxxxxx

Thank you for your recent email correspondence and note your concerns are mainly focused around the potential effect of reducing the car park's capacity for those people using the Swimming Pool and Leisure Centre opposite.

From research commissioned when looking at the development options for part of the car park, the survey of the current car park users indicated that approximately 36% of those spaces occupied were being used by patrons of the leisure centre / swimming pool and therefore understand the requirement for parking associated with the leisure facility.

Of the 144 spaces which would be retained at Cox Street (predominantly under cover of the elevated ring road) it is appreciated that they would be physically further away from the sports centre and swimming pool, especially those spaces which currently front onto Fairfax Street and therefore considered as less convenient. However at approximately 100 meters away, it would be considered a reasonable distance for most users to walk for a city centre facility. There is also the alternative Lower Ford Street Pay and Display car park which equally approximately 100 meter walk from to the swimming pool entrance.

If the development was to proceed then part of the implementation strategy would be to provide clear and helpful information to the public to aid their understanding of the alternative parking options available to them.

You may not be aware that as part of the Council's public report on this development proposal, the selected developer has committed to provide publicly available car parking spaces under the new building. This means that after the construction phase is completed approximately 170 spaces will be available for those wishing to use the swimming pool and leisure centre. These spaces would be available at the same cost of the surrounding Council Car Parks, so wouldn't cost you more.

I hope you agree that the re-provision of car parking spaces under the new development confirms that the Council continues to consider and support the users of the swimming pool and leisure centre in Fairfax Street until a final decision over its long term future is made.

Based on the above position and commitment I write to ask you to withdraw your objection to the part closure of Cox Street Car Park.

With regards your final point about Coventry University and overseas students still coming post Brexit, clearly things are likely to be different however like most of us we are just not sure how different yet. I am sure that the Government as part of the extensive discussion over the next two years will be looking at how students from the EU could still come and study at UK universities as this would still be highly valuable to our Country's future trade and economy. I would also point out that recently at both Coventry and Warwick Universities that a key and growing sector of students are International students, coming from the rest of the world, specifically the Far East especially China including Hong Kong and African countries like Nigeria and as such aren't directly affected by the decision to leave the European Community.

I appreciate that most developments discussed in the press and commenced construction in the city centre recently have related to student housing. I think this reflects the growth of these educational facilities and particularly Coventry Universities meteoric rise in the University league tables being voted University of the year in 2015. However this may also be because historically there has been an undersupply of good quality, purpose built accommodation available to the 6000 new students which come to Coventry University annually. The quality of accommodation provided is a key aspect for prospective students in making their choice of University to study at. It also has a positive benefit for houses which had previously been used as Homes of Multiple Occupation (HMO's) which then become available for families to rent or purchase providing a more stable community.

I look forward to hearing back from you if you feel able to withdraw your objection.

Yours sincerely

Paul Beesley
Team Leader Property Development
Coventry City Council
Floor 7 Civic Centre 4
Much Park Street
Coventry CV1 2PY

T: 02476 831377
M: 07939 676305

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Cabinet Member for City Services

15th August 2016

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, Earlsdon, Foleshill, Longford, Upper Stoke, Westwood, Whoberley, Woodlands

Title:

Report – Objections to Proposed Waiting Restrictions

Is this a key decision?

No - Although the matters within the report affect several wards in the city, it is not anticipated that the impact will be significant

Executive Summary:

Waiting restrictions within Coventry are reviewed on a regular basis.

On 30th June 2016 a Traffic Regulation Order (TRO) relating to proposed new waiting restrictions and amendments to existing waiting restrictions was advertised. 37 objections were received, 2 of which were subsequently removed (by the objectors). In addition 1 request for an extension to proposed double yellow lines and 4 letters of support to the proposals were also 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 TROs, if approved, will be 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) Consider the objections to the proposed waiting restrictions;
- 2) Subject to recommendation 1, approve the implementation of the restrictions as advertised on Arbury Avenue/Astley Avenue junction, Balliol Road/ Wyke Road/ Wykeley Road junction, Brookside Avenue, Morgans Road, Robin Hood Road/Stretton Avenue, Stretton Avenue/Fawley Road, William McCool Close;

- 3) Subject to recommendation 1, approve the implementation of a reduced length of double yellow lines on Bennetts Road/Herders Way (reduce to 15 metres each side of the junction), on Harvey Close (reduce by 2 metres on southern side of road) and on Rochester Road, western side on Raven Cragg Road (reduce by 1 metre);
- 4) Subject to recommendation 1, approve that the proposed double yellow lines are not installed on Buckingham Rise/Amersham Close & Buckingham Rise/ Chalfont Close;
- 5) Subject to recommendation 1, approve the implementation of the restrictions as advertised on Ebro Crescent, but not, initially, to install the trip rail barrier on the roundabout and to monitor the effect of the changes;
- 6) Subject to recommendation 1, approve the double yellow lines on Hurst Road are not removed;
- 7) Subject to recommendation 1, approve the reduction in double yellow lines as advertised in the Arden Street Area, apart from Myrtle Grove, where the proposed double yellow lines are to be reduced (installed on the southern side of the road only);
- 8) Subject to recommendation 1 approve the installation of the waiting restrictions as proposed in the Tile Hill area; not to consider an extension to the double yellow lines on Station Avenue at this time but to monitor the situation; and
- 9) Subject to recommendations 1 to 8, approve that the proposed Traffic Regulation order is made operational.

List of Appendices included:

Appendix A – Summary of proposed restriction, objections and responses

Background Papers

None

Other useful documents:

Cabinet Member (Public Services) 16th June 2015
Report – Hurst Road, Request for removal of double yellow lines

Copies of reports available at 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: Objections to Proposed Waiting Restrictions.

1. Context (or background)

- 1.1 On 30th June 2016 Traffic Regulation Orders (TROs) relating to proposed new waiting restrictions and amendments to existing waiting restrictions were advertised. 37 objections were received, 2 of which were subsequently removed (by the objectors). In addition 1 request for an extension to double yellow lines and 4 letters of support to the advertised proposals were received.
- 1.2 The majority of traffic regulation orders relating to loading and waiting restrictions in Coventry are consolidated in to one Order. New or changes to existing waiting and loading restrictions are undertaken by varying the consolidation Order.
- 1.3 Many of the locations where changes are proposed had been identified from requests for new or changes to existing waiting restrictions. These requests had been received from a number of sources, including the public, due to safety concerns relating to parked vehicles.
- 1.4 As part of the statutory procedure the Traffic Regulation Order was advertised in the local press and notices were posted on lamp columns in the area of the proposed restrictions on 30th June 2016, advising that any formal objections should be made in writing by 21st July 2016. In addition letters were also sent to residents who would be directly affected, due to waiting restrictions being installed on the public highway, outside their property.

2. Options considered and recommended proposal

- 2.1 37 objections were received, 2 of which were subsequently removed (by the objectors) and in addition 1 request for an extension to double yellow lines and 4 letters of support were received. The objections, requests for extensions to the proposals, responses to the objections and origin of proposed waiting restrictions are summarised in the tables in Appendix A.
- 2.2 In considering the objections received, the options are to:
 - i) make the order for the proposal as advertised;
 - ii) make amendments to the proposals, which may require the revised proposal to be advertised;
 - iii) not to make the order relating to the proposal.
- 2.3 The recommend proposals in response to each location where objections have been received are summarised in the tables in Appendix A of the report.

3. Results of consultation undertaken

- 3.1 The proposed TROs for the waiting restrictions were advertised in the Coventry Telegraph on 30th June 2016, notices were also placed on street in the vicinity of the proposals. In addition letters were sent to properties which would be directly affected. Letters were also sent to other various consultees. The responses received were:

1 letter from West Midlands Fire Service advising they had no objection to the proposals
37 objections, of which 2 (1 for Buckingham Rise and 1 for Falkland Close) were subsequently withdrawn, 1 request for an extension to double yellow lines (on Station Avenue) and 4 letters of support.

3.2 The number of objections received to a specific proposal were:

- 1 to proposal for Arbury Avenue/Astley Avenue
- 1 to proposal for Balliol Road/ Wyke Road/ Wykeley Road
- 3 to Proposal for Bennetts Road/Herders Way
- 1 to proposal for Brookside Avenue
- 4 to proposal for Buckingham Rise (not including 1 objection which was withdrawn)
- 4 to proposal for Ebro Crescent
- 1 to proposal for Harvey Close
- 3 to proposal for Hurst Road
- 1 to proposal for Morgan's Road
- 1 to proposal for Robin Hood Road
- 1 to proposal for Rochester Road
- 1 to proposal for William McCool Close
- 11 to proposal for Arden Street Area (which includes 6 directly referring to Myrtle Grove)
- 2 to proposal for Tile Hill Area

3.3 The number of letters received requesting an extension to double yellow lines were:

- 1 letter requesting extension to proposals on Station Avenue

3.4 The number of letters of support were:

- 1 letter of support for Ebro Crescent proposals
- 1 letter of support (advising no objection) to Macaulay Rd/MacDonald Rd proposal
- 2 letters of support for the Arden Street Area proposals

3.5 Appendix A details a summary of each of the objections, letters of support and a response to the issue(s) raised. Copies of the content of the objections can be made available on request.

4. Timetable for implementing this decision

4.1 It is proposed to make the TRO and install the restrictions as approved by the end September 2016.

5. Comments from Executive Director of Resources

5.1 Financial implications

The cost of introducing the proposed TROs, if approved, will be funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan

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 representations received. If representations 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 changes to the waiting restrictions, as recommended will contribute to the City Council's aims of ensuring that citizens, especially children and young people, are safe and the objective of working for better pavements, streets and roads.

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

The introduction of waiting restrictions will reduce obstruction of the carriageway, therefore increasing safety for all road users

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

Report author(s)

Name and job title:

Caron Archer
Team Leader (Traffic Management)

Directorate:

Place

Tel and email contact:

Tel: 024 7683 2062

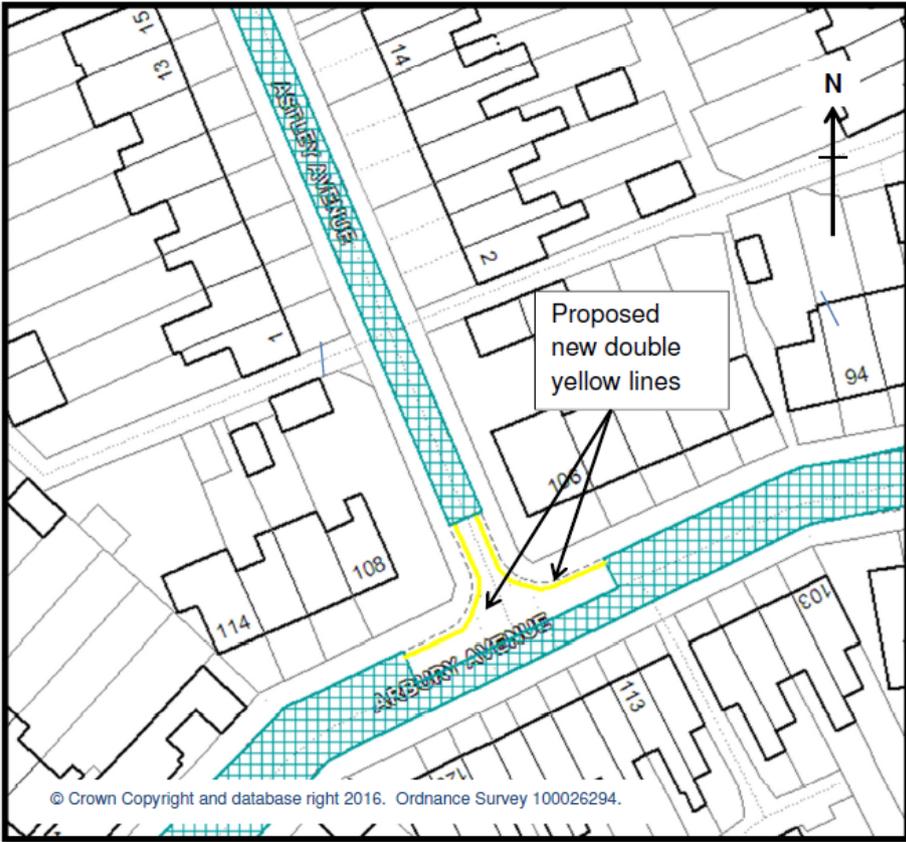
Email: caron.archer@coventry.gov.uk

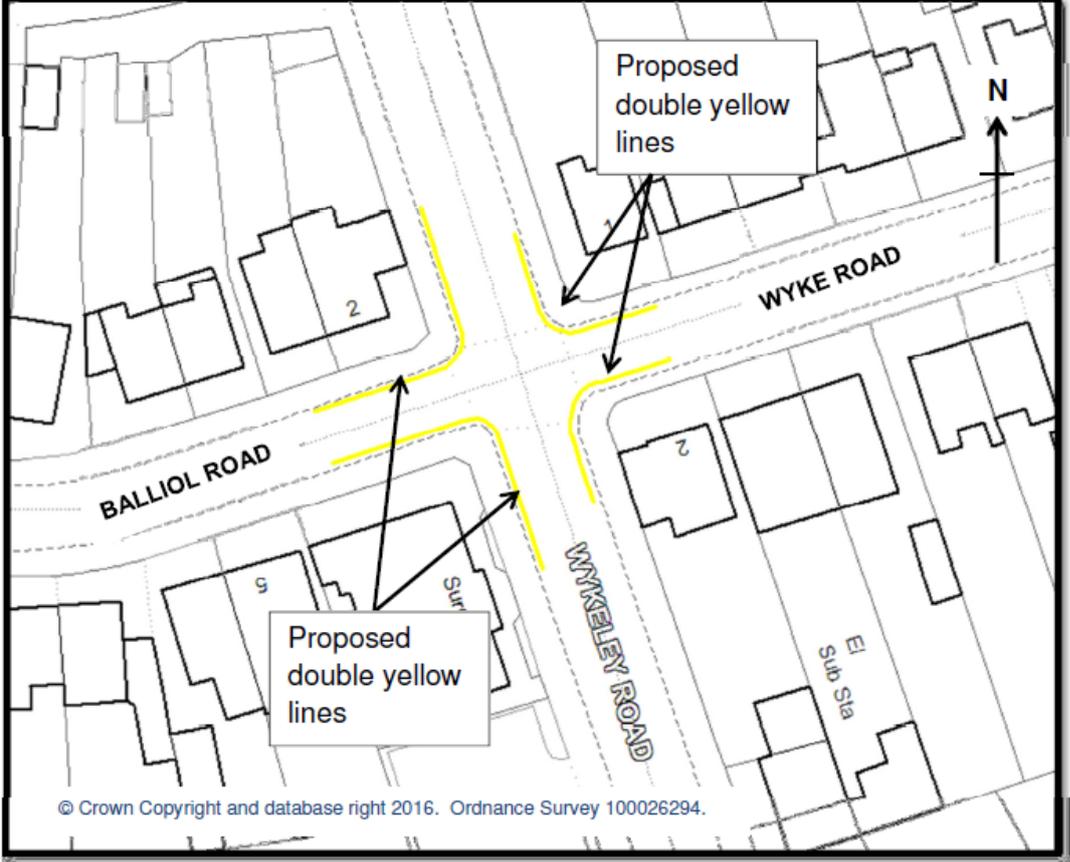
Enquiries should be directed to the above person.

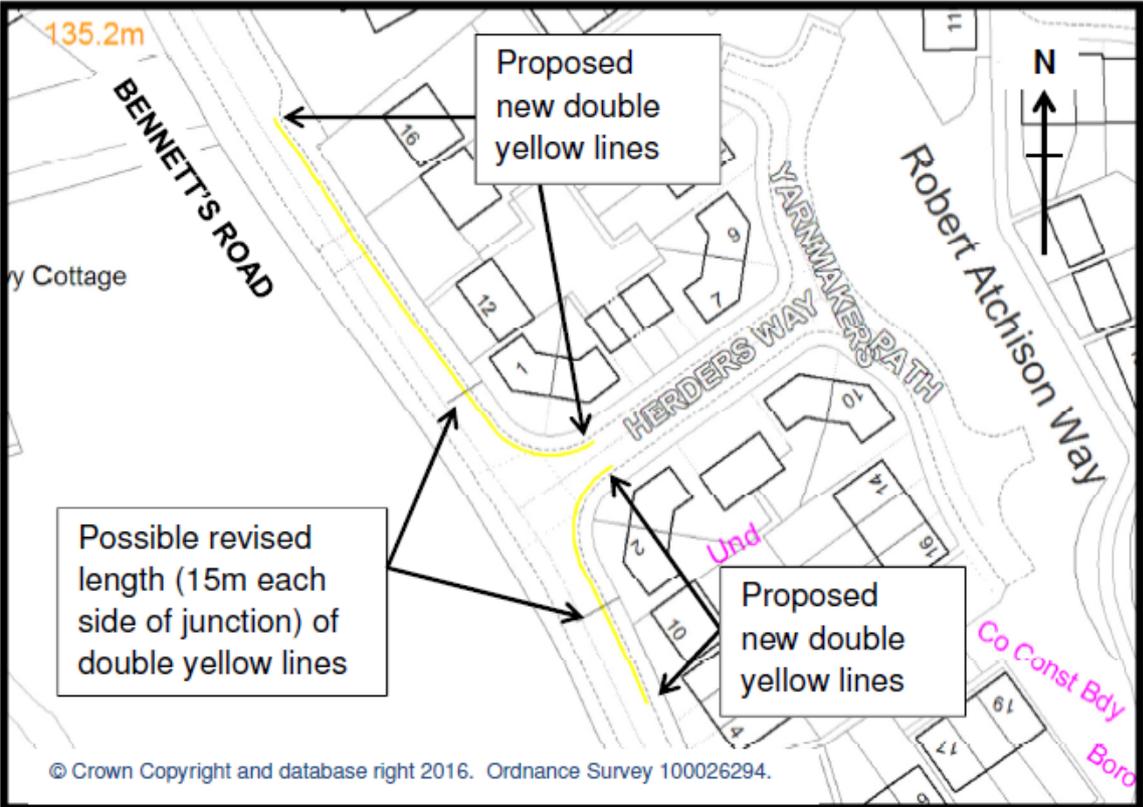
Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Colin Knight	Assistant Director (Planning, Transport and Highways)	Place	02.08.2016	02.08.2016
Karen Seager	Head of Traffic and Network Management	Place	29.07.2016	04.08.16
Shamala Evans	Project Manager, Traffic Management	Place	29.07.2016	04.08.16
Helen Joyce	Senior Human Resources Manager	Resources	02.08.2016	04.08.2016
Michelle Salmon	Governance Services Officer	Resources	29.07.2016	02.08.2016
Names of approvers for submission: (officers and Members)				
Mark Williams	Lead Accountant, Finance	Resources	02.08.2016	03.08.2016
Sam McGinty	Place Team Leader, Legal Services	Resources	02.08.2016	04.08.2016
Councillor J Innes	Cabinet Member for City Services	-	29.07.2016	01.08.2016

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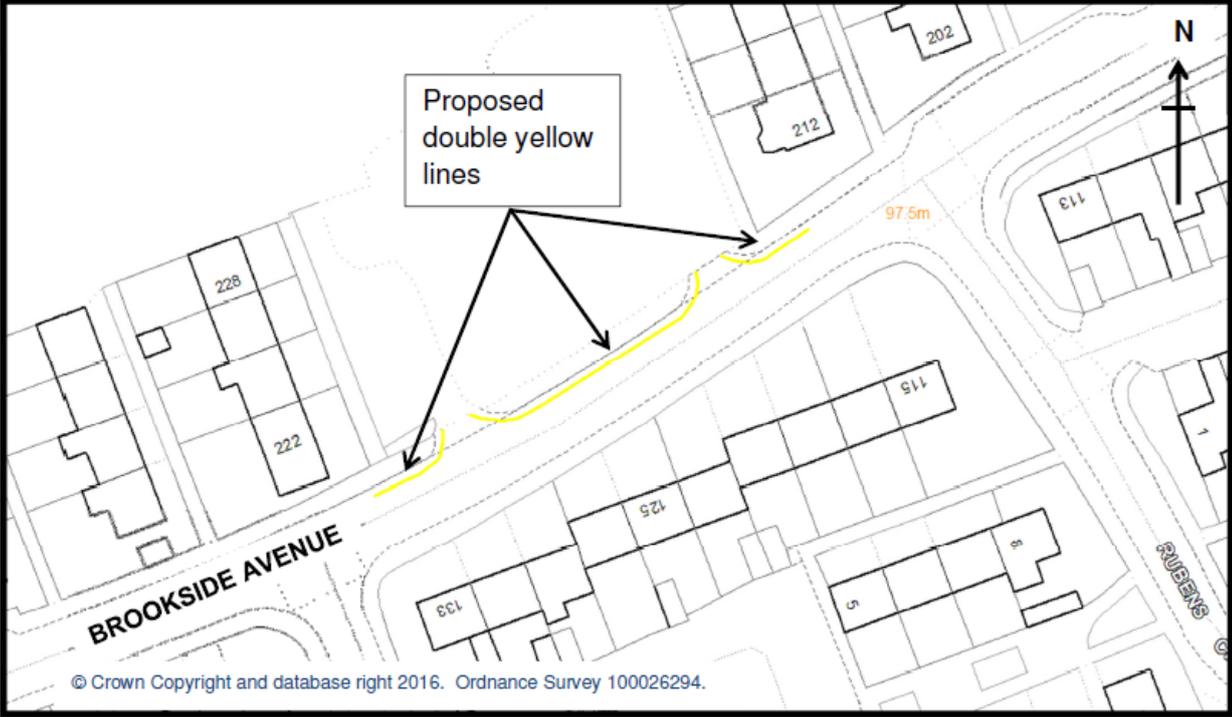
Appendix A – Summary of proposed restrictions, objections, letters of support and responses

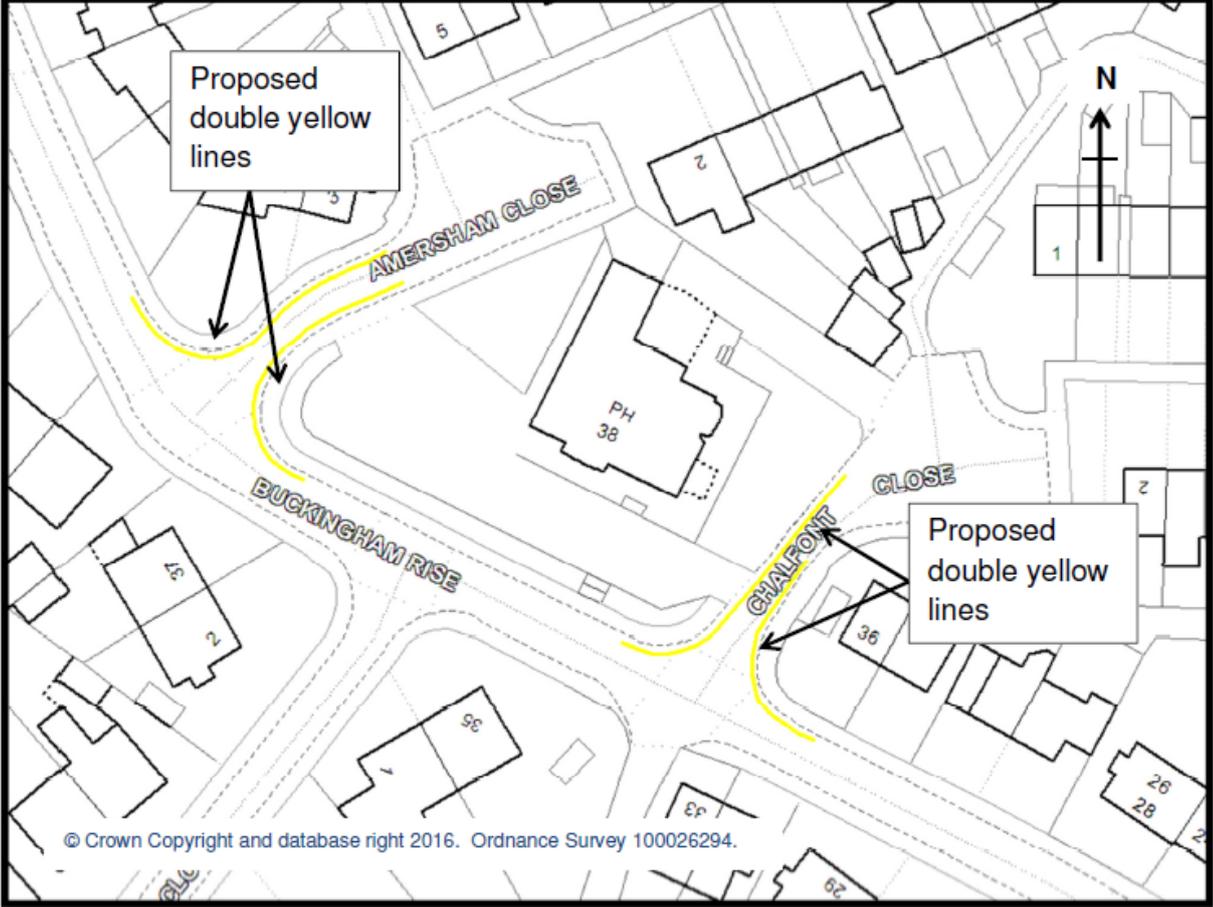
Location (Ward)	Arbury Avenue/Astley Avenue (Foleshill)
Original Request	Requests received for double yellow lines on junction due to concerns about vehicle access, especially for refuse collection vehicles and emergency services
Proposal	<p>Installation of double yellow lines for junction protection at Arbury Avenue/Astley Avenue</p> 
Objection 1	<p>Parking on most days in Arbury Avenue, particularly in this vicinity, is very problematic, so reducing the number of spaces in which to park is, quite frankly, ludicrous.</p> <p>People who live at the addresses where you're proposing to put double yellow lines will end up parking outside the properties of other residents, thereby causing a lot more problems and neighbourhood disputes.</p> <p>Parking restrictions already apply in the area on event days at the Ricoh Arena, Arbury has recently had speed bumps installed, and has a 20mph speed limit; these further restrictions are not necessary.</p> <p>I have lived at my address, all my life (more than 55 years) and cannot recall an accident ever being caused in this vicinity due to parked cars.</p> <p>Your proposals will do nothing to improve safety but will simply exacerbate an existing problem</p>
Response to objection	<p>Concerns have been raised in regard to parking at the junction, particularly in regard to access for refuse collection, therefore double yellow lines have been proposed. The Highway Code (243) states 'Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'. The proposals are the minimal length in accordance with the highway code.</p> <p>Recommendation – Install restriction as advertised.</p>

Location (Ward)	Balliol Road/ Wyke Road/ Wykeley Road (Upper Stoke)
Original Request	Request for double yellow lines on junction due to concerns about vehicle access, especially for refuse collection vehicles
Proposal	<p>Installation of double yellow lines at junction</p> 
Objection 2	Concerned as the proposed waiting restrictions at the junction of Wyke and Wykeley Road could affect a number of carers that assist residents and park outside property. The parking restrictions would make it more difficult and more complicated.
Response to comment	<p>Concerns have been raised in regard to parking at the junction, particularly in regard to ease of access for refuse collection. Therefore double yellow lines have been proposed.</p> <p>The Highway Code (243) states 'Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'. The proposals are in for 10 metres of double yellow lines at the Wyke Road junction and 15 metres at the Balliol Road junction.</p> <p>It is appreciated that people with mobility difficulties need to park close to their properties and the blue badge scheme permits people to park for up to 3 hours on double yellow lines (providing they are not causing an obstruction or danger) in accordance with the rules of the blue badge scheme. However, the proposed restrictions are not extensive and carers who are visiting would be able to park and walk.</p> <p>Recommendation – Install restriction as advertised.</p>

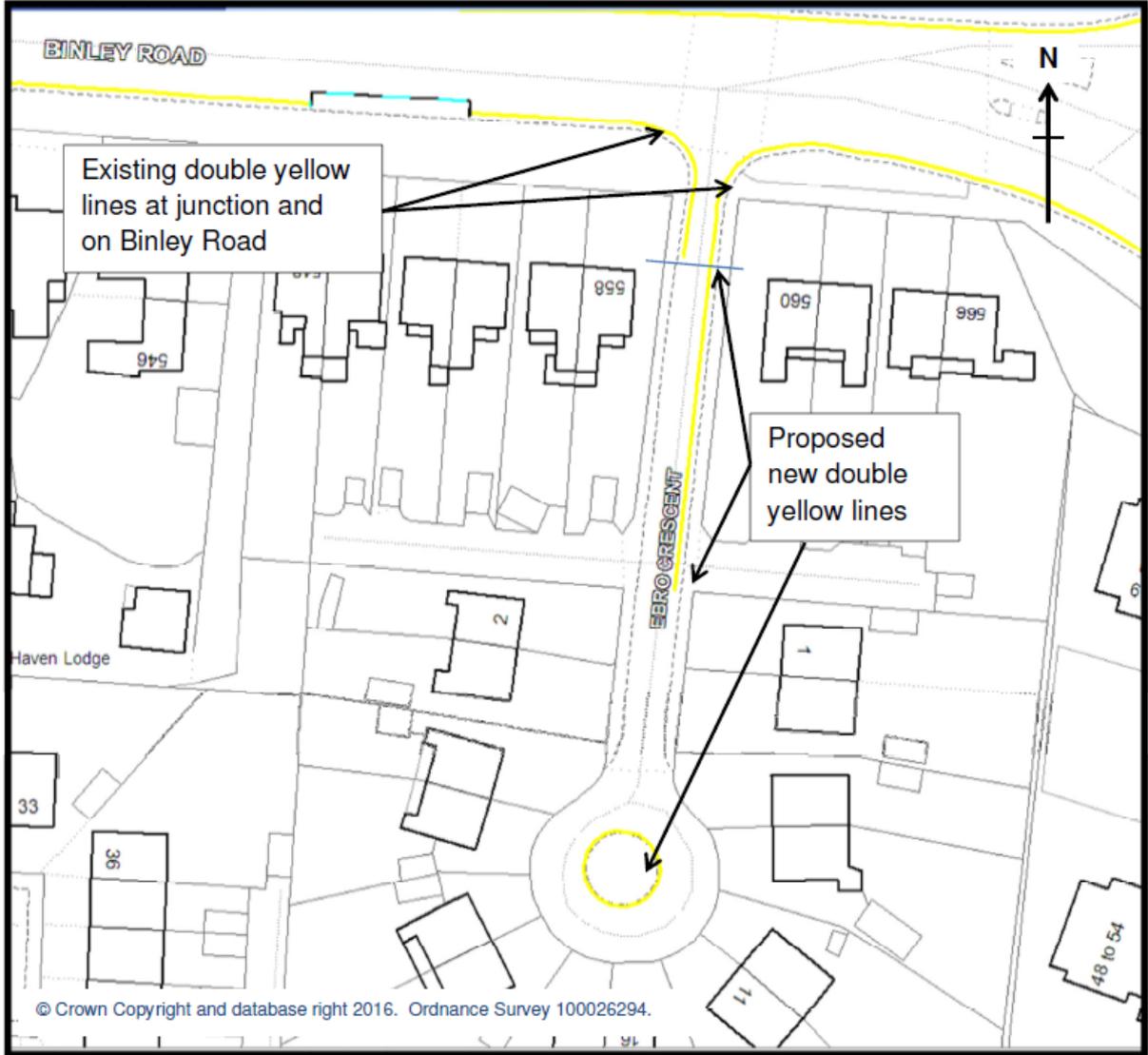
Location (Ward)	Bennett's Road/Herders Way (Bablake)
Original Request	Coventry City Council undertakes a process known as Road Safety Audit. This is a process undertaken at different stages on highway works, both during the design and on completion of new developments/road layouts to try to reduce potential road safety problems. The safety audit undertaken on completion of the development highlighted the problem of parked vehicles causing visibility problems for vehicles exiting from Herders Way and recommended the installation of double yellow lines at the junction
Proposal	<p>Double yellow lines for junction protection and to improve visibility for exiting vehicles.</p> 
Objection 3	<p>Please accept this formal objection to these proposals on the following grounds;</p> <ul style="list-style-type: none"> • I understand to introduce parking restrictions there must be complaints from local residents, with regards to parking issues and having spoken to all our neighbours, this is not the case. • A further reason for introducing these measures is clearly if the road is regularly obstructed and as our property is right on the corner of the junction, this again is not an issue. • Should the junction have issues with regular accidents due to parking then again this would have some credibility. However having lived in our house since it was built we have never known this to be an issue.
Objection 4	<p>Whilst I accept the requirement for waiting restrictions at junctions to improve driving safety, I do object to the length of the proposed yellow lines at the Herders way junction. Having observed other waiting restriction areas at similar junctions within the imminent area (Thompsons Road, Exhall Road, The Crescent, Howat Road, Fivefield Road, Watery Lane, Penny Park Lane) they either do not have waiting restrictions in place or the waiting restrictions restrict a much shorter length than that proposed to the junction at Herders Way. My understanding is that cars can park 10 metres away from a junction. Therefore, I must question why the proposal is to place restrictions along all of our</p>

	<p>property and next door? The junction at Herders Way can be in no way compared to other junctions named above in terms of traffic, as the access only leads to a small number of homes (approx. 18). Therefore, again I must question the justification as the other above named junctions receive a much heavier flow of traffic.</p> <p>I do feel that the length of the waiting restriction is not necessary and is also going to potentially affect the re-sale value of my property as well as interest from buyers in the future.</p>
<p>Objection 5</p>	<p>Re: the yellow lines that Taylor Wimpey are paying for at Herders Way and Bennetts Road. Having travelled the length of Bennetts Road the only yellow lines are at Sandpits Lane, Penny Park Lane both busy junctions. Also at Thompsons Road. All of which the length of yellow on Bennetts Road is between 3 and 6 metres. You are proposing to put yellow lines at a distance of approx. 30 metres on a very quiet junction. There must be at least 20 other road junctions on Bennetts Road that do not have any waiting restrictions. Just because Taylor Wimpey are paying is not a good reason to implement said lines. If you do decide to carry on regardless, then 3 to 6 metres as per all the other roads is better than 30 metres. I will also send a copy to my friend David Kershaw.</p>
<p>Response to objections</p>	<p>The safety audit report did not specify the length of double yellow lines to be installed and the amount provided is in accordance with visibility splays.</p> <p>However, it is proposed that the length of double yellow lines installed is reduced each side of the junction on Bennetts Road. Due to the road layout (slight bend) where the access from Herders Way is located it is proposed to install a slightly longer length than the 10 metres specified in the highway code and to install 15 metres either side of the junction on Bennetts Road (and retain 10 metres on Herders Way). This is a reduction of 60 metres in total of double yellow lines to that originally proposed. However the junction will continue to be monitored.</p> <p>Recommendation – install shorter length of restriction on Bennetts Road, 15 metres each side of the junction.</p>

Location (Ward)	Brookside Avenue (Whoberley)
Original Request	Coventry City Council undertakes a process known as Road Safety Audit. This is a process undertaken at different stages on highway works, both during the design and on completion of new developments/road layouts to try to reduce potential road safety problems. The safety audit undertaken at the design stage of the development highlighted the potential problem of parked vehicles causing visibility problems for vehicles exiting from the two access on to Brookside Avenue and recommended the installation of double yellow lines to assist visibility for exiting drivers
Proposal	<p>Installation of double yellow lines each side of the 2 new access to the development</p> 
Objection 6	I'm objecting to the proposed double yellow lines as detailed in the letter you sent to Brookside Avenue residents. I see no reason to add double yellows on a road that is already starting to become more crowded with parking. In my time living on this road, the road has become more and more busy, therefore adding parking restrictions such as double yellows will only make that worse.
Response to objection	<p>The proposal for the double yellow lines is to assist to provide visibility at the 2 new accesses and was proposed in response to issues highlighted at safety audit.</p> <p>The objector refers to the road becoming more busy and crowded with parking, therefore it is likely if restrictions are not installed that parking is likely to impact on visibility</p> <p>Recommendation - Install the double yellow lines as advertised.</p>

Location (Ward)	Buckingham Rise/Amersham Close & Buckingham Rise/ Chalfont Close (Whoberley)
Original Request	The Pub Landlord, supported by Ward Councillor, requested double yellow lines as parking was affecting deliveries which has resulted in health and safety issues in regard to unloading and transferring goods.
Proposal	<p>Installation of double yellow lines at the junctions of Amersham Close and Chalfont Close with Buckingham Rise and along each side of the two cul de sacs across the pub car park accesses and up to where the road widens.</p>  <p>© Crown Copyright and database right 2016. Ordnance Survey 100026294.</p>
Objection 7	<p>Whilst the City Council may not feel it is their duty to provide on street parking, it is supposed to work for the citizens of Coventry and therefore should morally be supportive of all Coventry citizens and their interests.</p> <p>Specifically, all the houses affected by these changes will at some point require a tradesperson to their home who will come in a vehicle that requires parking. (I am assuming emergency service vehicles can park on double yellow lines?)</p> <p>Where are these going to park?</p> <p>We ourselves have elderly parents who would not be able to visit if they cannot park outside our home. How can this be considered acceptable? What about residents who may not be able to walk long distances but still own a car. Should they become prisoners in their own homes?</p> <p>Most houses have two cars, some may have more. There is insufficient land around the houses for householders to park on their own land or make provision for doing so. Allesley Park in general was built in an era when car ownership was much smaller as were cars and thus why there are issues around the whole estate. Crucially, where are these vehicles going to park?</p> <p>My key objection to these proposals is that yellow lines may solve some peoples problems but creates problems for others. It is the councils duty to provide an acceptable alternative to all.</p> <p>I would like to know where all the cars that currently park on these affected roads are going to be able to park. If we cannot have an acceptable solution, then we cannot have yellow lines</p>

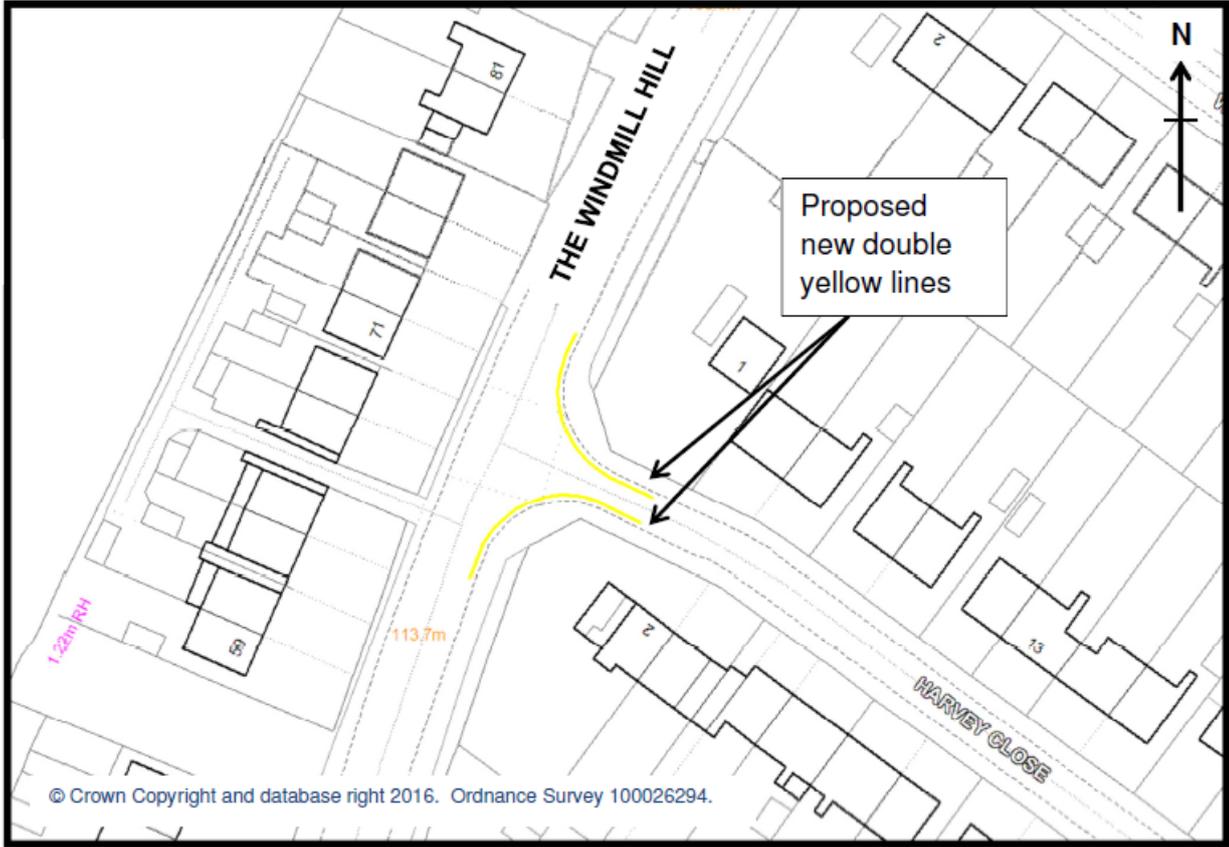
	<p>preventing us parking outside our own homes. Please listen to the communities you are impacting and find workable solutions for all.</p>
Objection 8	<p>As joint homeowner of XX Chalfont Close I strongly object to the use of Double Yellow Lines. At present the Parking in the close is limited and residents are having to make use of other roads on a day to day basis, the yellow lines will stop at least 4 cars being able to park on the close as houses 1-15 are generally 2-3 bedroom and occupied by younger working people most household have 2 cars.</p> <p>Due to the lack of rear access and narrow width vs size of modern cars there is no option to park to the rear of the properties.</p> <p>Any parking restrictions forcing residents to permanently park on other streets will also have car insurance implications and increased premiums.</p>
Objection 9	<p>As homeowner of XX Chalfont Close, Coventry I strongly object to the use of Double Yellow Lines. Parking in the close is limited and residents are having to make use of other roads on a day to day basis, the yellow lines will stop at least 4 cars being able to park on the close as houses 1-15 are generally 2 bedroom and occupied by younger working people most household have 2 cars.</p> <p>Due to the lack of rear access (rear access is via Denham Avenue) and narrow width vs size of modern cars there is no option to park to the rear of the properties.</p> <p>Any parking restrictions forcing residents to permanently park on other streets will also have car insurance implications and increase premiums, the plans would be in effect costing the residents of the close pounds in their pockets.</p> <p>There is a large grass area to the side of the pub facing onto the Close, this is unused space by the Pub, I think it would be a good idea if you could petition the landlord/brewery for the conversion of this space for residents to park in (it is separate to the pub carpark) if a successful double yellow lines could be added without upsetting residents.</p>
Objection 10	<p>The proposed waiting restrictions for Amersham Close are based upon what findings? No X Amersham Close has never been affected by unlawful parking or annoyance parking.</p> <p>Having to accept the coming and goings of the Minstral Boy Pub next door and advertising board at the corner of Amersham and Buckingham Rise and now this; it is a step too far.</p> <p>[] house is For Sale and already a successful buyer has been elusive due to The Minstral Boy pub and signage (Estate Agents advisory). Waiting restrictions will add further reason not to buy and affect a future family home with draconian restrictions that are not justified by events.</p> <p>Consideration must be given to these views as No X Amersham Close will be most severely affected by a decision not based upon evidence.</p>
Response to objections	<p>As referred to it is not a duty of the Council to provide on street parking. When restrictions are requested we investigate and try to balance the needs of the community for parking, but we have to look at road safety and the movement of traffic first. It is noted that due to the road layout a number of the properties do not have frontages and use the wider end of the road to park. The proposals cover the narrow part of the road where a parked vehicle would affect access of a larger vehicle, vehicles should not be parked so that they cause an obstruction</p> <p>However, since the request for the restrictions was made, there has been a change in circumstances and the proprietor of the pub has changed. The new proprietor advises that they are not currently having difficulty with deliveries as the residents are parking differently when they have deliveries due. It is therefore proposed that the order for double yellow lines at this location is not made and the situation reviewed and advertised at a future date if required.</p> <p>Recommendation – Do not install restrictions.</p>

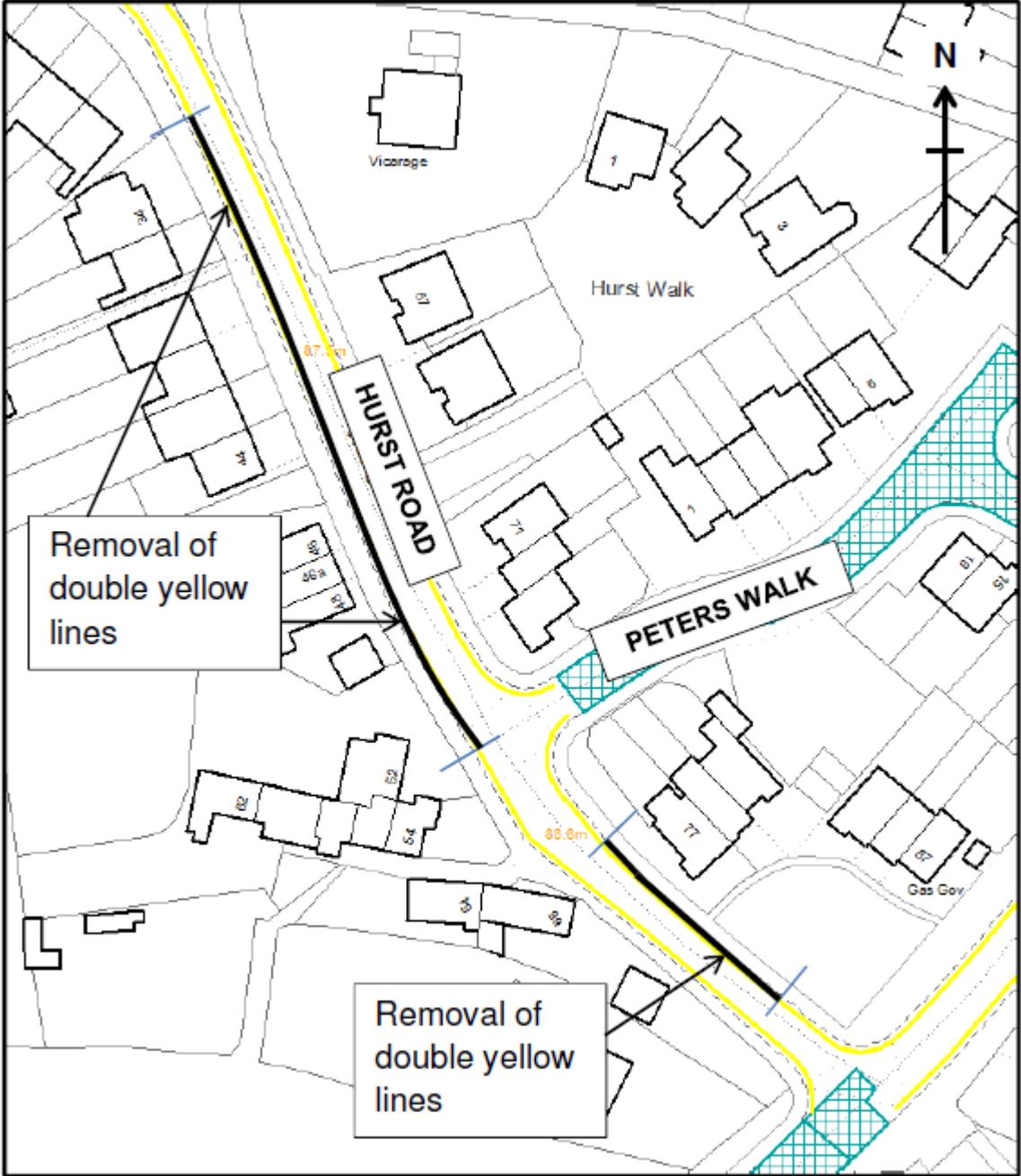
Location (Ward)	Ebro Crescent (Binley & Willenhall)
Original Request	Residents, supported by a Local Ward Councillor, advised of parking issues on Ebro Crescent and the small roundabout located at the end of the road.
Proposal	<p>Extend the length of double yellow lines on the eastern side of Ebro Crescent up to and across the entrance to the rear access and install double yellow lines around the roundabout at the end of the road. The proposed scheme also includes the installation of 'trip rail fence' on the roundabout to physically prevent parking on the roundabout.</p> 
Objection 11	<p>If works are carried out as specified there will be a much bigger problem. At present some vehicles occasionally have to 'half park' on the island due to there not being enough room in the entrance road due to residents from Binley road using it as their own personal parking spaces every day, there is adequate parking for these people at the back of their own houses via the two alleyways behind Binley road (enough room for two cars side by side all the way down) plus they have their own garage/forecourt to park at the back of their own open gardens. The main problem with your proposal is that if you erect a barrier and double yellow lines around the roundabout, some residents at the top end (mainly numbers 7-12) will not be able to get on or off their own drive as they have larger vehicles, vans, trailers etc.</p> <p>Refuse collectors, delivery drivers, emergency services etc almost always have to mount the kerb on the roundabout as it is, so it will cause further problems. If this is going to be enforced</p>

	<p>there will be the problem of these drivers and visitors parking on the road directly outside of residents homes and NOBODY will get in or out!</p> <p>To solve the problem make the roundabout smaller to allow more room to turn or temporarily park, also parking permits for Ebro Crescent residents only to allow use of the entrance road.</p>
<p>Objection 12</p>	<p>I was concerned that the proposed double yellow lines do not come far enough up the crescent, so as to protect the entrance into the island. This morning (Tuesday - refuse collection day) emphasises the point that I was making, in that the island had the usual vans parked on it, so they then park alongside my front hedge. The vehicle in question was left there overnight, [] there is no way that another vehicle can get past without first having to mount the island.</p> <p>This mornings refuse collection was an absolute nightmare for the driver, he had driven up the crescent thinking that he would be able to get around the island, which he obviously could not without going across the island. With lots of forward and reversing of the vehicle he eventually got round. It is the major reason why the bin collection does not always happen, they just do not come into the crescent if it looks to be full of parked vehicles. This is not an isolated occurrence, other delivery vehicles do likewise.</p> <p>You were keen to protect the grassed area of the island with fencing, this, as much as I and the majority of the other residents would like to see happen, the fence, I think will not be a suitable deterrent to achieve the desired result. A series of round concrete bollards, just high enough to keep the vans and 4x4's from driving over them, may be a better and more cost effective deterrent.</p> <p>The Traffic Order does not go far enough regarding the yellow lines, and I ask you again to reconsider that the double yellow lines should come further up the crescent so as to give greater protection and access around the island, and also to give further thought as to how best to protect the grassed area of the of the island. The double yellow line around the island will without doubt help, but it will not stop the frequent occurrence that took place today.</p>
<p>Objection 13</p>	<p>As a Resident of 13 years living in Ebro crescent I have noticed the vehicles in Ebro have obviously increased Hence the 'Problem' with parking.</p> <p>Most residents have a driveway to accommodate 2 vehicles, and have no parking for any visitors. The Island has been used by residents and visitors to park temporarily. This is not a problem and causes no obstruction to the road around the island.</p> <p>My home is one of the homes at the top of Ebro where the island is, [description of driveway and vehicle types] But reversing out of the drive can be problematic if there were barriers because he has to mount the island in order to get off our drive. If barriers are placed around the island I can see more of a problem especially for delivery drivers, emergency vehicles etc. It is bad enough as it is with the island being slightly large and not too much room to get around. The proposed double yellow lines around the island along with the barriers will surely just make people park in front of their drives causing more of a problem to traffic coming around the island not having enough room to get around safely.</p> <p>For example I have seen a lot of large vehicles try and get around the island to deliver to the residents and the majority of them have to go up the curb of the island numerous times to get around. And it is even worse when residents park outside their drives, it is impossible to get around safely. It seems like the only people that are complaining about this matter are the people that live further past the island, who do not have a parking problem because they have enough room on their drives for 3-4 vehicles and do not need to even come past the island.</p> <p>To see the real problems you would have to live here or visit on a daily basis, just coming to have a look isn't sufficient. The traffic is different every day with visitors and extended families with vehicles are parking at different times of the day / night..</p> <p>The double yellow lines proposed on the left hand side of Ebro will not make any difference as nobody parks there anyway, because the right hand side always has parked vehicles. The residents of the Binley Road, park here taking up all of the spaces for the residents of Ebro. That is the problem, not the Island ! If the residents of Ebro held permits and the residents of the</p>

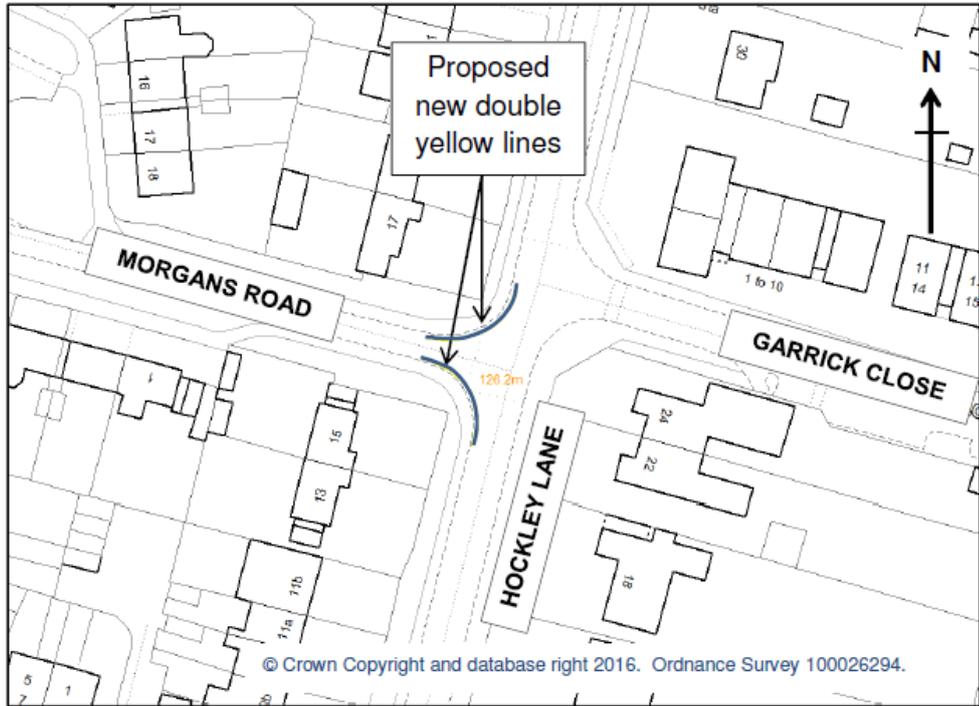
	<p>Binley road were to park behind their homes (where there is plenty of parking room) and not on the right hand side of Ebro the problem would be greatly solved. I feel having permits will be a good option, this would provide enough parking for residents and visitors to park.</p> <p>At the moment there is no problem with parking around the top of Ebro crescent, but if the island has barriers and double yellow lines there will be a problem.</p>
<p>Objection 14</p>	<p>The proposed double yellow lines to be installed at the end of the street will have no impact whatsoever, as nobody parks on that side of the street. Never in my whole time of living in this street (5 years!) have I ever seen a car parked on that side of the road. Doing so would obstruct the entire street and would go against common sense completely. It is a narrow road. I feel these double yellow lines would simply be a waste of money. Although there would be no harm in installing double yellow lines there, I feel the council could perhaps put the money to better use.</p> <p>The proposed fencing system around the island in the middle of street is dangerous and will remove valuable parking spaces during busy times. The street can get busy certain times of the day, and with certain houses having only 2 parking spaces on their drives, visitors or additional family members may need to park on the island. Certain residents complain of this but it is always temporary. Furthermore, the residents that complain about parking on the island have spaces for up to 4 cars on their drives, so simply do not understand the predicament some residents are put in. Putting fencing around the island will get rid of this valuable space.</p> <p>Yes, there is parking at the end of the road (towards the Binley Road) but it is often used by residents of the Binley Road. Some days the whole space at the end of the road is occupied with cars from the residents of the Binley Road. This leaves very limited space to park. The residents of the Binley Road have parking spaces available behind their housing, most of them with garages and spaces to park behind their house.</p> <p>It can be argued that aesthetics will be affected by cars parking on the island, and that putting fencing up will improve the foliage and improve the appearance of the street. However, this foliage and shrubbery has never been maintained. It is an overgrown mess, and is simply not practical in a tight street such as Ebro Crescent. It looks like this street was never intended for so many cars, and this is evident through the narrow road and the lack of parking.</p> <p>Again, in my whole time of living in this street I have only ever seen the council tend to the grass, the residents who planted the shrubbery and plants on the island have not touched it since planting it. While I can appreciate improving the look of the street I feel the street would look much smarter if the island was filled in, perhaps with block paving. Perhaps the very middle of the island could have space to plant flowers and shrubbery. This would improve the look of the street and give the island a much smarter look, as well as being durable and giving space to park cars.</p> <p>The issue of installing fencing around the island is mainly due to larger vehicles, namely vans, delivery trucks, refuse collector trucks, and emergency vehicles. Larger vehicles like these struggle to get around the island, because the road is narrow around it. I have often seen larger vehicles struggling, reversing and trying to maneuver around the island, then having to mount it on the side to get around. Also, some residents own larger vehicles and park their vehicles on their drive, this includes vans and residents with caravans and boats. In order to enter or reverse off their drives they sometimes need to mount the island, particularly houses closer to the island. Installing fencing around the island will make it incredibly inconvenient of residents, but may also make it even more difficult for larger vehicles that need to access the street. Installing fencing will remove valuable parking space.</p> <p>Also, once the fencing is installed, who will maintain the grass and shrubbery that will overgrow? Because the residents who planted it certainly will not maintain it.</p> <p>I would also like to take this time to express my sadness, for not being asked for my views prior to this order being put forward. Myself and a few other residents feel that only the views of a particular group of residents have been taken into account, which does not reflect the views of all the residents on the street.</p>
<p>Support 1</p>	<p>I would like to state our complete <u>support</u> for the proposed changes. We have live here for 19 years and over the last few years we have had continual problems with the parking of vans in particular. We live directly adjacent to the island and therefore we constantly struggle to drive off</p>

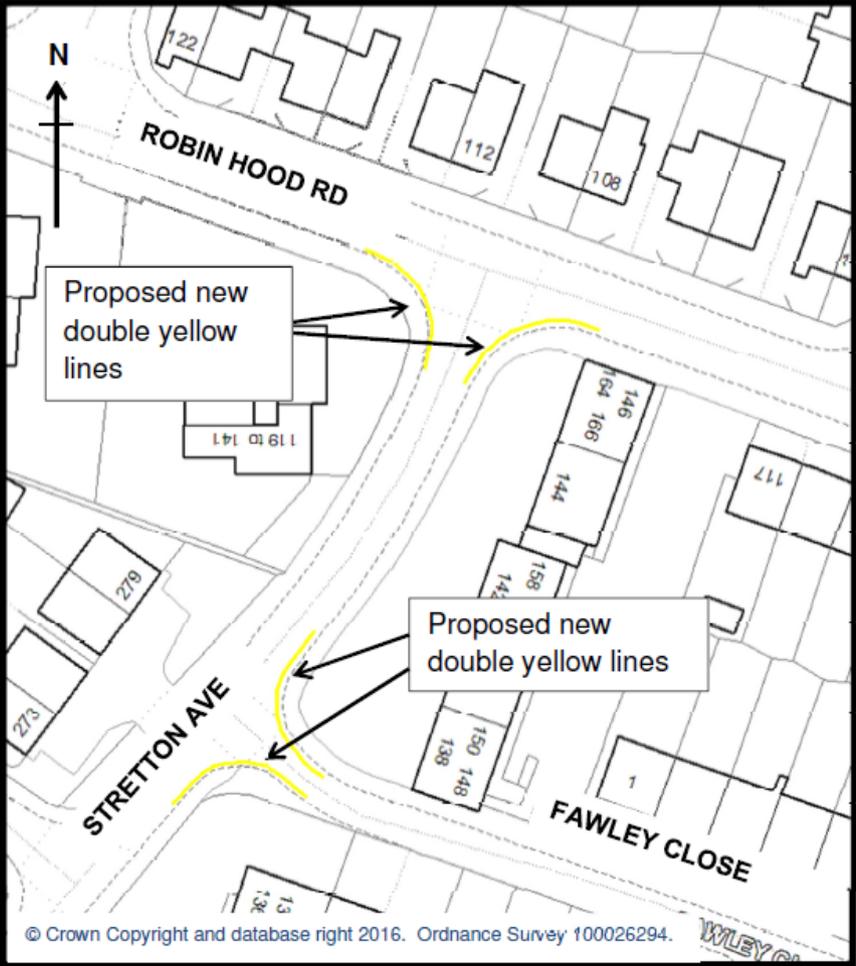
	<p>our drive as the vans that park there obscure any vision we have to see any oncoming traffic. Our outlook through our front window is completely blocked by particularly large white vans and even when they aren't there we just see the rutted damaged island which is also an eyesore. Children that play around the island are also at risk as any traffic does not see them when the vans are there.</p> <p>To use a wheelchair one would have to wheel down the centre of the road due to vans parking on the pavement.</p>
<p>Response to objections</p>	<p>The proposals to prevent parking on the roundabout are in response to one of the concerns raised by residents. Details of the proposed double yellow lines and trip railing scheme were issued in May, and contact details provided for people with queries.</p> <p>There is no funding available to reduce the size of the roundabout.</p> <p>The proposal to extend the double yellow lines on one side of the road is to ensure that vehicles such as those used by the emergency services or for the collection of refuse are able to travel along the narrow part of the road.</p> <p>Residents parking schemes are used where there are parking problems generated from an attractor such as in the vicinity of a railway station and not to control which residents park in which streets.</p> <p>It is not proposed to extend the double yellow lines further at this time, but the situation will be monitored, and Traffic Management will liaise with refuse collection to see if the access situation improves.</p> <p>Recommendation - Install the double yellow lines as advertised, but do not install the trip rail on the roundabout.</p>

Location (Ward)	Harvey Close (Bablake)
Original Request	Request for double yellow lines, highlighting access problems relating to vehicles parked near junction, supported by MP
Proposal	<p>Installation of double yellow lines at junction.</p> 
Objection 15	<p>We are not opposed to the double yellow lines at the junction and appreciate that it is a reasonable request from the residents at X Harvey Close to have the double yellow lines extended past their drive.</p> <p>On our side would it be possible to reduce the double yellow lines by 2 metres as it would not impede the other residents, but would give us the option to widen our drive</p>
Response to objections	<p>The proposal was for extended double yellow lines for junction protection and to assist with access difficulties. The junction already has a Traffic Regulation Order for 10 metres of double yellow lines for junction protection, but unfortunately the markings had been delayed in being installed. A consultation was also undertaken in regard to the proposals and the majority of responses welcomed the installation of the double yellow lines. Two properties are directly affected by the length of the extended double yellow lines.</p> <p>Recommendation - It is proposed that the double yellow lines on the southern side of the road are reduced by 2 metres which still provides an extended to 15 metres (in total) of junction protection.</p>

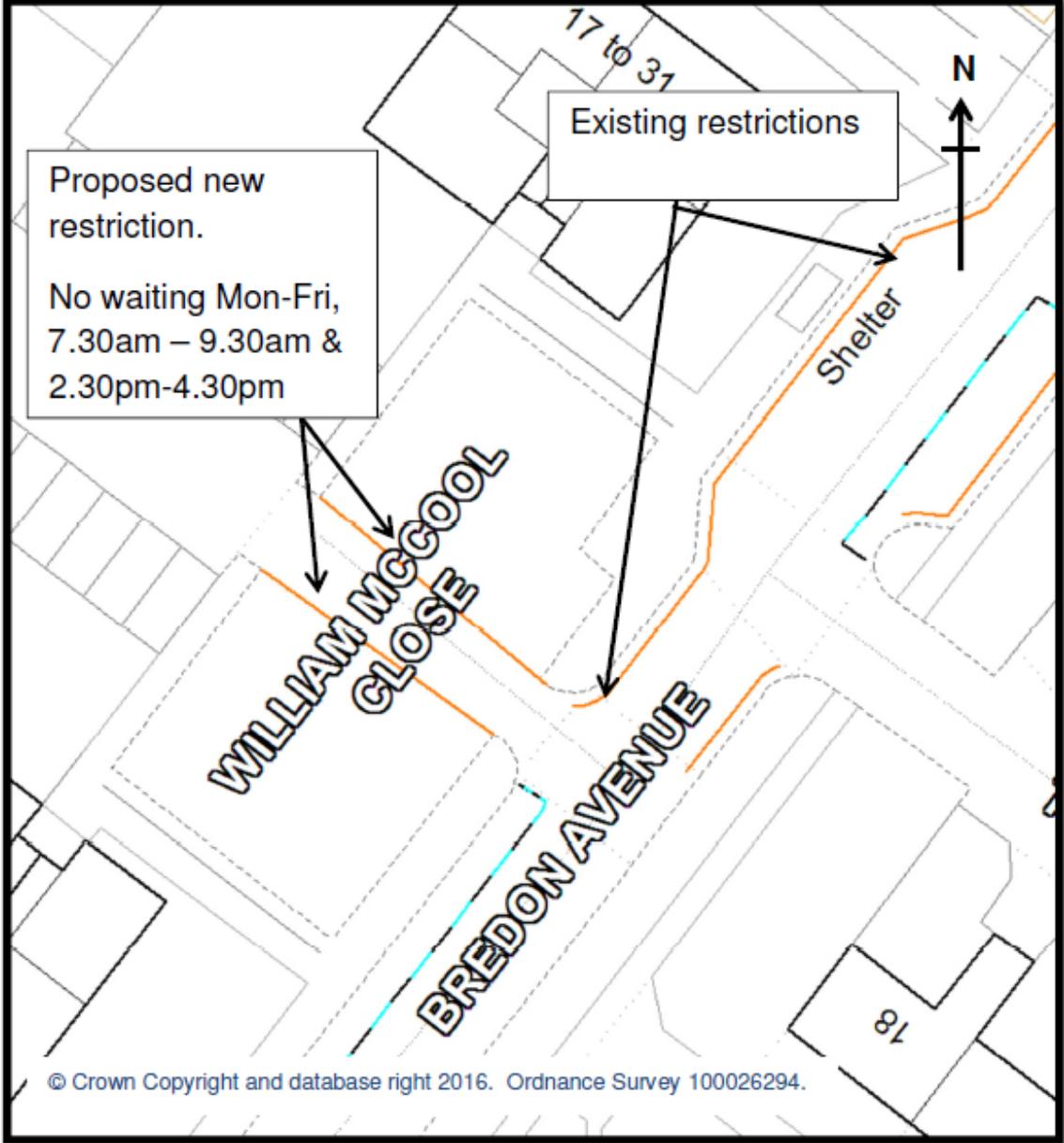
Location (Ward)	Hurst Road (Longford)
Original Request	A petition of 32 signatures was received requesting the removal of double yellow lines on Hurst Road between No.s 22 and 66. This was considered at the Cabinet Member for Public Services meeting on 16 th June 2015 and the recommendation to advertise the proposal to reduce the double yellow lines approved.
Proposal	<p>To remove 2 sections of double yellow lines (totaling approx. 115 meters) to allow parking, whilst still providing junction protection.</p>  <p>© Crown Copyright and database right 2016. Ordnance Survey 100026294.</p>

Objection 16	Ward Councillor - I have been asked by constituents to raise objections to this on the grounds of the possible blocking of the entryway to rear garden garage access, the speed of the traffic entering and leaving Hansons Way, the wide turning of that same traffic and the safety of children using the entryway between Grange Road and Hurst Road going to and from school
Objection 17	<p>Parking blocking driveways, will result in friction between neighbours. Already restrictions are ignored, traffic wardens rarely seen, so little chance of any action when vehicles block driveways or dropped kerbs. Those residents with hard standing but no dropped kerb would be trapped. Allowing parking on the road, will encourage most to park on the pavement, it is a narrow road and vehicles will travel at speed down the opposite side.</p> <p>Removing lines between 77 & 85, this is a dangerous junction and I was involved in a near miss while using a mobility scooter on the road as the pavement was blocked by a large vehicle</p> <p>Personal effect of the proposals - loss of light from window.</p>
Objection 18	<p>Who in the street petitioned to have the lines removed ? Can we see names ? Are most of the 36 who signed actually living there and on the electoral register ? Are those with lines still outside their houses just going to park their cars where there is none? You are intending of removing the lines outside No XX where the property has a drive and garage. I think these should remain due to the fact people don't take any notice of drive ways.</p> <p>I am concerned this will just make the people who park road the corner where less dangerous park on the street. It will obstruct people's vision when coming out of their drives and harder for people in wheelchairs and buggies as most park half on the pavement. I also do not think allowing parking at the top of Hurst Road to be safe either as it is already a tight bend and people speed round that corner.</p> <p>Who are these restrictions being taken off for ? Most on Hurst Road have got their cars on the front of their houses. (with no drop down kerbs I must add.)</p> <p>The people in the close area by the grassed area at top of Hurst Road who currently park on the pavement all have allocated parking area round the back of their houses via Peters Walk. I have complained about this as well. When lots of cars are parked there is obstructs the vision to the road so you cannot see the oncoming traffic.</p> <p>Also what happens when there is an event on at the RICOH? I see no signs on our road to stop people parking on our road ? Are we going to get these ?</p>
Response to objections	<p>The proposals are in response to a petition, we do not distribute the individual names and addresses of people who have signed petitions.</p> <p>The proposal were to address the issue raised which was requesting more parking and the effects of parked vehicles on visibility and road safety was taken in to consideration in determining the restrictions. Where vehicles are parked on a road these can contribute to slowing down traffic as in effect they narrow the road.</p> <p>The proposals were made in response to a petition. The changes are not proposed due to road safety concerns or congestion issues.</p> <p>Recommendation – Do not remove the double yellow lines</p>

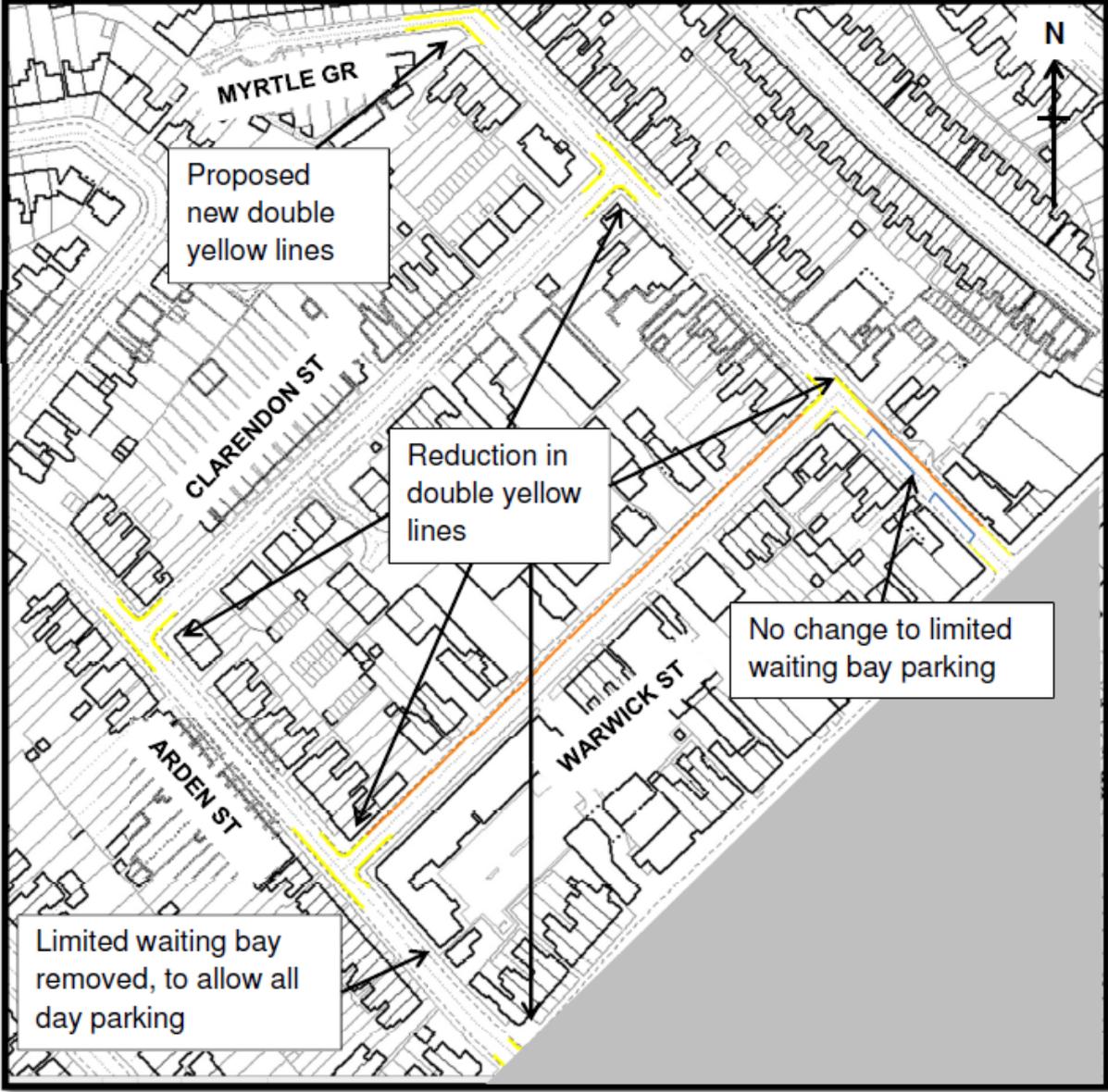
Location (Ward)	Morgans Road/Hockley Lane (Woodlands)
Original Request	Related to access problems experienced by emergency vehicle (ambulance)
Proposal	<p>Installation of double yellow lines at junction.</p> 
Objection 19	<p>Regarding your comment in paragraph three 'may affect my parking near my propertynot the duty of Coventry Council to provide on street parking'. <u>But you do have a duty of care</u> and to put yellow lines there would force drivers to park more into the street thus congesting it even more and as a resident in the street may need emergency services ie ambulance at any time it will make access for them even worse.</p> <p>I believe yellow lines are a waste of money for what good it is going to do other than cause more frustration and congestion. After you have done this yellow line work which I am sure you will go ahead with no matter what I / we say</p> <p>If I find I can't get off drive or access / depart street then I will use the grass to get out you don't leave me / us much choice! I am sure the telegraph will love this when the muck hits the fan.</p> <p>Why not spend the money more wisely and do away with the grass verge in front of my house making the road wider that would make more sense than cost cutting with yellow lines... it's just a cheap way out of your taking, not going to anything at all but give employees a job to do</p>
Response to objections	<p>The restrictions were proposed in regard to a safety concern. We have been advised that an ambulance had difficulty accessing the road when attending an emergency due to vehicles parked at the junction. The proposed length of double yellow lines are minimal to balance the need for access and the residents' concerns over available parking.</p> <p>Further work is currently on going to see if there are any available funds from sources other than the Council to assist with possible additional parking provision on the street.</p> <p>Recommendation – Install restriction as advertised.</p>

Location (Ward)	Robin Hood Road/Stretton Avenue and Stretton Avenue/Fawley Close (Binley & Willenhall)
Original Request	Resident's concerns about visibility at junction, supported by Ward Councillor
Proposal	<p>Install double yellow lines for junction protection</p>  <p>The map shows a residential area with several streets: Robin Hood Rd at the top, Stretton Ave curving from the bottom left towards the center, and Fawley Close at the bottom right. A north arrow is in the top left. Two callout boxes labeled 'Proposed new double yellow lines' point to yellow dashed lines at the junctions of Robin Hood Rd/Stretton Ave and Stretton Ave/Fawley Close. House numbers are visible on various plots, such as 122, 112, 108, 146, 168, 144, 158, 142, 150, 148, 138, 1, 279, 273, 13, 13E, 119 to 141, and 117. A copyright notice at the bottom reads '© Crown Copyright and database right 2016. Ordnance Survey 100026294. WILEY'.</p>
Objection 20	<p>I and my neighbours don't like new yellow lines and any other restrictions near my/our address that you are planning. It will only bring extra problems for us! We don't want paid bays etc as well What your new plan will bring:</p> <p>Cons:</p> <ul style="list-style-type: none"> - Increased anti social tension between the people in neighbourhood due to a lack of parking spaces. Already there is not enough space for people to park their cars and people are unhappy with that fact - Due to a lack of space people will be forced to brake the law and park on yellow lines and driveways making impossible for people living near junction robin hood rd - stretton ave and near by to go out, as cars will be blocked on driveways/sideways - Yet another restriction for people living in coventry who already pays too much council tax and all other taxes etc - Decreased safety <p>Pros:</p> <ul style="list-style-type: none"> - None <p>What really needs to be done?</p>

	<p>We need at the junction stretton ave - robin hood rd some sort of humps to slow down the cars. In the area many cars are speeding. Most of speeding cars going from remembrance rd - robin hood rd roundabout and driving down the robin hood rd towards police station. I think it will be best if humps will be placed on robin hood rd and stretton ave just to slow them down</p>
<p>Response to objections</p>	<p>It is not a duty of the City Council to provide on street parking. The proposals have been made in response to safety concerns. The Highway Code (243) states 'Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space' and this is the length of double yellow lines that are proposed..</p> <p>Recommendation – Install restriction as advertised.</p>

Location (Ward)	William McCool Close (Binley & Willenhall)
Original Request	Request for measures to prevent parents parking blocking access to garages including request for a lockable bollard to prevent access to the garage area when dropping off/collecting children
Proposal	<p>Installation of school time waiting restriction on approach to garages so access to garage area should not be blocked by vehicles.</p>  <p>The map shows a street layout with William McCool Close and Bredon Avenue. A 'Shelter' is located on the right side. A north arrow is in the top right. A box labeled 'Existing restrictions' points to a section of the road. Another box labeled 'Proposed new restriction' points to a section of William McCool Close. The text in the 'Proposed new restriction' box reads: 'No waiting Mon-Fri, 7.30am – 9.30am & 2.30pm-4.30pm'. The map also shows house numbers '17 to 31' and '18'. A copyright notice at the bottom of the map reads: '© Crown Copyright and database right 2016. Ordnance Survey 100026294.'</p>
Objection 21	<p>I can confirm that I have been in communication with Cllr Lakha following request for permission for Whitefriars to place two lockable bollards either to the entrance of the garage site in William McCool Close or on the entrance to the car parking site in this area.</p> <p>The reason this communication was sent to Cllr Lakha was to assist in getting this permission due to CCC owning the adopted highway and also the issues I have with the school visitors/parents parking across my garage which I pay rent for.</p>

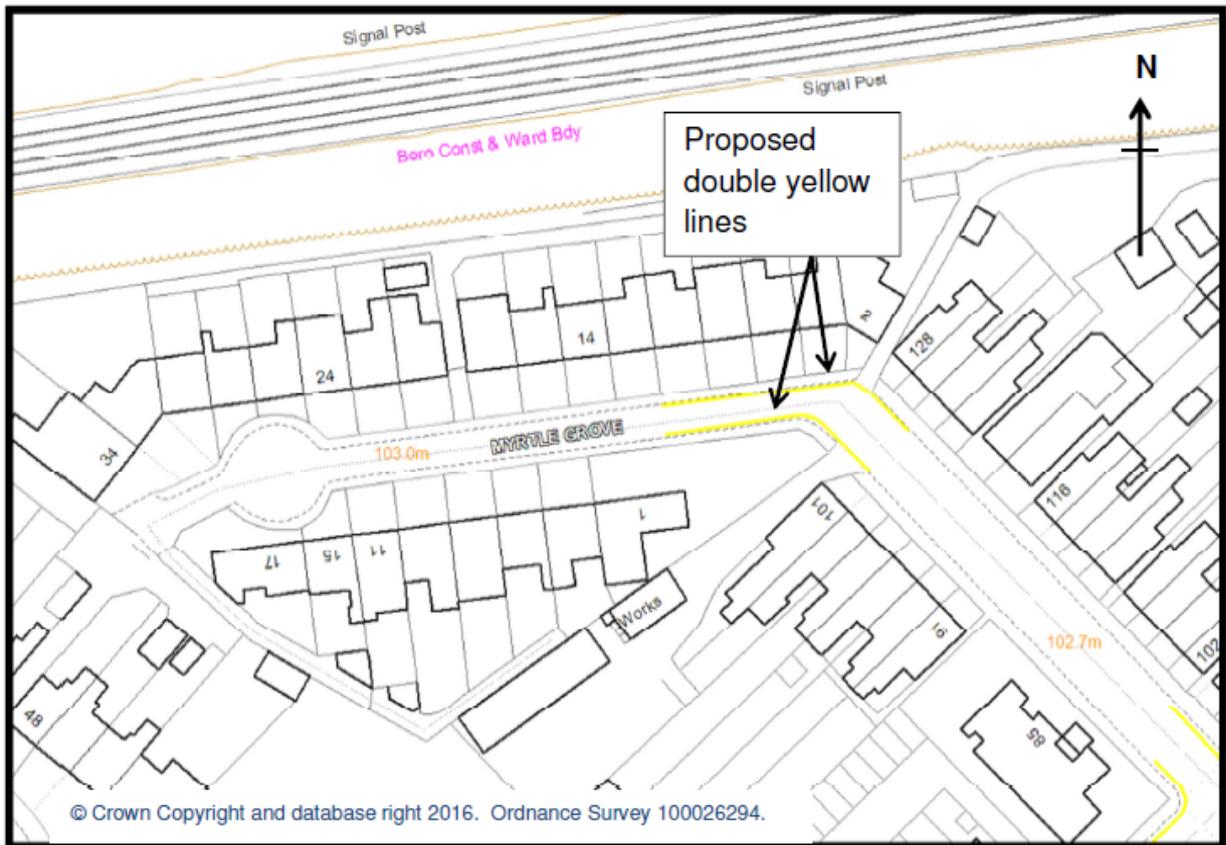
	<p>Firstly, the proposal you have made will not alleviate the issues we have here in terms of parking it will make issues for garage users/rent payers even worse to access their garages. CCC own the adopted highway where you are proposing to implement these no waiting restrictions. The area to the garage site and the large two square parking areas are Whitefriars owned land/private land where your restrictions will not be enforceable leaving people coming into the car park parking away from these restricted areas across garages and also overfilling the car park which is for visitors to residents and residents only.</p> <p>I would like to object to your proposal on this basis and ask that CCC contact Whitefriars with a view of discussing what permission can be given for lockable drop down bollards if any? I have the summer holidays where this will not be a major issue because the schools are off with plenty of time for this to be brought to a solution.</p> <p>I feel this in itself is a more cost effective solution to this issue</p>
<p>Response to comment</p>	<p>The proposals should assist to gain access into the garage area. The restrictions do not apply to the car park area which is private land. However, it is agreed that if drivers park in the garage area with no restrictions the City Councils Civil Enforcement Officers will not be able to take action.</p> <p>If the restrictions are installed the situation can be monitored and additional restrictions installed in front of the garages if necessary. In regard to the installation of bollards there are advantages and disadvantages to this option. The advantage being that nobody without a key is able to gain entrance. However a 'Prohibition of Driving' Traffic Regulation Order would be required as we are effectively blocking the public highway and there are issues when providing this type of facility relating to provision of keys for garage owners (including replacing lost keys) future maintenance of the bollards and issues with replacing the bollard.</p> <p>Recommendation –Install restriction as advertised and monitor the effect, further restrictions could be installed in front of the garages at the next waiting restriction review.</p>

Location (Ward)	Arden St Area, including Myrtle Grove (Earlsdon)
Original Request	To increase parking for residents and to install double yellow lines on the bend on Myrtle Grove
Proposal	<p>Following a petition in regard to parking issues a street news consultation was undertaken, which asked residents if they were in favour of a residents parking scheme in their area, 38% said yes, 43% said no. Therefore in response to the consultation the scheme shown below was developed. This reduces the lengths of double yellow lines as requested by residents and also removes the limited waiting restriction on the parking bay on the south eastern end of Arden Street to allow all day parking. The installation of the double yellow lines on Myrtle Grove was in response to previous concerns about parking on the bend</p>  <p>© Crown Copyright and database right 2016. Ordnance Survey 100026294.</p>
Objection 22	I strongly object as I find this proposal a frighteningly naïve ‘sticking plaster’ attempt to solve a easily solved problem. I live in Moor Street, and allowing extra vehicle parking, will exacerbate our parking problems not solve them.

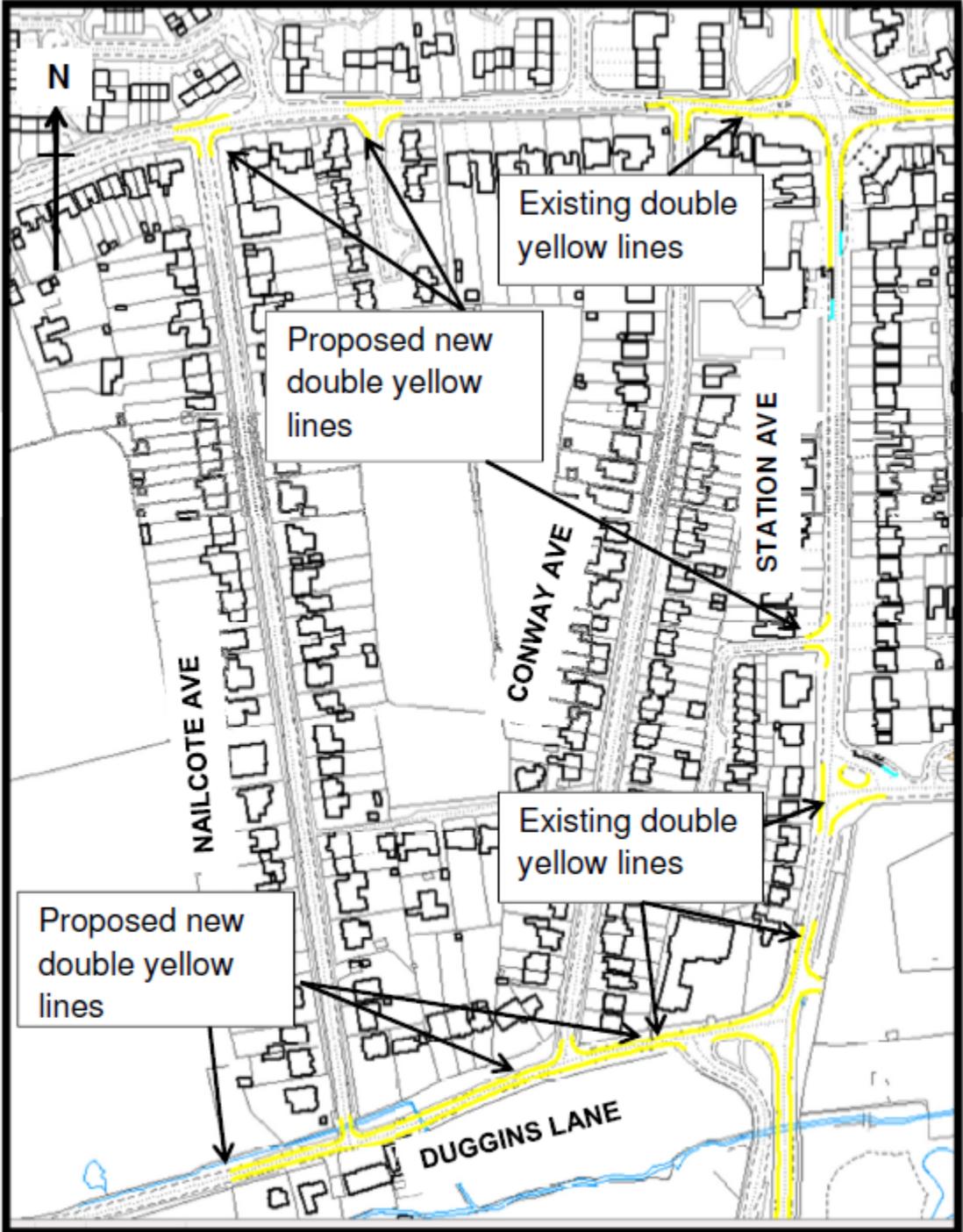
	<p>We have been promised a residents parking scheme why not implement this? I know from residents of both Dalton Rd and Broadway this is a wonderful scheme which has helped enormously with their parking problems. Unfortunately, their gain is our loss, as I have seen an increase in vehicles daytime parking in the above streets since the implementation of their scheme, I have even witnessed taxis picking up occupants, I can only assume taking them to the rail station, their vehicles left parked for two or three days. I am well aware the parking of private vehicles on the public highway is not illegal, however, this scenario can't be right in a residential area.</p>
Objection 23 & 24	<p>Objection on behalf of two households. Object to proposed double yellow liens on the bend in Myrtle Grove. Parking in Myrtle Grove is already exceedingly difficult and we would welcome an explanation as to why you wish to further add to our problems. Tradesmen carrying out work on our premises will find it impossible to park anywhere near , as will deliverymen. We welcome the suggestion of reducing the length of double yellow lines at the junctions of Clarendon Street and Warwick Street, especially in the light of possible plans for properties being turned into flats, creating a need for even more parking.</p>
Objection 25	<p>Re proposed parking restrictions for Moore Street, Warwick Street, Clarendon Street. I wish to object to the proposal to reduce the double yellow lines at the junctions mentioned above. It is very dangerous for motorists turning out of these junctions with the current yellow lines. I live in Bell Walk off Clarendon Street and when turning right from Clarendon Street into Arden Street I basically cannot see whether anything is coming. Likewise when turning from Clarendon Street into Moore Street. To reduce the yellow lines will just make this more dangerous - especially in bad weather. I realise that parking is an issue but the only way to resolve this is to build a car park and stop giving planning permission for flats.</p>
Objection 26	<p>Concerns in respect to the new proposed double yellow lines to be installed at the junction of Moor Street and Myrtle Grove. I live at xx Moor Street. I cannot see why there is a need to install double yellow lines on both sides of the road at this junction. We have here a quiet cul-de-sac where parking space is at a premium and generally there is no problem. I too on occasions park on this stretch of road when I'm unable to park outside my house. As residents we are all aware that we need to keep this spot clear of parked cars on Wednesday mornings so that the bin wagons can reverse into Myrtle Grove to collect the rubbish from the Myrtle Grove houses, otherwise there is no real issue with parking as far as the residents are concerned. There are issues with non-residents parking their cars in the street all day in work time and also especially at the weekends when the some of the revellers using the bars and restaurants in Earlsdon Street feel it okay leave their cars parked here overnight. Last year the council came up with proposals to introduce residence parking which I was fully in favour of. On the map provided at the time it showed double yellow lines only on one side of the road of the junction, on the left traveling from Moor Street into Myrtle Grove, which I fully agreed with but there is really no need for yellow lines on both sides.</p>
Objection 27	<p>Re proposed changes to parking restrictions in Arden St, Earlsdon. I have strong objections to the removal of the double yellow lines outside my house, XX Arden St. I have studied the map and it is difficult to tell exactly where the changes are to be made, but it does seem possible that the removal of the yellow lines outside XX Arden St is now proposed, and so I wish to reiterate my deep concern about this possibility. Since the closure of the railway crossing at Canley, traffic in Arden St has greatly increased in speed and quantity. During the time that I have been living at no XX, there have been several accidents or near-accidents at the junction of Arden St and Clarendon St and the removal of the yellow lines would reduce visibility and increase the likelihood of a serious accident at this junction. I myself am of reduced mobility and have often had difficulty crossing the road at peak periods. I therefore urge you to reconsider this proposal.</p>
Objection 28	<p>I thoroughly object to the latest parking 'improvements' in Earlsdon (moor, arden, warwick and clarendon st). These proposals that are being made do not resolve the core issues.</p>

	<p>1) Reducing the yellow lines at the corner of streets will only increase the car limits by probably 1 or 2 cars on moor street & warwick street, 1/2 on moor street & clarendon st and probably about 2 for the other ends of warwick and clarendon st. That's a maximum of 8 cars if people park properly... The limitations being that some residences/properties have their own driveway and these can obviously not be moved.</p> <p>2) With the comment above in mind, It is worth mentioning that the vast majority of the families/residents in this neighbourhood own at least one car. Unfortunately some houses cannot park their own car in front of their door due to the yellow lines, making them park further along the road. There are more than 6 properties that are concerned by this on moor street alone! We also have the problem of people owning more than one cars...</p> <p>3) The biggest issue with parking in the neighbourhood are the visitors who will want to park for free during the daytime or evenings out. This makes it difficult to find parking after 8 pm on end of weeks and sometimes during the day.</p> <p>4) The yellow lines are not enforced. What is the point of having them if no one gets fined for parking on them? I see examples every single day. Some of them abusing it: their parking actually makes it difficult to turn onto a new street, especially if other cars are around, or simply see what is around the corner (there are quite a few children in the neighbourhood).</p> <p>5) There are cars which are not always legally allowed on the road. There is a German car which I have seen for the last few years on this street, still with its German plate. There is a camping van on Moor street which moves twice a year and last time I checked, it didn't have a tax disc (before the introduction of electronic taxes).</p> <p>6) Finally, putting yellow lines at the corner of moor street and myrtle grove is a big handicap. It is one of the more accessible areas when parking is limited (2 to 4 spaces available!), and this decision is only a 'comfort patch' for the residents on myrtle grove, since cars can still drive by when there is a car parked on one side. That street is useless for parking already, and adding more yellow lines will make it very very difficult to find parking on moor street and in the neighbourhood in general.</p> <p>I personally regularly come back home on Wednesdays, Thursdays or Fridays late. After 9pm and before 2am, it is impossible to find legitimate parking on either clarendon, moor, warwick or arden streets (at least 70% of the time). What should I do? Your solutions do not help in any way, and with Earlsdon street becoming more popular as a going out location in Coventry, it is only getting more difficult (not even talking about the taxi situation). The only reasonable improvement that I can see is a resident permit for evenings and week-ends like in some neighbourhoods in Leamington and Warwick.</p>
<p>Objection 29</p>	<p>Re Myrtle Grove</p> <p>Whilst I don't entirely disagree with the idea for safety purposes, I don't think it should be introduced without further serious consideration for the parking permits r, a similar measure or at least a reduction in the area the double yellow lines will be applied.</p> <p>We live directly opposite xxxxx and it is very common that there is no where to park when we get home from work due to parents taking up spaces to collect their children as opposed to using the purpose-built drive through. It also becomes very difficult to park on the weekends due to people leaving their cars on Moor Street and walking down to the pubs/bars.</p> <p>Whilst we do avoid parking on the Myrtle Grove bend whenever possible, we have often had to park as far away as Hartington Crescent and walk through the alley way when both Moor Street and the corner concerned are full; not so bad in the summer but when it's dark in the winter it can be unnerving. The proposed double yellow lines look as though they will remove at least 5 spaces -some of which are actually on Moor Street- and will only make the parking situation worse.</p> <p>It seems unnecessary to place lines outside of 124-128 Moor Street as your map suggests. Cars parked outside of these properties have never seemed to stop large vehicles such as refuse lorries from getting to Myrtle Grove.</p> <p>I ask that for the time being you take this as an objection on the grounds of it removing too many spaces unnecessarily which will cause further parking issues for residents unless other measures are also introduced.</p>

Objection 30	<p>Re double yellow lines at the end of Myrtle Grove, we do not understand why, there have being problems in the past with the dustbin men not being able to get past to collect the bins ,but this is not any of the residents that park there.</p> <p>wouldn't it be much better to have residents only parking only, as it is a problem parking in myrtle at the best of times, everyone after our house has off street parking.</p>
Objection 31	<p>Re Myrtle Grove</p> <p>.I imagine this is due to the difficulty in accessing Myrtle Grove at times by the refuse collectors. The residents of the Grove are aware of collection days and ensure the road is clear for their access.</p> <p>I feel i am being punished for the acts of non- residents parking in front of my property. I have lived here for 30 years and it is only recently that there appears to be a problem. It is evident parking generally in Earlsdon is a problem and i feel that the proposed double yellow lines outside my house will seriously devalue my property.</p> <p>I have no alternative parking as most of the Grove has off road parking.</p> <p>May i suggest a more reasonable proposal in order to not punish the home owners would be to introduce resident only parking. This would hopefully solve the parking as well as access problems.</p> <p>May i also mention that today on 20th of July 2016 there were no vehicles parked in Myrtle Grove at the time of the refuse collections.</p>
Objection 32	<p>I don't think the proposed mearuse on my street (Arden street) will help the parking. Infact I think by removing existing restrictions at the end of the street will cause more people to park on this street that aren't residents, beacuse of its place near the high street for shoppers and people visting the many pubs and clubs.</p> <p>I feel resident permit parking would be better for people who actually live on the street.</p>
Support 2	<p>The new measures proposed will help parking in Earlsdon, I'm.sure a lot of thought has gone into it.</p>
Support 3	<p>Just wanted to say I completely agree with the changes, they are an easy and cost effective way to improve parking and add capacity.</p> <p>I'd add you could also reduce the length of the yellow lines on Arden Street at the Hartington Crescent junction by a car length too.</p>
Response to objections	<p>A consultation was undertaken, following a petition from residents, asking residents if they were in favour of implementing a residents parking scheme in their area. 38% said yes, 43% said no</p> <p>The main requests raised in the petition were to reduce the existing lengths of the double yellow lines at the junctions and to remove the limited waiting restriction on Arden Street.</p> <p>Keeping safety in mind and to allow some additional parking spaces, it was proposed to reduce the existing double yellow lines at the junctions. This will not hinder access to or egress from any street. Earlsdon neighbourhood comprises of residential, retail and commercial premises.</p> <p>Therefore parking allowance needs to be made for all.</p> <p>Civil Enforcement Officers regularly patrol the Earlsdon area, however, they cannot be present every day.</p> <p>After reviewing the bend and the width of Myrtle Grove and due to road safety concerns, it is proposed at the very least to introduce double yellow lines on one side of the bend. Therefore, it is proposed that the double yellow lines are not introduced on both sides of Myrtle Grove but only on the southern side.</p> <p>Recommendation – do not install the proposed double yellow lines on Myrtle Grove on the northern side of the road (only installing the double yellow lines on the southern side of the road). Install the reduction in double yellow lines as proposed..</p>

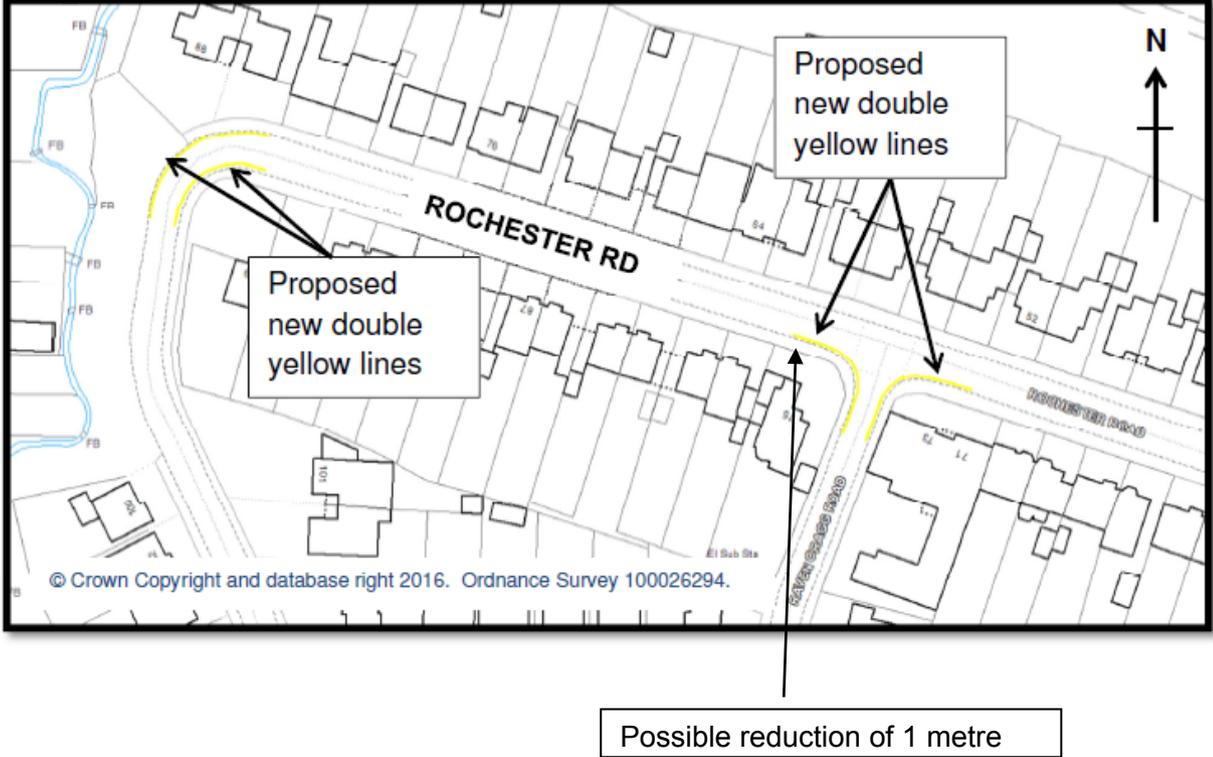


Extract of plan showing original proposal at Myrtle Grove

Location (Ward)	Tile Hill Area (Westwood)
Original Request	Raised at Ward Forum, requesting residents parking scheme due to Tile Hill Station commuter parking problems.
Proposal	<p>A residents parking scheme was consulted on and parking surveys undertaken. The response to the consultation was below that required to introduce residents parking (less than 15% responded). The parking surveys also revealed that there was available on street parking during the day. The responses received requested double yellow lines on junctions and the proposals are shown below.</p>  <p>© Crown Copyright and database right 2016. Ordnance Survey 100026294.</p>

<p>Objection 33</p>	<p>Objection 1> introducing double yellow lines along Duggins Road will force some those car owners (who cannot get into the station full car park) into Nailcote Avenue. Note - I objected to the resident parking scheme because Centro will not then have to prove additional parking spaces for this excellent train service from Tile Hill station and we will have to live within the scheme rules forever! Concern 2> regarding the proposed corner double yellow lines for Tanners Lane/Nailecote Avenue. Although long overdue, despite the council being aware of the problems caused by the cars sales garage for many years, please clarify "how far will the double lines extend into Nailcote Avenue"</p> <p>See below our concerns on this introduction.</p> <p>A> at our end of Nailcote we have a large number of cars parked already from the car sales garage, the repair garage, the residents who live around the corner in Tanners Lane, plus the six cars belonging to people renting at No 1 Nailcote</p> <p>B> seven years ago at No X we increased our drive width so both cars could be parked safely of road. We did this because of the then problems from the garage and existing neighbours who park in the avenue. Despite this, having a standard drop kerb width, (which we have been told we cannot increase to cover our width to an council decision some four years ago) , we have recently had problems in reversing into our drive and have hit our wall because of lack of space caused by all the number of surrounding parked cars!</p>
<p>Objection 34</p>	<p>I strongly object to this as I live close to the Conway Ave/Duggins Lane junction and this is what most residents were against. The majority of the parking from commuters falls on Duggins Lane and on both sides of Conway and is continuing to grow further up Conway. The use of double yellow lines will only exacerbate the situation more bringing cars into the road pushing further into Conway. Often further into Conway is whereby they end up double parking which causes refuse vans not able to get through or delivery vans including emergency services. I get fed up of having to send emails saying the same old things. This is exactly what the other streets had to go through and they did get parking permits. The percentages of votes should be at the junction of both Conway and Duggins as this is where it is at it's worse. We cannot get out during peak hours to work as it's impossible to see clearly out at the junction. Again an accident waiting to happen.</p> <p>It would do better if the Highways Agency actually came out and inspected from 8:30 am to see what we have to put up with instead of coming out to pick at a couple of rocks outside our properties to try and stop commuters from parking on grass verges. Get your priorities in order Coventry City Council!</p>
<p>Item 35 Support, but request for more</p>	<p>Re double yellow lines on Station Avenue opposite Rex Close We have no objection to the 'Double yellows', as they are required, however, the markings shown on the leaflet do not extend far enough and will actually cause an accident hazard if not extended.</p> <p>On many occasions we find cars left for extended periods outside the area between the current red zone marked opposite Rex Close, and the bus stop on the corner of Torrington avenue. The result of cars parking here is that cars turning right onto Station Avenue from Torrington Avenue do not have line-of-sight to see traffic on Station Avenue and moving towards them. On several occasions, this obstruction has caused accidents at this junction.</p> <p>Please extend the area of the Double yellow lines to include the total area from Rex Close to Torrington Avenue. As the area on the Rex Close side of the road is also a bus stop, this should also be a no waiting zone.</p>

<p>Response to objections</p>	<p>A consultation was undertaken asking residents if they were in favour of implementation of a residents parking scheme in their area. Only 15% responses were received. However, within those responses, a request was made for double yellow lines at the junctions of the individual street due to vehicles parking too close to junctions.</p> <p>On the safety grounds for road users and to improve the visibility exiting the street, it is proposed to introduce approximately 10m of double yellow lines at the junctions. Double yellow lines were not proposed as part of the traffic regulation order on Station Avenue opposite Rex Close.</p> <p>Recommendation —Install restriction as advertised and monitor the effect, further restrictions could be proposed on Station Avenue as part of a future review if required.</p>
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Location (Ward)	Rochester Road/ Raven Cragg Road (Earlsdon)
Original Request	Ward Councillor on behalf of constituents requesting double yellow lines for junction protection
Proposal	<p>Installation of double yellow lines at junction.</p>  <p>The map shows Rochester Road curving from the top left towards the bottom right. Raven Cragg Road branches off to the right. Yellow dashed lines indicate the proposed double yellow lines along Rochester Road. A box labeled 'Proposed new double yellow lines' has arrows pointing to these lines. Another box labeled 'Possible reduction of 1 metre' has an arrow pointing to a specific section of the line. A north arrow is in the top right corner. Copyright text at the bottom of the map reads: '© Crown Copyright and database right 2016. Ordnance Survey 100026294.'</p>
Objection 36	<p>The proposals are badly needed. [However] could the double yellow line in Rochester Road/ Raven Cragg Rd (west side) stop at the second (Lower) brick gate post which would allow occasional parking on the road just below said gatepost. This would probably be about 2 feet off your original proposal.</p>
Response to objections	<p>The proposal provided a greater extent than the typical 10metre length of double yellow lines at the junction to cover the vehicle access on Rochester Road on the western side of the junction with Raven Cragg Road.</p> <p>A reduction in the length of double yellow lines, as requested will still provide adequate junction protection.</p> <p>Recommendation - It is proposed that the double yellow lines on the western side of the junction on Rochester Road are reduced by 1 metre</p>



Cabinet Member for City Services

15th August 2016

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:

All

Title:

Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

Is this a key decision?

No – Although the matter affects more than two Wards of the City, 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 the petitions received since the previous meeting 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 18th June 2015
'Amendments to the Constitution – Proposed Amendments to the Petitions Scheme Report'

A copy of the report is available at www.coventry.gov.uk/councilmeetings

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 early September 2016.

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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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:				
Karen Seager	Head of Traffic and Network Management	Place	03/08/2016	03/08/2016
Caron Archer	Principle Officer - Traffic Management	Place	03/08/2016	03/08/2016

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

Petition Title	Councillor Sponsor	Type of letter to be sent to petition organiser(s) and sponsor	Actions agreed	Target Date for Determination Letter / CM Report
Reduce Speed Limit on 40mph Section of Westwood Heath Road to 30mph	Councillor Mayer	Holding	Speed survey to be conducted on 40mph section of Westwood Heath Road, once schools have returned in September.	November
Request for Wooden Bollards on the Grass Verge at 43-57 Old Church Road	Councillor Duggins	Determination	Location will be added to Verge Scheme List for consideration for inclusion on a future year's works programme, subject to prioritisation and availability of funding.	September



Cabinet Member for City Services

15th August 2016

Name of Cabinet Member:

Cabinet Member for City Services – Councillor J Innes

Director Approving Submission of the report:

Executive Director of Resources

Ward(s) affected:

None

Title:

Outstanding Issues

Is this a key decision?

No

Executive Summary:

In May 2004 the City Council adopted an Outstanding Minutes System linked to the Forward Plan, to ensure that follow up reports can be monitored and reported to Members. The attached appendix sets out a table detailing the issues on which further reports have been requested by the Cabinet Member for City Services so she is aware of them and can monitor progress.

Recommendations:

The Cabinet Member for City Services is requested to consider the list of outstanding issues and to ask the Member of the Management Board or appropriate officer to explain the current position on those which should have been discharged at this meeting or an earlier meeting.

List of Appendices included:

Table of Outstanding Issues

Other useful background papers:

None

Has it or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report author(s):

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Governance Services Officer

Directorate:

Resources

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This report is published on the council's website: www.coventry.gov.uk/meetings

	Subject	Date for Further Consideration	Responsible Officer	Proposed Amendment to Date for Consideration	Reason for Request to Delay Submission of Report
1	<p>City Centre Maintenance Contract</p> <p>Further report providing an update on the City Centre Review transfer process and seeking approval for future maintenance standards (Minute 55 of Cabinet Member for Public Services refers – 15th December 2015).</p>	September, 2016	<p>Executive Director of Place</p> <p>Graham Hood</p>		
2	<p>Residents' Parking Schemes</p> <p>A list of outstanding residents' parking schemes, including Stoke Row, be reviewed and a report to be presented to a future meeting on the outcome of the review (minute 5/14 of Cabinet Member for Public Services refers – 19th June 2014).</p>	September, 2016	<p>Executive Director of Place</p> <p>Caron Archer</p>		
3	<p>Petition – Safety Measures on Swan Lane</p> <p>Further report on progress following 12 months of implementation (Minute 75/14 of Cabinet Member for Public Services refers – 19th January, 2015).</p>	September, 2016	<p>Executive Director of Place</p> <p>Caron Archer</p>		
4	<p>Petition – Longford Road Junction with Oakmoor Road</p> <p>Further report with results of six months monitoring exercise following the implementation of Option 4 (Minute 75/15 of Cabinet Member for Public Services refers – 15th March, 2016).</p>	To Be Confirmed	<p>Executive Director of Place</p> <p>Caron Archer</p>		

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