

**Time and Date**

11.00 am on Monday, 14th November 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 10th October 2016
 - (b) Matters Arising
4. **Driving Assessments for New Applicant Drivers and Hackney Carriage Wheelchair Assessments for New Applicant and Additional Hackney Carriage Drivers** (Pages 7 - 12)

Report of the Executive Director of Place
5. **Objection to Traffic Regulation Order - Proposed Revocation of Right Turn Only (Whitley/ A444)** (Pages 13 - 22)

Report of the Executive Director of Place

Note: The objectors have been invited to the meeting for the consideration of this item
6. **Objections to Ringwood Highway Area 20mph Zone** (Pages 23 - 32)

Report of the Executive Director of Place

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

7. **Objection to Waiting Restrictions, Forknell Avenue/ Lutterworth Avenue**
(Pages 33 - 38)

Report of the Executive Director of Place

Note: The objector has been invited to the meeting for the consideration of this item

8. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations** (Pages 39 - 44)

Report of the Executive Director of Place

9. **Outstanding Issues** (Pages 45 - 48)

Report of the Executive Director of Resources

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

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

Private Business

Nil

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

Friday, 4 November 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) and R Lakha (Deputy Cabinet Member)

By invitation: Councillors M Hammon (Shadow Cabinet Member)

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

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

Liz Knight / Michelle Salmon
Governance Services Officers

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Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at 11.00 am on
Monday, 10 October 2016

Present:

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

Employees:

G Hood, Place Directorate
L Knight, Resources Directorate
S McGinty, Resources Directorate

Public Business

17. Declarations of Interests

There were no declarations of interest.

18. Minutes

The minutes of the meeting held on 15th August were signed as a true record. There were no matters arising.

19. Revised Burial and Cremation Fees and Charges for 2016-17

The Cabinet Member considered a report of the Executive Director of Place which sought approval for an increase in burial and cremation fees and charges from 1st November, 2016 to support the on-going provision of cremation, burial and funeral services to Coventry residents over the medium term. No further increases were then proposed until 1st January, 2018 after which fees and charges would be increased on 1st January each year for three years. These fees and charges which would be increased in line with the West Midlands benchmarking group average and approval was sought to delegate these further increases to the Assistant Director for Streetscene and Regulatory Services in consultation with the Place Directorate Finance Manager.

The report indicated that there were three distinct areas within Bereavement Services where charges were applied to service users: cremations, burials and memorials. Reference was made to the Council's charging policy, whereby all charges should be at least full cost recovery and in line with benchmarking against other providers. The Cabinet Member noted that a recent benchmarking exercise showed that Coventry had the lowest charges across the region and that in 2016/16 cremations had a shortfall against budget £60,000.

It was proposed to increase adult burial fees and charges by 39% and adult cremation fees by 15%. It was also proposed to remove all fees for children's burials and cremations for children resident in Coventry up to the age of 16. It was further proposed to increase post cremation memorialisation and permit

application fees by 13% and to apply fees and charges against services currently supplied which currently did not recover their full cost. Following these increases it was recommended that fees and charges would be increased from 1st January, 2018 and on 1st January for the subsequent three years in line with the West Midlands benchmarking group average.

The report also put forward a range of additional charges including a surcharge for Saturday cremations and charges for the following services which the Council currently provided free of charge:

- Retention of ashes in the crematorium
- Scattering of own ashes in the Garden of Remembrance
- Late cancellation fee for the chapel
- Provision of temporary markers for new graves
- Excessive late arrival for service or excessive over run of a service.

Further information regarding the fees and the benchmarking was set out in appendices attached to the report. The additional income created by these increases would assist with the overall continued maintenance of the six cemeteries and the one crematoria administered by the Council.

The members present discussed the proposed increases and clarification was provided regarding the plans to charge for excessive late arrival for a service. Councillor Hammon, Shadow Cabinet Member expressed his opposition to the proposals.

RESOLVED that:

(1) The proposed increase to burial fees with effect from 1st November 2016 as detailed in the report be approved.

(2) The proposed increase to cremation fees with effect from 1st November 2016 as detailed in the report be approved.

(3) The proposed removal of children's burial and cremation fees with immediate effect for children who are resident in Coventry be approved.

(4) Approval be given that the additional fees be introduced from 1st November 2016 to achieve full cost recovery for services which are currently supplied free of charge or at a subsidised rate.

(5) Approval be given that an increase in fees and charges is applied from 1st January, 2018 and on 1st January for the subsequent three years in line with the West Midlands Benchmarking Group average and that the communication and implementation of these increases is delegated to the Assistant Director for Streetscene and Regulatory Services in consultation with the Finance Manager for the Place Directorate. (Benchmarking exercise will be completed and a briefing note sent to the Cabinet Member on the percentage uplift to be applied).

20. **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.

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

There were no other items of public business.

(Meeting closed at 11.20 am)

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Public report Cabinet Member Report

Name of Cabinet Member:

Cabinet Member for City Services – Councillor Innes

14 November 2016

Director Approving Submission of the report:

Executive Director, Place

Ward(s) affected:

All Wards

Title:

Driving Assessments for new applicant drivers & Hackney Carriage Wheelchair Assessments for new applicant and additional hackney carriage drivers

Is this a key decision?

'No – Although the matter may affect all Wards in the City, it is not anticipated that the impact will be significant'

Executive Summary:

In a Licensing & Regulatory Committee report dated 30 November 1994 the Committee decided to include wheelchair testing within the then driving assessment for new applicant drivers; carried out by licensing officers. In a Licensing & Regulatory Committee report dated 28 November 2000 a new Hackney Carriage & Private Hire Driving Test assessment and also a Hackney Carriage Wheelchair Assessment provided by the Driving Standards Agency (later to become the Driver Vehicle Standards Agency [DVSA]) was introduced. This was reaffirmed in a Licensing & Regulatory Committee report of the 16 November 2008 in a taxi licensing review of the "DFT Taxi & Private Hire Best Practice Guidelines Phase 1"

In a letter dated 31 August 2016 the DVSA wrote to chief executives of local authorities informing them that the provision of Driving Assessments for Private Hire & Hackney Carriage Drivers and Wheelchair Assessments for Hackney Carriage Drivers was being withdrawn as of the 31 December 2016. Applicant drivers have been unable to book these tests from the middle of September as the DVSA are fully booked.

Recommendations:

The Cabinet Member for City Services is recommended to:

1. Approve that it will be the Council's policy as from the 9 January 2017 that the DVSA Driving Assessment and DVSA Hackney Carriage Wheelchair assessment is replaced by equivalent assessment and testing by Coventry City Council qualified Driving Assessment Officers.

List of Appendices included:

None

Other useful background papers:

None

Has it been or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report title:

Driving Assessments for new applicant drivers & Hackney Carriage Wheelchair Assessments for new applicant and additional Hackney Carriage drivers

1. Context (or background)

- 1.1 In a Licensing & Regulatory Committee report dated 30 November 1994 the Committee decided to include wheelchair testing within the then driving assessment for new applicant drivers; carried out by licensing officers. In a Licensing & Regulatory Committee report dated 28 November 2000 a new Hackney Carriage & Private Hire Driving Test assessment and also a Hackney Carriage Wheelchair Assessment provided by the Driving Standards Agency (later to become the Driver Vehicle Standards Agency [DVSA]) was introduced. This was reaffirmed in a Licensing & Regulatory Committee report of the 16 November 2008 in a taxi licensing review of the "DFT Taxi & Private Hire Best Practice Guidelines Phase 1"
- 1.2 In a letter dated 31 August 2016 the DVSA wrote to chief executives of local authorities informing them that the provision of Driving Assessments for Private Hire & Hackney Carriage Drivers and Wheelchair Assessments for Hackney Carriage Drivers was being withdrawn as of the 31 December 2016. Applicant drivers have been unable to book these tests from the middle of September as the DVSA are fully booked.
- 1.3 The obsolescent DVSA Driving Assessment was priced at £76.67 and the DVSA Wheelchair Assessment was priced at £25.45 (if combined a cost of £89.07).

Coventry City Council will provide these assessments at a cost of £70 and £25 to the driver (if combined a cost of £90).

2. Recommended proposals**2.1 Proposal**

Approve that it will be the Council's policy as from the 9 January 2017 that the DVSA Driving Assessment and DVSA Hackney Carriage Wheelchair assessment is replaced by equivalent assessment and testing by Coventry City Council qualified Driving Assessment Officers.

3. Results of Consultation Undertaken

None

4. Timetable for implementing these decisions

Subject to approval of the recommendations this will commence forthwith.

5. Comments from Executive Director, Resources**5.1 Financial implications**

Taxi Licensing is a ring fenced budget within the Place Directorate. The cost will be paid by the applicant driver. Any on-going impact will be addressed in future fee reviews.

5.2 Legal implications

The Council is entitled to adopt and maintain policies in respect of taxi and private hire licensing. Such policies should inform and guide decision making and promote consistency. They should not be binding nor should they prevent the exercise of discretion in a particular circumstance where an exception may be appropriate.

Under the Local Government (Miscellaneous Provisions) Act 1976, the Council may refuse to grant a hackney carriage/private hire driver's licence where there is any "reasonable cause" to do so. Any such decision is subject to a right of appeal to a magistrates' court and would not take effect pending the outcome of any such appeal.

6. Other implications

None

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)?

It will help to facilitate improvements in the taxi services available to the people of Coventry, which will contribute towards ensuring that people in wheelchairs are correctly & safely secured in hackney carriages and the taxi drivers licence skills are proficient; making the city a safer place.

6.2 How is risk being managed?

Through established reporting and governance arrangements.

6.3 What is the impact on the organisation?

None.

6.4 Equalities / EIA

Having Coventry City Council licensed drivers suitably assessed as to their driving capability and competence in using wheelchairs will have a beneficial effect on passengers and the general public in Coventry

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

Improvements in taxi services will benefit partner and other organisations, in terms of improving the safety, availability and value for money of taxis in Coventry.

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

Mick Coggins, Senior Licensing Enforcement Officer & Andrew Walster, Assistant Director for Streetscene and Regulatory Services

Directorate:

Place

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| Contributor/approver name | Title | Directorate or organisation | Date doc sent out | Date response received or approved |
|--|--|------------------------------------|--------------------------|---|
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| Andrew Walster | Assistant Director Streetscene & Regulatory Services | Place | 14/10/2016 | 14/10/2016 |
| Liz Knight | Governance Services Officer | Resources | 14/10/2016 | 31/10/2016 |
| Other members | | | | |
| Names of approvers for submission: (officers and members) | | | | |
| Finance: Phil Helm | Finance Manager | Resources | 14/10/2016 | 27/10/2016 |
| Legal: Amy Wright | Licensing & Enforcement Solicitor | Resources | 14/10/2016 | 14/10/2016 |
| Director: Martin Yardley | Director of Place | Place | 14/10/2016 | |
| Members: Cllr Innes | Cabinet Member for City Services | | 14/10/2016 | 27/10/2016 |

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Cabinet Member for City Services

14th November 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:

Cheylesmore

Title:

Report – Objection to Traffic Regulation Order - Proposed revocation of right turn only (Whitley /A444).

Is this a key decision?

No

Executive Summary:

Planning Permission was granted on 7th February 2014 for the construction of highways infrastructure, comprising of a new bridge over the A444. The scheme became known as the Whitley Junction improvement scheme and provided slip roads, retaining walls, extension of the existing bridge over the River Sherbourne, highway remodelling works, provision of routes for pedestrian and cyclists including stopping up/diversion of existing footpaths/cycleways and associated landscaping works. The changes to the road layout required Traffic Regulation Orders (TRO) to assist with traffic management.

One of the proposed TROs was the creation of a right turn only TRO which resulted in traffic only being able to turn right from the A444 northbound off slip on to the over bridge to the JLR/Hotel complex. This TRO was implemented, however a significant proportion of road users are now turning left at the top of the slip road access. Therefore, it was proposed to revoke the right turn only order, which would enable traffic to turn both left and right at this junction, as it was considered necessary to formalise the current situation and improve capacity and safety for users of this junction arrangement.

The proposed revocation TRO was advertised on 6th October 2016. This commenced a 21 day objection period. 6 objections were received.

In accordance with the City Council's procedure for dealing with objections to TROs they are reported to the Cabinet Member for City Services for a decision as to how to proceed.

The cost of introducing the proposed revocation TROs, if approved, will be funded from the Transportation and Highways capital programme.

Recommendations:

Cabinet Member for City Services is recommended to:

1. Consider the objections to the proposed revocation of the right turn only TRO;
2. Subject to recommendation 1, approve the implementation of the revocation TRO as advertised.

List of Appendices included:

Appendix A – Location plan

Appendix B – Summary of proposed objection and response

Background Papers

None

Other useful documents:

Planning Committee Report 6th February 2014, Land at and adjacent to the Junctions of the A444 (Stivichall and Cheylesmore Bypass) with the A4114 FUL/2013/2599

Cabinet Report 13th August 2013 – Whitley Junction Road Improvements

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:

Report – Objection to Traffic Regulation Order - Proposed revocation of right turn only (Whitley /A444).

1. Context (or background)

- 1.1 As part of the original Whitley Junction improvement scheme proposals a TRO was implemented which only permitted traffic to be able to turn right from the A444 northbound off slip on to the over bridge to JLR/Hotel complex.

However, a significant proportion of road users are now turning left at the top of the slip road access. The existing junction layout and alignment would not allow for a change in layout to prevent vehicles turning left. Traffic turning left also has the benefit of no oncoming traffic flow which allows vehicles to utilise both lanes when turning left. The introduction of additional signage has not assisted with limiting the left turning vehicles. A location plan is provided in Appendix A

- 1.2 Site observations have been undertaken and identify that a large proportion of drivers are undertaking this left turn manoeuvre and in some instances they are turning left from the outside right turn lane. The traffic either uses the access road to travel towards the city centre or Daventry Road. Formalising permitting both the left and right turns with signing and road markings will assist in controlling movements at this junction and improving safety.
- 1.3 As part of the statutory procedure the Traffic Regulation Order to revoke the right turn only was advertised in the local press and notices were posted on lamp columns in the area of the proposed restrictions on 6th October 2016, advising that any formal objections should be made in writing by 27th October 2016.

2. Options considered and recommended proposal

- 2.1 6 objections were received. The objections and responses to the objections are summarised in Appendix B.
- 2.2 In considering the objections received, the options are to:
- i) make the order for the proposal as advertised;
 - ii) not to make the order relating to the proposal.
- 2.3 The recommended proposal is to make the order as advertised, which will result in the revocation of the right turn only allowing vehicles to turn either right over the over bridge or left on to the A444 northbound on slip.

3. Results of consultation undertaken

- 3.1 The proposed TROs for the waiting restrictions were advertised in the Coventry Telegraph on 6th October 2016, notices were also placed on street in the vicinity of the proposals. The responses received were 6 objections. In addition 2 responses were received in support of the proposal, one advising that the proposal 'made sense' and one that 'having witnessed several near misses resulting from such actions [the left turn being made] it is probably reasonable to make the change.'
- 3.2 Appendix B details a summary of each of the objections received.

4. Timetable for implementing this decision

4.1 It is proposed to make the TRO and allow the left turn manoeuvre by December 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 Transportation and Highways capital programme

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 permitted manoeuvres at the junction, as recommended, will contribute to the City Council's objectives of providing a safer and more confident Coventry.

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

The revocation of the right turn only TRO will ensure that all users of the highway can manoeuvre around the junction and access slip road sufficiently without any undue effect.

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

Report author(s)

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Senior Programme Manager
Transportation and Infrastructure

Directorate:

Place

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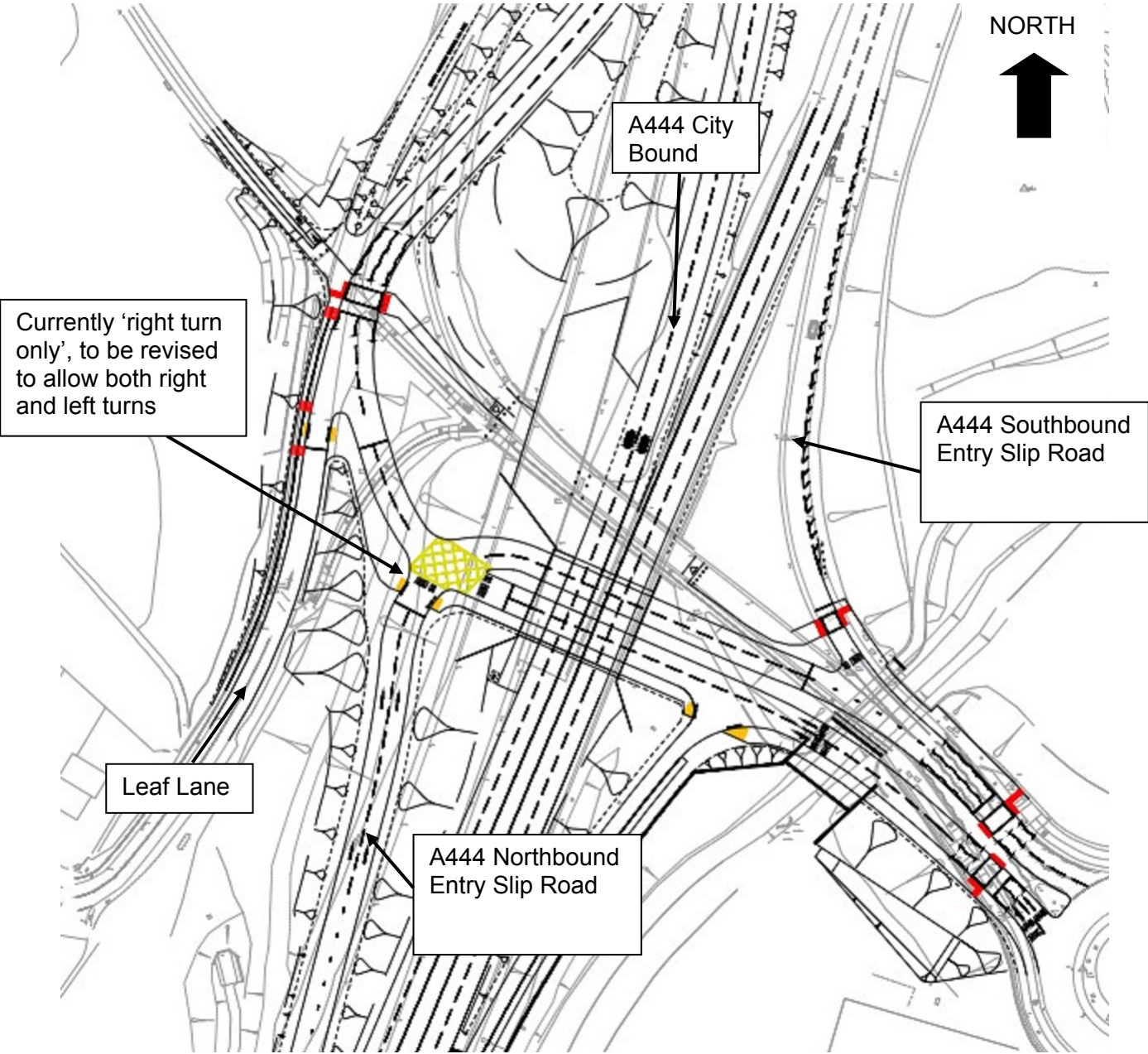
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| Contributor/approver name | Title | Directorate or organisation | Date doc sent out | Date response received or approved |
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| Karen Seager | Head of Traffic and Network Management | Place | 25.10.2016 | 27.10.2016 |
| Helen Joyce | Senior Human Resources Manager | Resources | 25.10.2016 | 27.10.2016 |
| Liz Knight | Governance Services Officer | Resources | 25.10.2016 | 27.10.2016 |
| Names of approvers: (officers and Members) | | | | |
| Graham Clarke | Lead Accountant, Finance | Resources | 02.11.2016 | 02.11.2016 |
| Sam McGinty | Place Team Leader, Legal Services | Resources | 02.11.2016 | 02.11.2016 |
| Councillor J Innes | Cabinet Member for City Services | - | 25.10.2016 | 27.10.2016 |

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Appendix A – Location plan



Appendix B - Summary of objections and response to objections

| Objection Ref | Objection Summary | Response to Objection |
|---------------|---|--|
| 1 | <p>When this road layout was designed by traffic management consultants they put the no left turn there for a purpose, it was passed by the planners and that's how it should remain.</p> <p>Just because a lot of people decide to break the law and you can't seem to police it does not mean the original design concept should be changed.</p> | <p>The design was for a no left turn, however as with all new designs the scheme is reviewed to take into account the driving habits and routes that are being taken and where necessary amend and revise the situation.</p> <p>Enforcement of the junction cannot be provided continuously.</p> <p>The revisions will formalise a situation that is occurring at present and is likely to continue. By formalising the junction arrangement the traffic signals can be adjusted to assist with traffic flow and capacity. Traffic will also be discouraged from undertaking the left turn lane from the outside lane of the A444 entry slip road.</p> |
| 2 | <p>The JLR Whitley slip road needs to be maintained as a; JLR, Hotel, Business park access road, with no left turn back on to the Whitley island.</p> <p>At peak times exiting the JLR site has become a long and tiresome wait, due to the number of cars using the slip road to either do an illegal left turn (the camera signs and notices don't worry anyone as they know there are no cameras there) or to do a right turn go round the roundabout and then join the exiting JLR queues, most nights last week it was taking about 20-25 mins to travel from the JLR car parks to the Whitley island.</p> | <p>Vehicles leaving the JLR site now have an additional means of exit, whereby it only had provision for one exit slip road previously. Traffic is controlled via the traffic signal junction to assist during peak flow traffic movements. Queuing does occur in short intervals to allow for gaps in the traffic for those wanting to enter JLR or the hotel. If the left turn ban is revoked then further works will be undertaken to adjust the timings of the signals to assist further with the efficiency.</p> |

| | | |
|---|--|---|
| | <p>One of the biggest issues is the complete lack of regard for the yellow hatched box, this is always blocked by illegal left turns or right turners looking to loop back round the JLR island. This box needs to be more rigorously enforced and is the turn is made both left and right, this needs to be a lot better policed to stop this infringement, which stops the flow of traffic.</p> <p>Once people have used this method to jump the queue, you regularly see them cutting back in to the main traffic flow to get round the Whitley island, often nearly colliding with those exiting correctly who have queued to get to exit.</p> | <p>The yellow box marking is only blocked by left turning traffic as this currently is not allowed for in the stages of the traffic signals. Right turning traffic does not block the traffic. Adjustments to the traffic signals can be made to reduce the blocking of the junction if the restriction is lifted.</p> <p>Site observations do show that traffic joins the main carriageway, however the majority of traffic moves off towards the city centre or Daventry Road.</p> |
| 3 | <p>Regarding the "no left turn" situation it appears to me that the council is taking the line of least resistance and not fully appreciating the dangers present.</p> <p>If it requires legal powers to alter the present road order then it is apparent to me the law is being broken by motorists. Surely the provision of a camera and subsequent fines for this illegal turn would stop the situation arising and show that the council has a desire to see road rules are obeyed.</p> <p>It has worked with bus gate cameras.</p> | <p>The revocation of the order is to formalise a situation that is occurring at present. The provision of CCTV would not provide enforcement and would require additional legal orders to invoke which only the Police have powers to enforce and which could be objected to as part of the process.</p> <p>By formalising the junction arrangement the traffic signals can be adjusted to assist with traffic flow and capacity. Traffic will also be discouraged from undertaking the left turn lane from the outside lane of the A444 entry slip road.</p> |
| 4 | <p>I do not think the left turn should be allowed as it will have detrimental effect on the safe movement of persons and traffic and will make some existing manoeuvres to the left of the roundabout even more dangerous as additional traffic will be entering this location from a different point than was planned for when the Whitley Bridge changes were implemented.</p> | <p>The revision of the junction movements will be controlled using the existing traffic signal equipment and phased with the entry and exit times of the JLR employees which in addition will be better phased to control tidal flows of vehicles towards the roundabout</p> |
| 5 | <p>The junction is designed purely for traffic turning right into the Business Park, and the slip road starts to turn to the right before the traffic lights are reached. The inner kerb of the left turn is not compatible with a smooth turn, and when two lanes of traffic try to turn left this leads to near misses at best (which I have witnessed as pedestrian) and collisions judging by debris left on the road.</p> | <p>The junction is designed as an all movements junction, however a traffic regulation order was provided to prevent left turning vehicles. The entry radius acts as a deflection measure to prevent vehicles accessing the junction in a straight ahead motion. The proposal would only see the inside lane being made available for left turning vehicles.</p> |

| | | |
|---|---|--|
| | <p>The use of the left turn involves two sets of traffic lights and a pelican crossing. The only occasion on which this can be more efficient than continuing along the main A444 carriageway is when queuing traffic tails back beyond the slip road - the exact situation in which the revocation will make matters worse for traffic leaving the expanding Business Park, the original purpose of the new road layout.</p> <p>The justification for the revocation is that people are currently ignoring the existing order, either through blatant disregard or inattention to road signs. It was not felt appropriate as part of the larger scheme when the plans were drawn up and traffic flows at and approaching the London Road roundabout were considerably worse.</p> | <p>The traffic signals and timings will be adjusted ensuring that exit from the business park area will not be unduly affected by vehicles that have turned left from the slip road.</p> <p>As with any highways infrastructure project the design and installed works are reviewed post completion and if necessary adjustments are made to suit the traffic conditions and environment. This element has been reviewed and will be monitored for a period of 12 months</p> |
| 6 | <p>We believe it will have a detrimental impact to access and egress to our site and adjoining businesses located off the Sherbourne Roundabout when additional vehicles and traffic start using the slip roads to bypass traffic on the A444 creating unnecessary congestion at the Whitley Interchange and back on to the A444.</p> <p>There are road safety concerns at the junction is used by pedestrians and cyclists and was specifically engineered to prohibit left turns.</p> <p>The reasons for designing this junction to only allow vehicles to use the A444 off slip road to access the Whitley Business Park still remain.</p> | <p>Currently the traffic signals do not take into account any vehicles turning left as this is a prohibited movement. Should the order be revoked then the traffic signals phasing and timings would be revised to suit the layout and reduce any impact on the road network.</p> <p>Pedestrian and cyclists will still have both controlled and uncontrolled crossing points that will not conflict with the vehicle movements across the bridge or exit slip road.</p> |

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Cabinet Member for City Services

14th November 2016

Name of Cabinet Member:

Cabinet Member for City Services – Councillor Innes

Director Approving Submission of the report:

Executive Director of Place

Ward(s) affected: Henley

Title:

Report – Objections to Ringwood Highway Area 20mph Zone

Is this a key decision?

No

Executive Summary:

On 25th March 2014 the 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 for Public Services approved the proposal that a number of areas, which already had traffic calming, were to become 20mph zones. This included the Ringwood Highway Area following recommendations in Scrutiny Board 4.

Local residents were consulted on this proposal, and 87% of people who responded supported this proposal.

On 6th October 2016 the Traffic Regulation Order (TRO) to change the speed limit to 20mph, was advertised. 2 objections were received.

In accordance with the City Council's procedure for dealing with objections to Traffic Regulation Orders (which are used to determine speed limits); they are reported to the Cabinet Member for City Services for a decision as to how to proceed.

The cost of introducing the proposed TRO 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 20mph Traffic Regulation Order;
2. Subject to recommendation 1, approve the implementation of the 'City of Coventry (Ringwood Highway Area) (20mph Zone) Order 2016.

List of Appendices included:

Appendix A – Plan of Ringwood Highway Area 20mph Zone
Appendix B – Objection details with responses to issues raised.

Background papers:

None

Other Useful Documents

Cabinet Member (Public Services) Report

Date: 2 September 2014. Title Prioritisation of 20mph zones and 20mph speed limits

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: Objection's to Ringwood Highway Area 20mph Zone

1. Context (or background)

- 1.1 In September 2014 the Cabinet Member for Public Services approved the proposal that a number of areas, which already had traffic calming, were to become 20mph zones. This included the Ringwood Highway Area following recommendations in Scrutiny Board 4.
- 1.2 Local residents were consulted on this proposal, and we received over 100 responses. 87% of people who responded supported this proposal.
- 1.3 On 6th October 2016 the Traffic Regulation Order (TRO) to change the speed limit to 20mph, was advertised. 2 objections were received.
- 1.4 In accordance with the City Council's procedure for dealing with objections to Traffic Regulation Orders (which are used to determine speed limits); they are reported to the Cabinet Member for City Services for a decision as to how to proceed.

2. Options considered and recommended proposal

2.1 The options considered

- i) To make the Traffic Regulation Order and make the Ringwood Highway Area a 20mph zone;
- ii) Not to make the Traffic Regulation Order and leave the Ringwood Highway Area subject to a 30mph speed limit. If the speed limit is not amended the proposed scheme would not be installed.

2.1.1 **Option i)** is recommended as the area is a self-contained network of residential roads, many of which already have existing traffic calming features together with natural road bends and narrowings, which will help keep speeds low (see Appendix A – location plan). Additionally, reducing speeds to 20mph can have a wide range of benefits for the community, including encouraging cycling and walking, because of the calmer environment for 'vulnerable' road users. A reduction in speeds can prevent collisions and can also reduce the severity of injuries sustained in collisions that do occur. A pedestrian is likely to suffer slight injuries if struck by a vehicle travelling at 20mph. However, at 30mph they are likely to be severely injured, and at 40mph or above, they are likely to be killed. It is considered that the proposed 20mph speed limit will assist in improving safety for all road users, including pedestrians and other vulnerable road users.

2.1.2 **Option ii)** is not recommended as this large residential area has a total of 15 personal injury collisions recorded over a 5 year period. This includes 3 serious and 12 slight personal injury collisions. 10 collisions involved vehicle to vehicle collisions, and 5 involved pedestrians. The high accident rate makes this area a priority for a 20mph zone, when compared to other areas within the city.

2.2 A Street News advising of the proposal to make the area a 20mph zone was distributed in June 2016. Over 100 responses were received and a large proportion (87%) of residents who responded to the consultation supported the proposals. Comments received include:

- I am more than happy with the proposals;
- Reducing the speed limit to 20mph would be great.

- 2.3 Two objections were received. Objector 1 advised that the scheme is a ‘waste of my money’ (it is assumed this comment refers to Council Taxation payments). Objector 1 also made numerous recommendations including “stop wasting money on filling pot holes” and “widen St. James Lane Bridge”.
- 2.3.1 Objector 2 stated that there wasn’t a speeding problem and advised that there have been “no accidents”. Objector 2 also suggested that this proposal is the “result of a complaint and I can guess the person concerned”.

The full objections and responses to the issues raised are detailed in Appendix B

3. Results of consultation undertaken

- 3.1 The Traffic Regulation Order for the reduction of the speed limit to 20mph was advertised in the Coventry Telegraph on 6th October 2016, and notices were also placed on street in the vicinity of the proposals. This commenced a 21 day objection period. The responses received included 2 objections to the proposals.
- 3.2 Appendix B details the objection received.
- 3.3 A Street News consultation was also issued to all the properties within the proposed 20mph zone (the area shown in Appendix A) prior to the TRO being advertised, and 87% of responses were in support of the proposals.

4. Timetable for implementing this decision

- 4.1 Subject to approval, it is proposed to make the Traffic Regulation Order operational in the 2016/2017 financial year.

5. Comments from Executive Director of Resources

- 5.1 Financial implications

The cost of making The Ringwood Highway Area Zone 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.

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 implementation of 20mph zones would contribute to the City Council's objectives of

- ***A safer and more confident Coventry***- by reducing speed limits
- ***Making Coventry's streets, neighbourhoods, parks and open spaces attractive and enjoyable places to be*** - by reducing the speed of traffic through neighbourhoods

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 a reduced speed limit (20mph) will assist in improving safety for all road users, including the elderly, disabled people and children.

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

Report author(s)

Name and job title:

Joel Logue – (Traffic Management)

Directorate:

Place

Tel and email contact:

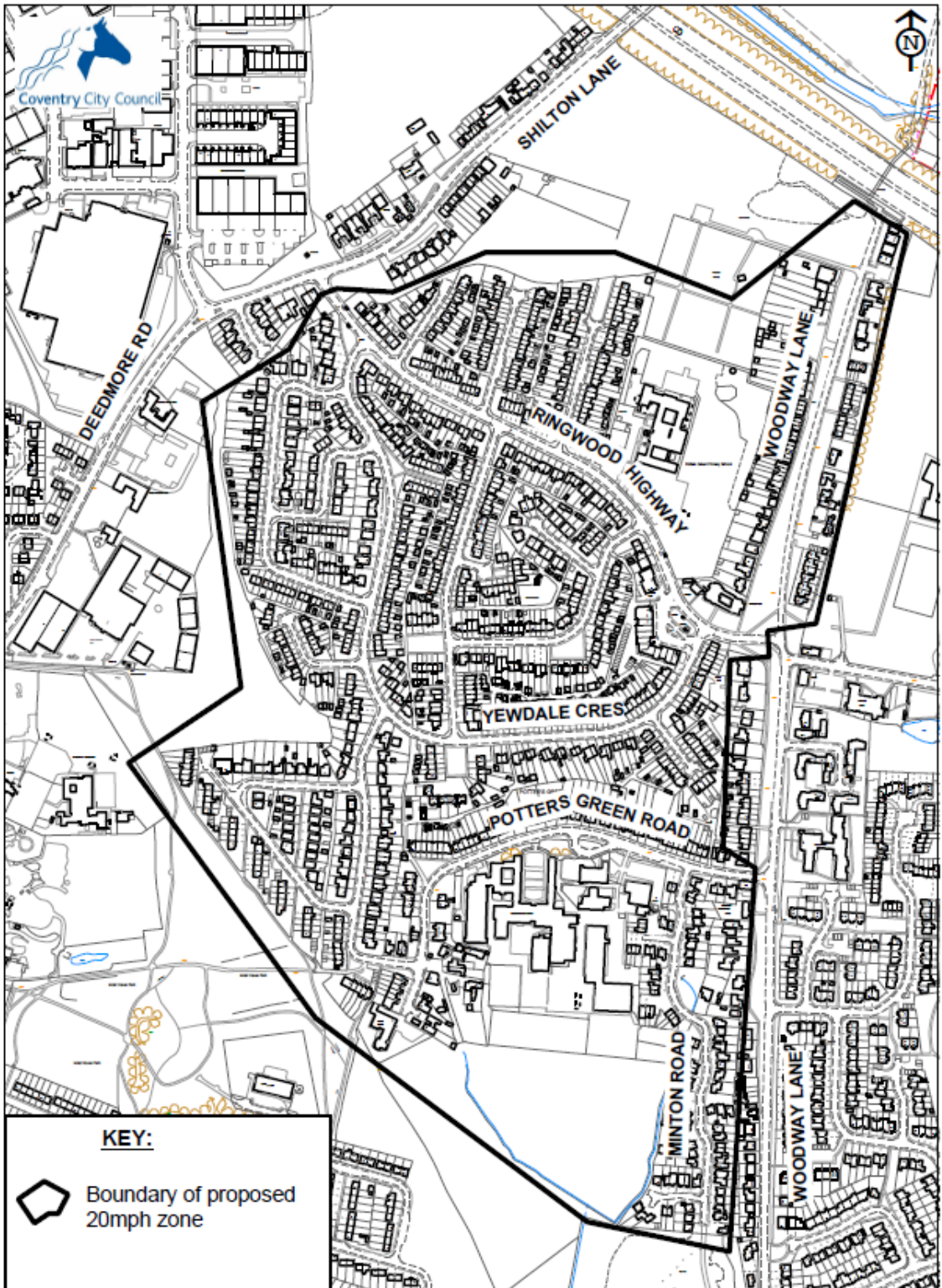
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Enquiries should be directed to the above person.

| Contributor/approver name | Title | Directorate or organisation | Date doc sent out | Date response received or approved |
|---|---|------------------------------------|--------------------------|---|
| Contributors: | | | | |
| Colin Knight | Assistant Director (Planning, Transport and Highways) | Place | 28.10.2016 | 31.10.2016 |
| Karen Seager | Head of Traffic and Network Management | Place | 27.10.2016 | 27.10.2016 |
| Myran Larkin | Senior HR Adviser | Resources | 28.10.2016 | 28.10.2016 |
| Liz Knight | Governance Services Officer | Resources | 27.10.2016 | 31.10.2016 |
| Other members | | | | |
| Names of approvers: (officers and members) | | | | |
| Finance: Graham Clark | Lead Accountant | Resources | 28.10.2016 | 31.10.2016 |
| Legal: Sam McGinty | Place Team Leader | Resources | 28.10.2016 | 31.10.2016 |
| Other members: Cllr Innes | Cabinet Member for City Services | | 27.10.2016 | 27.10.2016 |

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Appendix A – Plan of the Proposed Ringwood Highway Area 20mph Zone



Appendix B – Objections details with responses to issues raised.

Objection 1 - Key Issues Raised

Objection

I write to object to your proposal as cannot see any justification and just shows another attempt of money making. In such times that the council is having to rain in their spending and get rid of jobs, they find the time to spend OUR money on road calming measures. I do urge you to get the measures working in other places first, without wasting my money and putting it down the drain.

Response:

This area has been chosen because it is a self-contained network of residential roads, many of which have existing traffic calming features and current speeds appropriate for a 20 mph speed limit. Within the Ringwood Highway Area, a total of 15 personal injury collisions were recorded over a 5 year period. It is envisaged that the Ringwood Highway Area 20mph zone scheme will reduce the total number of personal injury collisions, and additionally reduce the severity of such collisions. The overall objective of a 20mph speed limit zone is to create a safer environment for all road users and encourage alternative modes of transport; including encouraging walking and cycling. However, the primary motive for a speed reduction is to reduce the severity of personal-injury collisions if they do occur.

Objection

You could spend the money your proposing for instance by widening the St James lane bridge or remarking the Clifford bridge Tesco's island to educate motorists in not using the island as a crossroads.

Response:

This recommendation is outside the remit of this proposal. This proposal is associated with installing a 20mph zone and making the area safer for all road-users.

Objection

Another would be to stop wasting money filling pot holes in but actually to a permanent job so you don't come back two weeks later to do the whole work again.

Response:

The Council has a finite budget allocated to maintaining the highways, and subsequently it is not always possible to conduct expensive full pavement reconstruction. The Council utilises materials that can be installed quickly and are cost-effective. It is unfortunate that such material can be affected by weather conditions and this can reduce the effectiveness of certain materials, and this requires the Council to re-fill.

Objection

Yes speed is a problem, however i suggest that you get what you have or had done already.....WORKING,!

Response:

The Council has a finite budget allocated to road safety engineering schemes, and therefore, we implement schemes at locations that have a significant history of preventable accidents. As the city has many areas that require road safety engineering schemes to prevent and mitigate existing accidents; we have to prioritise where and when we allocate funding, and this includes areas that already have road safety measures. For example the proposed Ringwood Highway Area 20mph Speed Limit Zone already has physical traffic calming measures and we are enhancing the effectiveness of these by proposing a reduction in the speed limit to 20mph. Additionally, we conduct regular assessments of personal injury collisions, and take action if required.

Objection 2 - Key Issues Raised

Objection

I submit an account as to why I object to your proposal which I consider unnecessary, a waste of time and money. I have lived at this address for 52 years and have driven on the roads concerned innumerable times. As chair of the community association, the complaints we received were about HGVs and as this resulted in a weight restriction in the area.

Response:

This area has been chosen because it is a self-contained network of residential roads, many of which have existing traffic calming features and current speeds appropriate for a 20 mph speed limit. Within the Ringwood Highway Area, a total of 15 personal injury collisions were recorded over a 5 year period. It is envisaged that the Ringwood Highway Area 20mph zone scheme will reduce the total number of personal injury collisions, and additionally reduce the severity of such collisions. The overall objective of a 20mph speed limit zone is to create a safer environment for all road users and encourage alternative modes of transport; including encouraging walking and cycling. However, the primary motive for a speed reduction is to reduce the severity of personal-injury collisions if they do occur.

Objection

I find that when drivers have to travel too slowly for the conditions they can become irritated and an irate driver is then often a bad driver with the frustration caused. I cannot recall an accident on this stretch of road.

Response:

There has been numerous 'avoidable accidents' within the Ringwood Highway Area and the majority of these collisions are associated with driver error or driving inappropriately. Overall, there were a total of 15 personal injury collisions recorded over the last 5 year period, making this area a priority for a 20mph zone. It is envisaged that the reduced speed limit will reduce the number of personal injury collisions.

Objection

I can think of better highway projects in the area on which could be spent more wisely.

Response:

The Council has many different projects within the city. However, the Council has an aspiration to become a 20mph speed limit city, and this proposal is focused on installing a 20mph zone and making the area safer for all road-users.

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Cabinet Member for City Services

14th November 2016

Name of Cabinet Member:

Cabinet Member for City Services – Councillor Innes

Director Approving Submission of the report:

Executive Director of Place

Ward(s) affected:

Upper Stoke

Title:

Report – Objection to Waiting Restriction, Forknell Avenue/Lutterworth Avenue

Is this a key decision?

No

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. Objections were received and these were considered at the Cabinet Member for City Services meeting on 15th August 2016.

Unfortunately one of the objections, which had been received within the formal objection period, was not included in this process. The objection related to proposed double yellow lines at the Forknell Avenue/ Lutterworth Avenue junction.

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. Therefore the objection is to be considered at this meeting.

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 objection to the proposed waiting restriction;
2. Subject to recommendation 1, approve the restrictions as advertised at the junction of Forknell Avenue/Lutterworth Avenue.

List of Appendices included:

Appendix A – Summary of restriction, objection and response

Background Papers

None

Other useful documents:

Cabinet Member for City Services meeting 15 August 2016, Report – Objections to Proposed Waiting Restrictions

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:**Report - Objection to Waiting Restriction, Forknell Avenue/Lutterworth Avenue****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. Objections to these proposals were considered at the Cabinet Member for City Services meeting on 15th August 2016.
- 1.2 Unfortunately one of the objections, which had been received within the formal objection period, was not included in this process. The objection related to proposed double yellow lines at the Forknell Avenue/ Lutterworth Avenue junction.
- 1.3 The request for double yellow lines at the Forknell Avenue/ Lutterworth Avenue junction had been received from the Upper Stoke Ward Forum. The residents attending the meeting had raised road safety concerns, advising that they considered the level of traffic in the area had increased and that there was a danger posed by cars parked too close to the junction, limiting visibility.
- 1.5 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 Unfortunately, although the objection to the proposals at Forknell Avenue / Lutterworth Avenue had been received within the formal objection period, due to an administration error it was not considered with the other objections at the Cabinet Member for City Services meeting of 15th August 2016. The objection, response to the objection and origin of the proposed waiting restrictions is summarised in Appendix A.
- 2.2 In considering the objection, 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 proposal, as detailed in Appendix A, is to retain the double yellow lines at this junction.

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 38 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. One objection related to the proposal at Forknell Avenue/ Lutterworth Avenue.

- 3.2 Appendix A details the objection to the Forknell Avenue/ Lutterworth Avenue proposal and a response to the issues raised.

4. Timetable for implementing this decision

- 4.1 If the recommendation is approved, no further action will be undertaken. If it is approved that amendments are made to the waiting restrictions this will be undertaken at the next available waiting restriction review, before the end of March 2017.

5. Comments from Executive Director of Resources

5.1 Financial implications

The cost of introducing the proposed TRO, was 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:

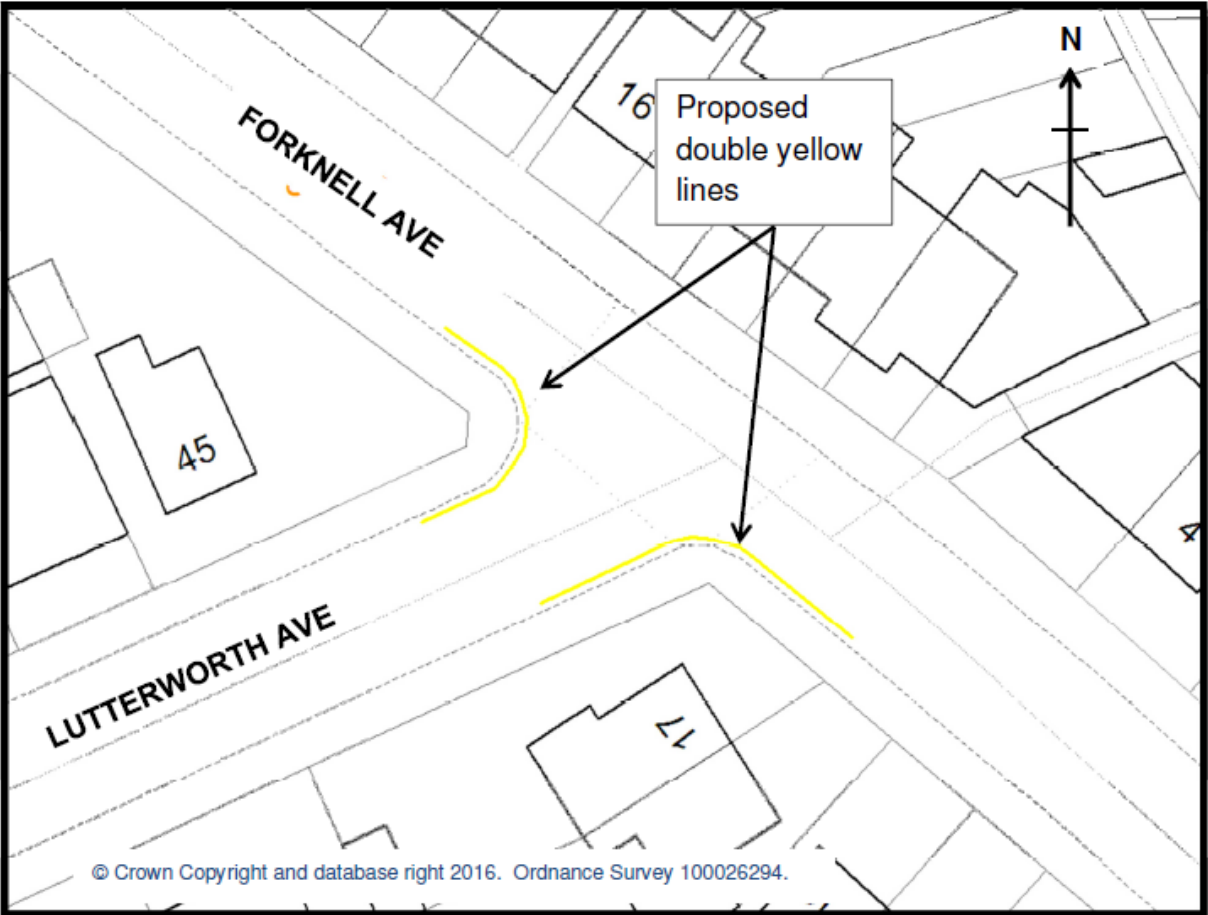
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Enquiries should be directed to the above person.

| Contributor/approver name | Title | Directorate or organisation | Date doc sent out | Date response received or approved |
|---|---|------------------------------------|--------------------------|---|
| Contributors: | | | | |
| Colin Knight | Assistant Director (Planning, Transport and Highways) | Place | 28.10.2016 | 02.11.2016 |
| Karen Seager | Head of Traffic and Network Management | Place | 28.10.2016 | 02.11.2016 |
| Myran Larkin | Senior HR Adviser | Resources | 28.10.2016 | 02.11.2016 |
| Liz Knight | Governance Services Officer | Resources | 28.10.2016 | 31.10.2016 |
| Names of approvers: (officers and members) | | | | |
| Finance: Graham Clark | Lead Accountant | Resources | 28.10.2016 | 31.10.2016 |
| Legal: Sam McGinty | Place Team Leader | Resources | 28.10.2016 | 31.10.2016 |
| Other members: Cllr Innes | Cabinet Member for City Services | | 28.10.2016 | |

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Appendix A – Summary of restriction, objection, and response

| | |
|------------------------------|---|
| Location (Ward) | Forknell Avenue/ Lutterworth Avenue (Upper Stoke) |
| Original Request | Request received from the Upper Stoke Ward Forum for double yellow lines at the junction due to residents' concerns that a danger is posed due to cars parked too close to the junction. |
| Proposal | <p>Installation of double yellow lines for junction protection at Forknell Avenue/Lutterworth Avenue</p>  |
| Objection 1 | <p>Regarding the proposal, I think this is a joke and I strongly like to oppose this because I and my [] park here and I have X grandchildren, who we have daily, who need to get out of the car in front of the house because of safety reasons. What do you want me to do, park yards away and walk with them, always a struggle to park near the house because every house has 2-3 cars. If you allow this to go ahead you will take away a parking space which we have had for 20 years and put my grandkids at risk.</p> |
| Response to objection | <p>Concerns have been raised in regard to parking at the junction, particularly in regard to visibility, therefore double yellow lines have been proposed.</p> <p>It is not a duty of the City Council to provide on street parking. 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 (10 metres) in accordance with the highway code.</p> <p>Recommendation – Maintain restriction as advertised.</p> |



Cabinet Member for City Services

14 November 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. 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 Meeting 18 June 2015 report: Amendments to the Constitution – Proposed Amendments to the Petitions Scheme

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

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 December 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)

Name and job title:

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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 |
|---------------------------|-------|-----------------------------|-------------------|------------------------------------|
|---------------------------|-------|-----------------------------|-------------------|------------------------------------|

| 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 | 28/10/2016 | 01/11/16 |
| Caron Archer | Principle Officer - Traffic Management | Place | 28/10/2016 | 28/10/16 |

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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 |
|--|---------------------------|---|--|---|
| 22/16 - Parking Concerns and Request to Extend the Restricted Parking Hours at Kenpas Highway Parade to 10.00 p.m. | Councillor Blundell | Holding | To arrange evening parking surveys to assess extent of problem. | January |
| 19/16 - Traffic Issues on Hawkes Mill Lane between Browns Lane and Washbrook Lane | Councillor Birdi | Determination | Does not meet criteria for the Local Safety Scheme programme. To provide details of Community Speedwatch initiative. | November |
| 21/16 - Request for Improvements for Greens Road | Councillor Williams | Determination | Does not meet criteria for the Local Safety Scheme programme. To provide details of Community Speedwatch initiative and add junctions at each end of Greens Road (Bennetts Road South and Halford Lane) to Waiting Restriction Request List for consideration for the installation of junction protection as part of next review. | November |
| 24/16 - Request for Improvements for Norman Place Road | Councillor Williams | Determination | Does not meet criteria for the Local Safety Scheme programme. To provide details of Community Speedwatch initiative. Add Norman Place Road / Brownhill Green Road roundabout to list for consideration for inclusion in a future year's pedestrian dropped kerb programme and investigate measures to address inconsiderate parking. | November |
| 25/16 - Request for Parking Restrictions on Hollyfast Road between Coundon Green and 254 Hollyfast Road | Councillor Williams | Holding | To undertake site visit at school exit time to observe issues | January |

Cabinet Member for City Services

14th November 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):

Name and job title:

Liz Knight / Michelle Salmon
Governance Services Officer

Directorate:

Resources

Tel and email contact:

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Enquiries should be directed to the above person.

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> | December, 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> | Report on Residents Parking to be submitted to Cabinet on 3 rd January, 2016 | |
| 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> | November, 2016 | <p>Executive Director of Place</p> <p>Caron Archer</p> | December, 2016 | To allow for analysis of post scheme data |
| 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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