

**Time and Date**

3.00 pm on Monday, 8th May 2017

Place

Committee Room 2 - Council House

Public Business**1. Apologies****2. Declarations of Interests****3. Minutes**

(a) To agree the minutes of the meeting held on 20th March 2017
(Pages 3 - 6)

(b) Matters Arising

4. Petition - Request for Improvements for Norman Place Road
(Pages 7 - 14)

Report of the Deputy Chief Executive (Place)

To consider the above petition, bearing 18 signatures, which has been submitted by Councillor Williams, a Bablake Ward Councillor, who has been invited to the meeting for the consideration of this item.

5. Petition - Request for Improvements for Greens Road (Pages 15 - 24)

Report of the Deputy Chief Executive (Place)

To consider the above petition, bearing 36 signatures, which has been submitted by Councillor Williams, a Bablake Ward Councillor, who has been invited to the meeting for the consideration of this item.

6. Petition - Traffic Issues on Hawkes Mill Lane between Browns Lane and Washbrook Lane (Pages 25 - 32)

Report of the Deputy Chief Executive (Place)

To consider the above petition, bearing 99 signatures, which has been submitted by Councillor Williams, a Bablake Ward Councillor, who has been invited to the meeting for the consideration of this item.

7. **Outstanding Issues** (Pages 33 - 36)

Report of the Deputy Chief Executive (Place)

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

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

Private Business

Nil

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

Thursday, 27 April 2017

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: Councillor G Ridley (Shadow Cabinet Member)

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

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

Liz Knight / Michelle Salmon

Governance Services Officers

Tel: 024 7683 3072 / 3065

Email: liz.knight@coventry.gov.uk / michelle.salmon@coventry.gov.uk

Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at 3.00 pm on
Monday, 20 March 2017

Present:

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

Other Members: Councillors R Bailey and G Williams

Employees (by Directorate):

C Archer, Place Directorate
L Knight, Place Directorate
S McGinty, Place Directorate
M Wilkinson, Place Directorate

Public Business

45. Declarations of Interests

There were no declarations of interest.

46. Minutes

The minutes of the meeting held on 6th February were agreed as a true record, subject to the second sentence of the penultimate paragraph of Minute 41 headed 'Petition – Request to Outlaw the Parking of Motor Vehicles on the Pavements of Coventry' being amended to read: 'She indicated that a pavement parking ban across the City would not be feasible as it wouldn't make allowances for emergency vehicles. It wouldn't be affordable or enforceable and would create further access problems for refuse vehicles.'

47. Objections to Proposed Waiting Restrictions

The Cabinet Member considered a report of the Deputy Chief Executive (Place) concerning objections that had been received to a Traffic Regulation Order advertised on 24th November, 2016 relating to proposed new waiting restrictions and amendments to existing waiting restrictions in Bablake, Cheylesmore, Foleshill, Holbrooks, Radford, Westwood, and Whoberley Wards of the City. A total of 29 objections were received, 1 of which was subsequently withdrawn by the objector and 1 objection related to a proposed traffic splitter island, not waiting restrictions. In addition 4 letters of support to proposals were also received. Two subsequent e-mails had been received, each from one of the objectors, further detailing their objections and these were reported at the meeting. In addition a further e-mail relating to Peel Street from someone who had read the public report was also reported. A summary of proposed restrictions, objections and responses were set out in an appendix to the report. All the respondents were invited to the meeting.

Ms J Sandhu and Wayne Foxtton attended the meeting and detailed their concerns regarding the installation of double yellow lines at the junction of Priory Mill Walk and Christchurch Road which were recommended following a Road Safety Audit. Ms Sandhu expressed concerns at the loss of parking, also referring to the loss of a parking space at the rear of her property which was included in the original planning application. It was clarified that this was a matter for her to pursue with the developer. Mr Foxtton referred to the proposal for double yellow lines outside 38 Christchurch Road indicating that this was unnecessary since the curvature of the road meant that there was not a visibility issue at the junction. Councillor Williams, a Bablake Ward Councillor spoke in support of the residents. The Cabinet Member decided not to install the waiting restrictions outside 38 but indicated that the situation would be monitored.

Ms K Farr, Mr G Grant and Mr Khari attended in respect of Lythalls Lane expressing concerns about the introduction of a splitter island outside 261 Lythalls Lane which obstructed vehicle access and exit. It was clarified that the splitter island was not the subject of the TRO under discussion and had been installed as part of a safety scheme. The Cabinet Member agreed to undertake a site visit.

In relation to the proposals for Humphrey Burton's Road, Stoney Road, Asthill Grove and Orchard Crescent, the original proposal was to install a prohibition of parking on the verge and footway. In light of the objections received it was proposed not to install the restriction on the narrower Asthill Grove and Orchard Crescent but to continue to monitor the parking on these roads. Mr Shufflebotham and Matthew Davies attended in respect of the proposal for Humphrey Burtons Road and Stoney Road. Mr Shufflebotham expressed concerns about the entrances to/from Humphrey Burtons Road with the 'slip roads' into Hiron Croft and the potential for accidents. Matthew Davies spoke on behalf of Stoney Road Area Residents (STAR) expressing support for the proposal for Humphrey Burtons Road and Stoney Road. Councillor Bailey, a Cheylesmore Ward Councillor spoke in support of the revised proposals.

The Cabinet Member was informed of additional e-mail correspondence that had been received in respect of the proposal to install waiting restrictions at the junction of Peel Street and Peel Close which had been requested due to parked vehicles causing access problems for refuse vehicles resulting in missed collections. In light of the objections and potential parking issues, the Cabinet Member recommended the installation of double yellow lines on the eastern side of Peel Close be reduced to 10 metres from the junction with the situation being monitored.

The Cabinet Member noted that an objection had been received in respect of the proposed restriction on Dalmeny Road. The objector was concerned about the parking implications for residents and had requested that restrictions were not introduced on the western side of the road.

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 all the objections to the proposed waiting restrictions:

- (1) The implementation of the restrictions as advertised on Billing Road/ Whoberley Avenue and Swillington Road be approved.**
- (2) The implementation of a reduced scheme prohibiting parking on the footway (and verge) on Humphrey Burtons Road and Stoney Road be approved, not installing a new TRO on Asthill Grove and Orchard Crescent but continuing to monitor the way vehicles are parked.**
- (3) The proposal to reduce the length of proposed double yellow lines on Dalmeny Road be endorsed, only installing the proposed restriction on the eastern side of the road and not the western side.**
- (4) It be endorsed that the double yellow lines proposed on Lythalls Lane are installed as advertised, as the objection did not relate to the proposed waiting restrictions.**
- (5) The proposed double yellow lines on the eastern side of Priory Mill Walk (outside 36 Christchurch Road) be installed as advertised but no restrictions be installed on the western side of Priory Mill Walk (outside 38 Christchurch Road) and the situation be monitored.**
- (6) The proposed double yellow lines on Peel Street to be reduced on the eastern side of Peel Close to 10 metres from the junction and the situation be monitored.**
- (7) Approval be given that the proposed Traffic Regulation Order is made operational.**
- (8) A site visit be arranged for the Cabinet Member to meet residents at Lythalls Lane.**

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

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

The report indicated that each petition had been dealt with on an individual basis, with the Cabinet Member considering advice from officers on appropriate action to respond to the petitioners' request. 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 were being sent, this was because further investigation work was required. Once matters had been

investigated either a follow up letter would be sent or a report submitted to a future Cabinet Member meeting.

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

49. **Outstanding Issues**

The Cabinet Member noted a report of the Deputy Chief Executive (Place) that contained a list of the outstanding issues and summarised the current position in respect of each item.

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

There were no additional items of public business.

(Meeting closed at 4.05 pm)



Cabinet Member for City Services

8th May 2017

Name of Cabinet Member:

Cabinet Member for City Services – Councillor J Innes

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

Bablake

Title:

Petition – Safety Concerns Norman Place Road

Is this a key decision?

No

Executive Summary:

A petition of 18 signatures has been received advising of health and safety concerns on Norman Place Road relating to the condition of the footways, speeding, dangerous parking and the need for a safer place for pedestrians to cross near the shops by the junction with Brownhill Green Road.

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

The determination letter advised of the action proposed and approved in response to each of the issues raised. On receipt of the determination letter the petition spokesperson advised that they did not wish the petition to be progressed by letter and wanted it to be considered at a Cabinet Member for City Services meeting.

The cost of introducing road safety schemes, parking restrictions and highway maintenance are funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan

Recommendations:

Cabinet Member for City Services is recommended to:

- 1) Note the petitioners concerns.
- 2) Endorse that the actions confirmed by determination letter to the petition spokesperson (as detailed in paragraph 1.6 below) are undertaken.

List of Appendices included:

Appendix A – Location Plan

Appendix B – Determination Letter

Background Papers

None

Other useful documents

None

Has it been or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report title: Petition – Safety Concerns Norman Place Road

1. Context (or background)

1.1 A petition of 18 signatures has been received advising of health and safety concerns on Norman Place Road. The petition is supported by Councillor Williams, who is also the petition spokesperson.

1.2 The petition advises:

'We ask Coventry City Council to urgently address health and safety concerns on Norman Place Road: namely resurfacing of pavements, speeding issues and resolving dangerous parking along Norman Place Road and outside shops near to the island of Brownshill Green Road, to make it safer to cross.'

1.3 Norman Place Road is a residential road, it is also a bus route and has a number of shops including a Co-op located in the vicinity of its roundabout junction with Brownshill Green Road.

1.4 A review of the personal recorded injury collision history of Norman Place Road shows that in the last 3 years (for the time period up to 30 November 2016) no injury collisions have been recorded.

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

1.6 The determination letter (detailed in Appendix B to the report) advised of the action proposed and approved in response to each of the issues raised. These actions were:

- i) Resurfacing of footways – following an assessment of the current condition of the footways and taking into consideration the usage and condition when compared with similar footways across the city, the site is to be held on the City Council's forward programme list and its condition will continue to be monitored; it will be scored against all other similar sites citywide. If the footways on Norman Place Road receive a priority score, they will be included in a future maintenance treatment programme, budget permitting.
- ii) Speed reduction measures – due to budgetary constraints requests for road safety schemes are prioritised utilising recorded personal injury collision data, as referred to in 1.4 above no injury collisions have been recorded in the last 3 years, therefore Norman Place Road does not meet the criteria for a local safety scheme. Contact details were also provided should residents wish to get involved in the Community Speed Watch initiative.
- iii) Parking restrictions - due to budgetary constraints requests for waiting restrictions are prioritised, as referred to in 1.4 above no injury collisions have been recorded in the last 3 years, therefore it is not proposed currently to install any new restrictions.
- iv) Pedestrian facilities - the roundabout junction of Norman Place Road and Brownshill Green Road will be added to the pedestrian dropped kerb request list for consideration for inclusion in a future programme. When the location is prioritised for works to be

undertaken measures to address inconsiderate parking at these facilities will also be investigated.

- 1.7 After the determination letter was issued, the process highlighted in 1.6 (i) was undertaken and following the annual scheme development process a section of Norman Place Road footways have reached a priority score and it is the Council's intention to renew them during the financial year 2017/18. Due to the high cost of this process the scheme will be completed over a two year period. In 2017/18 the south side section of Norman Place Road from house number 55 to house number 109 will be renewed. It is then our intention, budget permitting, to renew from house number 109 to Duncroft Avenue (South side) in 2018/19.

2. Options considered and recommended proposal

- 2.1 The recommended proposals in regard to the issues raised have already been approved and are detailed in the determination letter (set out in Appendix B to the report) and paragraph 1.6 above.

3. Results of consultation undertaken

- 3.1 No consultation has been undertaken.

4. Timetable for implementing this decision

- 4.1 The implementation of the recommended proposals is dependent on funding and prioritisation with competing locations; therefore the implementation of the recommendations is on-going.

5. Comments from Director of Finance and Corporate Services

- 5.1 Financial implications

Future capital highway maintenance programmes and proposed treatments to carriageways 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 of 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 and will further depend on the condition of the footways when compared to other similar roads citywide. Therefore the actual scheduling of the works will be based on priority of the scheme and the funds available

If it is considered that waiting restrictions are required to address parking issues, a Traffic Regulation Order (TRO) is required. Introducing TROs, is funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

The programme for the implementation of pedestrian dropped kerbs is funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan

- 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 major contracts will be approved by the Procurement board and let under the usual contract rules

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)?

Highway maintenance is part of Coventry's vision for better pavements and roads which is a key objective. Completing the footway maintenance work would contribute to this objective. The introduction of waiting restrictions, also 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

No specific equalities impact assessment has been carried out.

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

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

Caron Archer
Team Leader (Traffic Management)

Directorate:

Place

Tel and email contact:

Tel: 024 7683 2062

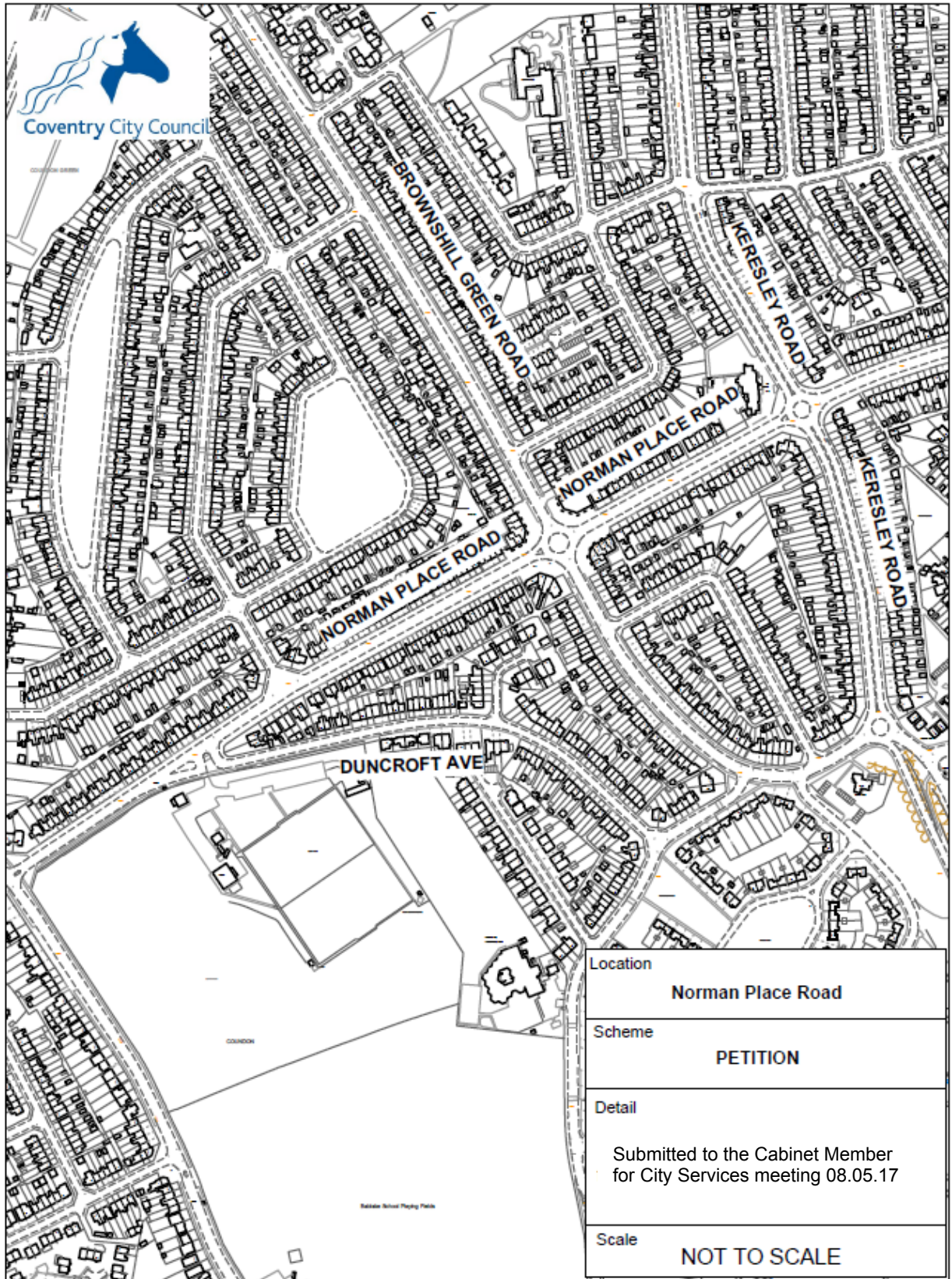
E-mail: caron.archer@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Colin Knight	Director of Transportation and Highways	Place	05.04.2017	05.04.2017
Karen Seager	Head of Traffic and Network Management	Place	05.04.2017	24.04.2017
Sandra Berns	Senior Human Resources Manager	People	05.04.2017	26.04.2017
Tracy Cowley	Highways Technical Services Manager	Place	05.04.2017	06.04.2017
Liz Knight/ Michelle Salmon	Governance Services Officer	Place	05.04.2017	05.04.2017
Names of approvers: (Officers and Members)				
Graham Clark	Lead Accountant	Place	05.04.2017	06.04.2017
Sam McGinty	Place Team Leader, Legal Services	Place	05.04.2017	05.04.2017
Councillor J Innes	Cabinet Member for City Services	-	05.04.2017	26.04.2017

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

Appendix A – Location Plan



© Crown Copyright and database right 2017. Ordnance Survey 100026294.

Appendix B – Copy of text of determination letter

Re: Petition submitted on: 20 September 2016

Subject matter: Request for Improvements for Norman Place Road

I am writing with regard to the above petition and your request for improvements on Norman Place Road.

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

Resurfacing of footways

An officer of the City Council has made an assessment of the current condition of the footways on Norman Place Road following your request for complete resurfacing along the full length of the road. Following this assessment and taking into consideration the usage and condition when compared with similar footways across the city, we will hold this site on the City Council's forward programme list, continue to monitor its condition and score it against all other similar sites citywide. If the footways on Norman Place Road receive a priority score, they will be included in a future maintenance treatment programme, budget permitting.

Speed reduction measures

As the funding available for traffic calming and other road safety measures is limited, we have to prioritise such requests using personal injury collision data.

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

However, we are working towards Coventry becoming a 20mph city and each year we are introducing more 20mph speed limits on residential roads. Community concerns are taken into account when prioritising areas for the introduction of such schemes.

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

Parking restrictions

As funding for the installation of parking restrictions is also limited, we have to prioritise locations where there is a significant personal injury collision history or where congestion is being caused. As there have been no personal injury collisions on Norman Place Road in the last three years, this location does not meet the criteria for further restrictions.

However, we will add the roundabout at the junction of Norman Place Road and Brownhill Green Road to the pedestrian dropped kerb request list for consideration for inclusion in a future year's programme. Should the location be selected for the installation of dropped kerbs, measures to address inconsiderate parking will also be investigated for inclusion in the works.

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



Cabinet Member for City Services

8th May 2017

Name of Cabinet Member:

Cabinet Member for City Services – Councillor J Innes

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

Bablake

Title:

Petition – Requests for Improvements for Greens Road

Is this a key decision?

No

Executive Summary:

A petition of 36 signatures has been received advising of health and safety concerns on Greens Road and requesting the footways be completely resurfaced, drainage issues resolved, traffic calming measures, double yellow lines at the junctions each end of Greens Road and to also look at parking restrictions to address problems caused by a nearby school.

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

The determination letter advised of the action proposed and approved in response to each of the issues raised. On receipt of the determination letter the petition spokesperson advised that they did not wish the petition to be progressed by letter and wanted it to be considered at a Cabinet Member for City Services meeting.

The cost of introducing road safety schemes, parking restrictions and highway maintenance are funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan

Recommendations:

Cabinet Member for City Services is recommended to:

- 1) Note the petitioners concerns.
- 2) Endorse that the actions confirmed by determination letter to the petition spokesperson (as detailed in paragraph 1.6 below) are undertaken.

List of Appendices included:

Appendix A – Location Plan

Appendix B – Determination Letter

Background Papers

None

Other useful documents

None

Has it been or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report title: Report - Petition – Requests for Improvements for Greens Road

1. Context (or background)

1.1 A petition of 36 signatures has been received advising of health and safety concerns on Greens Road. The petition is supported by Councillor G Williams, who is also the petition organiser.

1.2 The petition advises:

'We ask Coventry City Council to urgently address concerns of local residents of Greens Road, Keresley: That the pavements be completely resurfaced along the whole of Greens Rd, that drainage issues be sorted to prevent flooding, to resolve health and safety concerns by putting double yellow lines at both ends of the road and introduce speed reduction measures. Also to look at parking restrictions to address the problem caused by a neighbouring primary school'.

1.3 Greens Road is a residential road. There are two short cul de sacs located off Greens Road; Regiment Court and Battalion Court. Whitmore Park Primary School is located nearby on Halford Lane. The road is not part of a bus route.

1.4 A review of the personal recorded injury collision history of Greens Road shows that in the last 3 years (for the time period up to 31 December 2016) no personal injury collisions have been recorded.

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

1.6 The determination letter (detailed in Appendix B to the report) advised of the action proposed and approved in response to each of the issues raised. These actions were:

- i) Resurfacing of footways – following an assessment of the current condition of the footways and taking into consideration the usage and condition when compared with similar footways across the city, the site is to be held on the City Council's forward programme list and its condition will continue to be monitored; it will be scored against all other similar sites citywide. If the footways on Greens Road receive a priority score, they will be included in a future maintenance treatment programme, budget permitting.
- ii) Drainage Issues - the road drainage gullies along the length of Greens Road were cleaned out on 9 November 2016. This process identified that the gullies and ensuing connections are working as required and free-running. However, at the junction of Halford Lane there is a blockage in the Severn Trent Water main piped system which is preventing water from flowing away efficiently at this location. This problem has been passed on to Severn Trent Water who are responsible for this matter and they have indicated that they will investigate and rectify.
- iii) Parking - The junctions at each end of Greens Road (Bennetts Road South and Halford Lane) will be added to the waiting restriction request list for consideration of the installation of junction protection (double yellow lines) as part of next review.

Additional school-time waiting restrictions; as funding for such works is limited, they are prioritised at locations where there is a significant personal injury collision history or where congestion is being caused. Our records show that there have been no personal injury collisions on Greens Road in the last three years. Therefore, it is not proposed to introduce further restrictions, other than the aforementioned junction protection double yellow lines.

- iv) Speed reduction measures – due to budgetary constraints requests for road safety schemes are prioritised utilising recorded personal injury collision data, as referred to in 1.4 above, no injury collisions have been recorded in the last 3 years, therefore Greens Road does not meet the criteria for a local safety scheme. Contact details were also provided should residents wish to get involved in the Community Speed Watch initiative.

2. Options considered and recommended proposal

- 2.1 The recommended proposals regarding the issues raised have already been approved and are detailed in the determination letter (detailed in Appendix B to the report) and paragraph 1.6 above.

3. Results of consultation undertaken

- 3.1 No consultation has been undertaken

4. Timetable for implementing this decision

- 4.1 The implementation of the recommended proposals is dependent on funding and prioritisation with competing locations; therefore the implementation of the recommendations is on-going.

5. Comments from Director of Finance and Corporate Services

- 5.1 Financial implications

Future capital highway maintenance programmes and proposed treatments to carriageways 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 of 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 and will further depend on the condition of this carriageway when compared to other similar roads citywide. Therefore the actual scheduling of the works will be based on priority of the scheme and the funds available

If it is considered that waiting restrictions are required to address parking issues, a Traffic Regulation Order (TRO) is required. Introducing TROs, is funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

The programme for the implementation of pedestrian dropped kerbs is funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan

- 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 major contracts will be approved by the Procurement board and let under the usual contract rules

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)?

Highway maintenance is part of Coventry's vision for better pavements and roads which is a key objective. Completing the footway maintenance work would contribute to this objective. The introduction of waiting restrictions, also 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

No specific equalities impact assessment has been carried out.

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

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

Caron Archer
Team Leader (Traffic Management)

Directorate:

Place

Tel and email contact:

Tel: 024 7683 2062

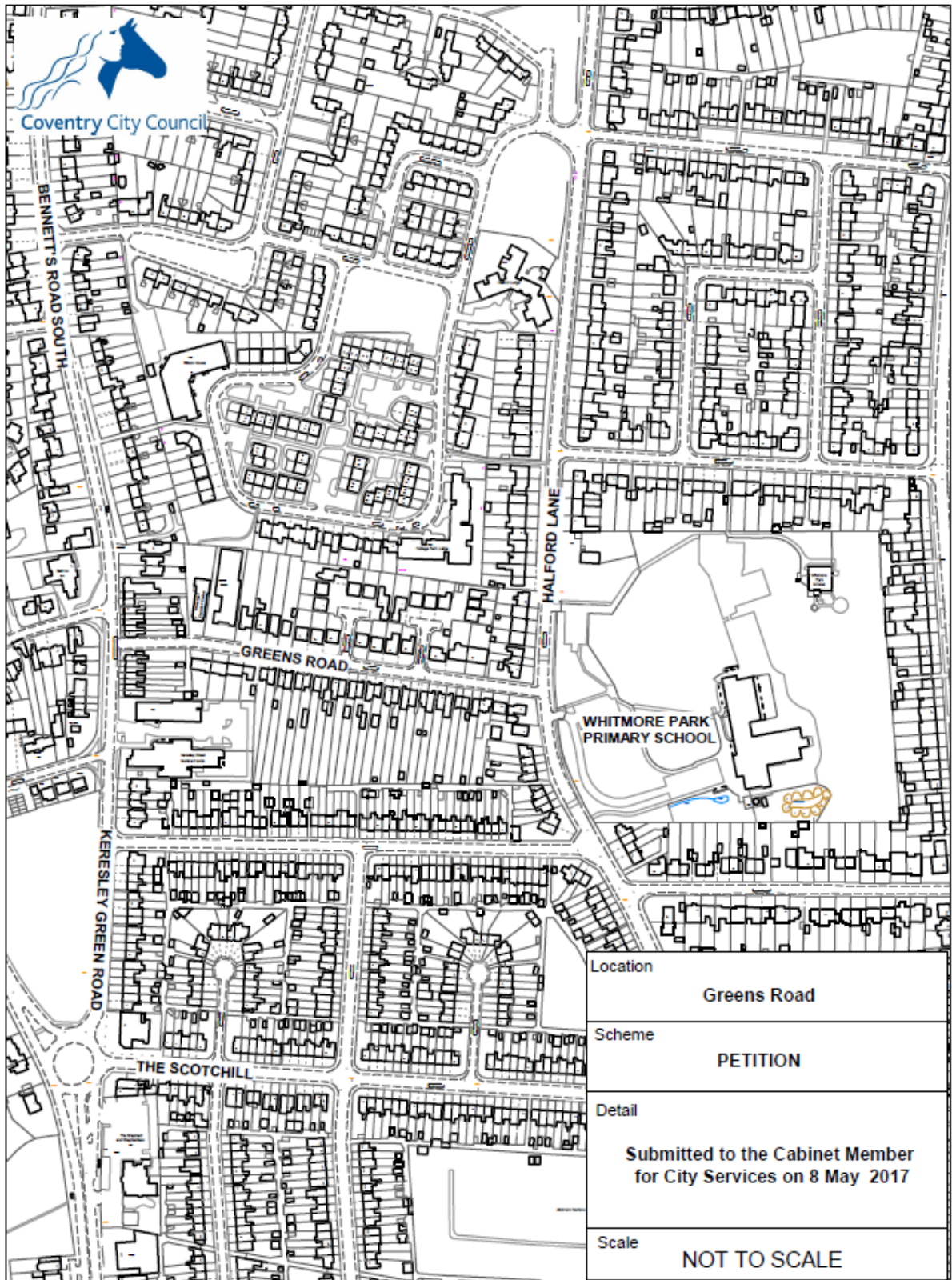
E-mail: caron.archer@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Colin Knight	Director of Transportation and Highways	Place	05.04.2017	05.04.2017
Karen Seager	Head of Traffic and Network Management	Place	05.04.2017	24.04.2017
Sandra Berns	Senior Human Resources Manager	People	05.04.2017	26.04.2017
Tracy Cowley	Highways Technical Services Manager	Place	05.04.2017	05.04.2017
Liz Knight/ Michelle Salmon	Governance Services Officer	Place	05.04.2017	06.04.2017
Names of approvers: (Officers and Members)				
Graham Clark	Lead Accountant	Place	05.04.2017	06.04.2017
Sam McGinty	Place Team Leader, Legal Services	Place	05.04.2017	12.04.2017
Councillor J Innes	Cabinet Member for City Services	-	05.04.2017	26.04.2017

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

Appendix A – Location Plan



Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.
© Coventry City Council Licence No. 100028294 and Crown Copyright 2017

Appendix B – Copy of text of determination letter

Re: Petition submitted on: 20 September 2016

Subject matter: Request for Improvements for Greens Road

I am writing with regard to the above petition and your request for improvements on Greens Road.

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

Resurfacing of footways

An officer of the City Council has made an assessment of the current condition of the footways on Greens Road following your request. Following this assessment and taking into consideration the usage and condition when compared with similar footways across the city, we will hold this site on the City Council's forward programme list, continue to monitor its condition and score it against all other similar sites citywide. If the footways on Greens Road receive a priority score, they will be included in a future maintenance treatment programme, budget permitting.

Drainage issues

The road drainage gullies along the length of Greens Road were cleaned out on 9 November 2016. This process identified that the gullies and ensuing connections are working as required and free-running. However, at the junction of Halford Lane there is a blockage in the Severn Trent Water main piped system which is preventing water from flowing away efficiently at this location. This problem has been passed on to Severn Trent Water who are responsible for this matter and they have indicated that they will investigate and rectify.

Parking restrictions

The junctions at each end of Greens Road (Bennetts Road South and Halford Lane) will be added to the waiting restriction request list for consideration of the installation of junction protection (double yellow lines) as part of next review.

However, please note this is not a guarantee of their installation. Any new waiting restrictions or changes to existing restrictions are subject to a legal process which includes a 21-day period during which anyone may object. Any objections received are then considered by the Council's Cabinet Member for City Services.

Please note that, even in the absence of waiting restrictions, it is an offence to park in a manner which causes an obstruction or a danger to other road users and the Police have the power to take action in such situations. They can be contacted on the non-emergency number 101 for advice on the measures they would be able to take.

If these locations are prioritised for new waiting restrictions, we will write to you again with further details when we prepare to start the legal process.

With regards to your request for additional school-time waiting restrictions, as funding for such works is limited, we have to prioritise locations where there is a significant personal injury collision history or where congestion is being caused. Our records show that there have been no personal injury collisions on Greens Road in the last three years. Therefore, this location does not meet the criteria for further restrictions.

Speed reduction measures

As funding for traffic calming and other road safety measures is also limited, we also use the personal injury collision history to assess such requests. Locations where there have been six or more personal injury collisions reported to the Police in the previous three years are considered for inclusion in the safety scheme programme. As there have been no personal injury collisions on Greens Road in the last three years, it does not meet this criterion.

However, we are working towards Coventry becoming a 20mph city and each year we are introducing more 20mph speed limits on residential roads. Community concerns are taken into account when prioritising areas for the introduction of such schemes.

If residents on Greens Road are concerned about speeding, they might be interested in getting involved in the Community Speedwatch initiative. This is a speed monitoring and awareness scheme that is co-ordinated by the Police and run by a group of local volunteers who use speed detection devices to monitor traffic and identify speeding drivers on a specific road or small area. For further information, please contact the Police by emailing: cvcsw@west-midlands.pnn.police.uk.

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

This page is intentionally left blank

Cabinet Member for City Services

8th May 2017

Name of Cabinet Member:

Cabinet Member for City Services – Councillor J Innes

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

Bablake

Title:

Petition: Traffic Issues on Hawkes Mill Lane between Browns Lane and Washbrook Lane

Is this a key decision?

No

Executive Summary:

A petition of 99 signatures has been received advising of concerns relating to the speed of traffic on Hawkes Mill Lane and also its use by HGVs, and requesting the City Council takes action to mitigate against these issues.

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

The determination letter advised that due to budgetary constraints we have to prioritise requests for traffic calming and safety measures. Personal recorded injury collision data is used to undertake this process and as none had been recorded in the last 3 years it is not currently proposed to undertake any further action. This response was approved by the Cabinet Member for City Services. On receipt of the determination letter the petition spokesperson advised that they did not wish the petition to be progressed by letter and wanted it to be considered at a Cabinet Member for City Services meeting.

The cost of introducing road safety schemes is funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

Recommendations:

Cabinet Member for City Services is recommended to:

- 1) Note the petitioners concerns.
- 2) Endorse the actions confirmed by determination letter to the petition spokesperson (as detailed in paragraph 1.6 below).

List of Appendices included:

Appendix A – Location Plan

Appendix B – Determination Letter

Background Papers

None

Other useful documents

None

Has it been or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report title: Traffic Issues on Hawkes Mill Lane between Browns Lane and Washbrook Lane

1. Context (or background)

1.1 A petition of 99 signatures has been received advising of concerns relating to the speed of traffic on Hawkes Mill Lane and also its use by HGVs. The petition is supported by Councillor G Williams.

1.2 The petition advises:

'This petition appertains to the Hawkes Mill Lane running between the Browns Lane and Washbrook Lane. The Lane has variable speed along its length with a maximum speed of 60mph. The vertical and horizontal alignments are such that the drivers of the vehicles find it very difficult to drive along especially when there are pedestrian, children, cyclists, horse riders who are also in constant danger of being hurt. During the past several months, few signs have been upgraded but they have had no mitigatory effects. We were promised some Large Blue Police signs as seen in Meridon which we are still awaiting to be installed. There are constantly large HGV which travel along the Lane causing a lot of fear in the residents' minds. There are very tight bends and along the route are high and overgrown bushes, hedges and trees which restrict the visibility and are obstructive to the traffic and the people and the horses. There has been suggestions that a few road humps along the Lane could elevate [sic alleviate?] the problem. Therefore we the undersigned request the City Council takes appropriate action to mitigate and find a resolution to problematic issues.

1.3 Hawkes Mill Lane is partly residential and partly rural in nature. The speed limit does vary along the length of the road; it is 30mph where properties front the road and it is street lit and the national speed limit applies in the area where there are no properties and the road is not lit. Various warning signs are also sited along the length of the road. A location plan is provided in Appendix A to the report.

1.4 A review of the personal recorded injury collision history of Hawkes Mill Lane shows that in the last 3 years (for the time period up to 31 December 2016) no personal injury collisions have been recorded. A longer period of time than the normal 3 years was also investigated and this showed that no personal injury collisions had been recorded in the last 10 years.

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

1.6 The determination letter (detailed in Appendix B to the report) advised that at the moment, we do not have enough funding to pay for the many requests we receive from residents for traffic calming and other road safety measures. Therefore we have to prioritise requests using injury collision data. Locations where there have been six or more personal injury collisions reported to the Police in the previous three years are considered for inclusion in the safety scheme programme. The letter also advised that our records showed that there had been no injury collisions on Hawkes Mill Lane in the last three years, therefore, it does not meet this criterion.

1.7 The letter also highlighted that the petitioners might also want to get involved in the Community Speedwatch initiative. This is a speed monitoring and awareness scheme that is co-ordinated by the Police and run by a group of local volunteers who use speed detection devices to monitor traffic and identify speeding drivers on a specific road or small area.

2. Options considered and recommended proposal

2.1 The recommended proposals in regard to the issues raised have already been approved and are detailed in the determination letter (detailed in Appendix B to the report) and paragraph 1.6 above. The review of the recorded personal injury collision history did not show any recorded injury collisions, therefore the location does not meet the local safety scheme criteria which is the programme from which traffic calming is funded.

3. Results of consultation undertaken

3.1 No consultation has been undertaken.

4. Timetable for implementing this decision

4.1 It is not proposed to install any traffic calming at this location as it does not meet the local safety scheme criteria. The location will continue to be monitored as part of the annual citywide review of injury collisions which is used to determine the local safety scheme programme.

5. Comments from Director of Finance and Corporate Services

5.1 Financial implications

There are no financial implications

5.2 Legal implications

Under s.39 Road Traffic Act 1988 the Council must investigate road accidents involving vehicles and bring forward a rational scheme of measures for preventing their recurrence. The Council has a range of highway improvement and traffic management powers available to it consistent with Department for Transport regulations/guidance.

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)?**

None

6.2 **How is risk being managed?**

None

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

None

6.4 Equalities / EIA

No specific equalities impact assessment has been carried out.

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

Report author(s)

Name and job title:

Caron Archer
Team Leader (Traffic Management)

Directorate:

Place

Tel and email contact:

Tel: 024 7683 2062

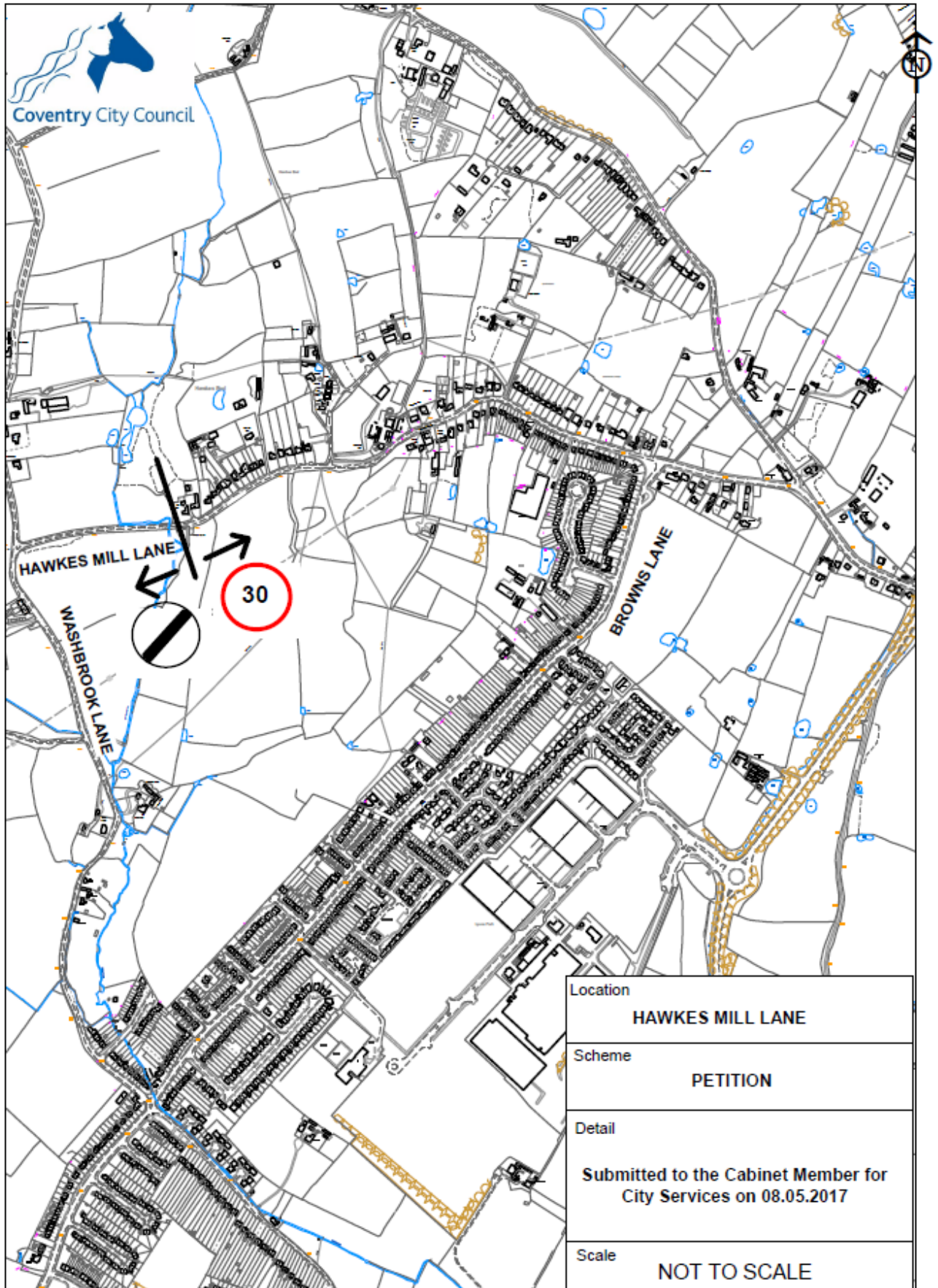
E-mail: caron.archer@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Colin Knight	Director of Transportation and Highways	Place	21.04.2017	21.04.2017
Karen Seager	Head of Traffic and Network Management	Place	21.04.2017	24.04.2017
Sandra Berns	Senior Human Resources Manager	People	21.04.2017	26.04.2017
Liz Knight/ Michelle Salmon	Governance Services Officer	Place	21.04.2017	21.04.2017
Names of approvers: (Officers and Members)				
Graham Clark	Lead Accountant	Place	21.04.2017	21.04.2017
Sam McGinty	Place Team Leader, Legal Services	Place	21.04.2017	24.04.2017
Councillor J Innes	Cabinet Member for City Services	-	21.04.2017	26.04.2017

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

Appendix A – Location Plan



Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.
 © Coventry City Council Licence No. 100026294 and Crown Copyright 2017

Appendix B – Copy of text of determination letter

Re: Petition submitted on: 5 September 2016

Subject matter: Traffic Issues on Hawkes Mill Lane between Browns Lane and Washbrook Lane

I am writing with regard to the above petition and your request for traffic calming on Hawkes Mill Lane.

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

At the moment, we do not have enough funding to pay for the many requests we receive from residents for traffic calming and other road safety measures. This means that we have to prioritise requests using injury collision data.

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

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

I hope this information explains fully the checks we have undertaken in response to your concerns and the further actions that are available to you.

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

This page is intentionally left blank



Public report Cabinet Member Report

Cabinet Member for City Services

20th March 2017

Name of Cabinet Member:

Cabinet Member for City Services – Councillor J Innes

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

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 Elected Members. The appendix attached to the report sets out a table detailing the issues on which further reports have been requested by the Cabinet Member for City Services, so that 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 Strategic 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

Background papers:

None

Other useful documents:

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:

Place

Tel and email contact:

Tel: 024 7683 3073 / 3065

E-mail: liz.knight@coventry.gov.uk / michelle.salmon@coventry.gov.uk

Enquiries should be directed to the above persons.

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Names of approvers: (Officers and Members)				

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	City Centre Maintenance Contract Further report providing an update on the City Centre Review transfer process and seeking approval for future maintenance standards (Minute 55 of former Cabinet Member for Public Services refers – 15 th December 2015)	To be confirmed - further report to be submitted when update information is available	Deputy Chief Executive (Place) Graham Hood		
2	Petition – Longford Road Junction with Oakmoor Road Further report with results of six months monitoring exercise following the implementation of Option 4 - Southbound bus layby & relocation of northbound bus stop. (Minute 75/15 of former Cabinet Member for Public Services refers – 15 th March 2016)	To be confirmed	Deputy Chief Executive (Place) Caron Archer		
3	Objection to Traffic Regulation Order – Proposed Revocation of Right Turn Only (Whitley / A444) Further report, if appropriate, following meeting with Elected Members, Ward Councillors, officers, Jaguar Land Rover, and objectors to consider all the concerns raised (Minute 25/16 of former Cabinet Member for Public Services refers – 14 th November 2016)	To be confirmed	Deputy Chief Executive (Place) Ian Lewis		

* Identifies items where a report is on the agenda for your meeting

This page is intentionally left blank