

**Coventry City Council**  
**Minutes of the Meeting of Cabinet Member for City Services held at 3.00 pm on**  
**Monday, 26 June 2017**

Present:

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

Other Members: Councillors T Mayer, R Singh and G Williams

Employees:

C Archer, Place Directorate  
L Knight, Resources Directorate  
R Parkes, Resources Directorate  
M Wilkinson, Place Directorate

Apologies: Councillor

### **Public Business**

1. **Declarations of Interests**

There were no declarations of interest.

2. **Minutes**

The minutes of the meeting held on 8<sup>th</sup> May, 2017 were signed as a true record. Further to Minute 55 headed 'Petition – Request for Improvements for Green Road', it was reported that the letter to the Head Teacher and Chair of Governors at Whitmore Park Primary School asking them to request that staff, parents and visitors park considerately in Greens Road and the vicinity of the school would be sent out in the next few days.

3. **Petition - Request to Reduce the Speed Limit on the 40mph Section of Westwood Heath Road to 30mph**

The Cabinet Member considered a report of the Deputy Chief Executive (Place) concerning a petition bearing 42 signatures (30 paper and 12 e-signatures) which was submitted by Councillor Mayer, a Westwood Ward Councillor, who attended the meeting along with the petition organiser, Eugene Kornilovich and they spoke on behalf of the petitioners. The report had been requested by the petition organiser following the receipt of the determination letter. The petitioners were requesting the reduction in the speed limit on the 40mph section of Westwood Heath Road to 30mph.

The report informed that the area on Westwood Heath Road where the 30mph speed limit had been requested had a relatively small number of residential properties. The determination letter had advised that following a speed survey coupled with other analysis the current speed limit was appropriate and shouldn't be reduced. A copy of the determination letter was set out at an appendix to the report.

Setting speed limits at the appropriate level for the road and ensuring compliance with the speed limit played a key role in ensuring greater safety for all road users. When setting limits a number of factors were considered including existing 'mean' speeds, number of personal injury collisions, the road environment and the presence of vulnerable road users. Speed surveys had revealed a 'mean' speed of 37.7mph on Westwood Heath Road.

The Cabinet Member was informed that an accident analysis of Westwood Heath Road had revealed two personal injury collisions over the previous three years, both caused by driver behaviour and not speed. The road environment was semi-rural and there were low numbers of vulnerable road users. It was therefore recommended that the existing speed limit remain at 40 mph.

Councillor Mayer and Eugene Kornilovich informed of the new houses on the road which had increased footfall and the increased traffic/pedestrians associated with the church, the social club and the sports ground. Attention was also drawn to the bus stops along the road. There were also significant numbers of students accessing Warwick University either on foot or by cycling. The petition organiser asked about the accident statistics that had been used to determine that the speed limit should remain at 40 mph. Clarification was requested about the monitoring that would be undertaken.

**RESOLVED that:**

**(1) The petitioners concerns be noted.**

**(2) The actions confirmed by determination letter to the petition spokesperson be endorsed.**

**4. Petition - Carriageway Resurfacing Adjacent to the Caludon Park Apartment Block**

**RESOLVED that consideration of the report be deferred to allow for monitoring and the report be submitted to a future Cabinet Member meeting.**

**5. e-Petition - Request for a Traffic Management Solution in Longfellow Road**

The Cabinet Member considered a report of the Deputy Chief Executive (Place) concerning a petition bearing 263 signatures which was submitted by Councillor R Singh, a Lower Stoke Ward Councillor, who attended the meeting along with the petition organiser, Carrienne Caress and they spoke on behalf of the petitioners. Rob Matthews, Head Teacher at Ravensdale Primary School and Nick Darlington also attended and spoke in support of the petition. The petitioners were advising of road safety concerns and requesting road safety measures along Longfellow Road including the reinstatement of the school crossing patrol or the addition of a pedestrian crossing and reducing the speed limit to 20mph.

The report indicated that Longfellow Road was a local distributor road connecting Walsgrave Road with Hipswell Highway. Since 2016 the Council had only been able to provide school crossing patrols where funded by the local school. The

crossing patrol on Longfellow Road ceased in January 2016 as no funding was available from Ravensdale Primary School.

A review of the personal injury collision history of Longfellow Road for the past three years revealed one injury collision which involved a vehicle and motorcycle, no pedestrians were involved. In March 2017 there was a collision involving a child pedestrian and a vehicle. According to the information provided by the police the cause of the collision was pedestrian error.

The Cabinet Member noted that speed surveys undertaken on Longfellow Road between 2015 and 2017 recorded an average weekday speed between 25.6 mph and 26.7 mph eastbound and 24.5 mph and 31.8 mph westbound. Further details of speed surveys and traffic counts were set out in an appendix to the report.

Requests for road safety measures were considered for inclusion in the Local Safety Scheme Programme, subject to criteria being met. This included six or more personal injury collisions reported to the Police in the previous three years. Longfellow Road didn't meet this criterion. Monitoring of the location would continue.

Reference was made to the national Community Speed Watch initiative, co-ordinated by the Police and run by local volunteers, which residents could become involved with.

Carriane Caress outlined the difficulties for parents and pupils crossing Longfellow Road following the loss of the school crossing patrol. She also highlighted the problems for elderly residents. Rob Matthews sought clarification regarding the speed surveys including the average speeds and suggested that the locations used were on the section of road where traffic speeds were lower than on other parts of the road. Councillor Singh referred to the importance of reducing traffic speeds and the concerns about the cessation of the school crossing patrol.

Councillor Innes informed that schools now had responsibility for funding their crossing patrols, although the Council would assist with the recruitment and training. She highlighted the importance of the safety of all school pupils across the city. She indicated that she intended to use Longfellow Road as one of the first trials using the new mobile vehicle activated speed warning signs.

The petitioners suggested the introduction of a boxed zebra crossing on the road and Rob Matthews indicated that the school would be prepared to part fund these works.

**RESOLVED that:**

**(1) The petitioners concerns be noted.**

**(2) It be endorsed that Longfellow Road does not meet the criteria for consideration for inclusion in the Local Safety Scheme programme.**

**(3) The monitoring of Longfellow Road as part of the annual collision review be endorsed.**

**(4) Longfellow Road be used as one of the first pilots to trial the new mobile vehicle activated speed warning signs in the autumn term.**

**6. 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 4<sup>th</sup> May, 2017 relating to proposed new waiting restrictions and amendments to existing waiting restrictions in a number of Wards across the City. A total of 49 objections were received, 1 of which was subsequently withdrawn by the objector. In addition 4 letters of support to proposals were also received along with one suggestion of alternative arrangements. 5 subsequent e-mails had been received from either objectors or supporters and these were reported at the meeting. A summary of the proposed restrictions, objections and responses were set out in an appendix to the report. All the respondents were invited to the meeting. Councillor Williams, a Bablake Ward Councillor attended the meeting in respect of the proposed waiting restrictions in his Ward.

Simon Adams attended the meeting and detailed his concerns regarding the installation of double yellow lines at Poppleton Close and Upper York Street. He highlighted the difficulties of having two cars when both he and his partner were at home during the day and the issues for visitors. The officer reported that the proposed restrictions were on the road which was currently not adopted highway but the intention was adoption. The restrictions proposed had been agreed with the developer. The installation was a combination of double yellow lines and no waiting Monday to Saturday, 8.00 am to 6.00 pm. In light of the 21 objections received, it was proposed not to make the order and to review the location with any new proposals being advertised as part of the next waiting restriction review. It was clarified that anyone would be able to object to the Traffic Regulation Order regardless of whether they rented or owned property.

Deborah Ferris and Pavinder Miah attended in respect of the proposal for Antrim Close/ Durham Crescent. Pavinder Miah explained how the proposed restriction would prevent her being able to park outside her own house. She referred to the deliveries to Allesley Primary School and didn't feel that the issues with deliveries warranted such severe restrictions. She also drew attention to the very wide pavement outside 46 Durham Crescent. Deborah Ferris explained about the dangerous parking in the vicinity having grown up in the area highlighting that parking also affected the residents in Worcester Close, Flynt Avenue and Barnfield Avenue. She requested the installation of double yellow lines all around the field, the enforcement of the no parking restrictions and the introduction of bollards on the pavements at the corners of Antrim Close/Durham Crescent and Antrim Close/Worcester Close. Councillor Sawdon, Shadow Member suggested reducing the scheme by not installing the double yellow lines on the north eastern side of the junction of Antrim Close/Durham Crescent. The officer reported the receipt of an e-mail from Mrs J McCotter who was unable to attend but asked for her concerns to be highlighted. She was against the introduction of the waiting restrictions in light of the difficulties that this would cause for residents and their visitors. It was agreed to implement the reduced scheme with the situation being monitored.

Councillor Williams outlined the local support for the proposals for Stennels Close/ Kersley Road and Chesterton Road/ Sadler Road.

The Cabinet Member was informed of the receipt of four additional e-mails from residents unable to attend. A resident from Lomsey Close objected to the residents parking scheme at Knights Templar Way area to address school gate parking problems. A resident from Stennels Close reaffirmed his support for the proposals for Stennels Close/ Kersley Road. An objector to the proposals for St James Lane/ Yarningale Road had misunderstood the proposals and had subsequently withdrawn his objection. In addition, a late objection had been received to the proposals for Seymour Close to install double yellow lines for junction protection and to assist refuse collection vehicle access.

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

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

**(1) The implementation of the restrictions as advertised on Alderman's Green Road (access road to school), Chesterton Road/ Sadler Road junction, Denbigh Road/ Forfield Road/ Courtland Avenue/ Evenlode Crescent junction, Elmsdale Avenue/ Sandown Avenue, Holbrook Lane, Knights Templar Way Area, Lythalls Lane/ Compton Road junction, Lythalls Lane/ Lancaster Gardens junction, Nutbrook Avenue, Prior Deram Walk, Seymour Close, Sherbourne Street/ Wellington Gardens junction, Windsor Street/ Wellington Gardens junction and Stennels Close be approved.**

**(2) The implementation of a reduced scheme on St James Lane/ Yarningale Road, reducing the proposed extent of double yellow lines on the western side of Yarningale Road (outside No. 2) by 2 metres be approved.**

**(3) Approval be given to the proposal to install double yellow lines at the junction of Hardy Road and Chesterton Road being advertised as part of the next waiting restriction review.**

**(4) Approval be given to the proposal to extend the existing limited waiting restriction on Holbrook Lane to partly outside No. 32 being advertised as part of the next waiting restriction review.**

**(5) Approval be given that the proposed restrictions on Poppleton Road and Upper York Street are not made, the situation review is reviewed and any new proposals are advertised as part of the next waiting restriction review.**

**(6) The implementation of a reduced scheme on Antrim Close and Durham Crescent, reducing the proposed extent of the double yellow lines by not installing the double yellow lines on the north eastern side of the junction of Durham Crescent/ Antrim Close be approved.**

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

7. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigation**

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. When it had been decided to respond to the petition without formal consideration at a Cabinet Member meeting, both the relevant Councillor/petition organiser could still request that their petition be the subject of a Cabinet Member report.

Members 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.**

8. **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.

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

There were no additional items of public business.

(Meeting closed at 4.50 pm)