

**Time and Date**

3.00 pm on Monday, 26th June 2017

Place

Committee Room 3 - Council House

Public Business**1. Apologies****2. Declarations of Interests****3. Minutes** (Pages 3 - 8)

(a) To agree the minutes of the meeting held on 8th May, 2017

(b) Matters Arising

4. Petition - Request to Reduce the Speed Limit on the 40mph Section of Westwood Heath Road to 30mph (Pages 9 - 16)

Report of the Deputy Chief Executive (Place)

To consider the above petition, bearing 42 signatures (30 paper and 12 e-signatures), which has been submitted by Councillor Mayer, a Westwood Ward Councillor, who has been invited to the meeting for the consideration of this item along with the petition organiser.

5. Petition - Carriageway Resurfacing Adjacent to the Caludon Park Apartment Block (Pages 17 - 24)

Report of the Deputy Chief Executive (Place)

To consider the above petition bearing 8 signatures. The petition organiser has been invited to attend the meeting for the consideration of this item.

6. e-Petition - Request for a Traffic Management Solution in Longfellow Road (Pages 25 - 32)

Report of the Deputy Chief Executive (Place)

To consider the above petition, bearing 263 e-signatures, which is being sponsored by Councillor R Singh, a Lower Stoke Ward Councillor, who has been invited to the meeting for the consideration of this item along with the petition organiser.

7. **Objections to Proposed Waiting Restrictions** (Pages 33 - 66)

Report of the Deputy Chief Executive (Place)

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

8. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigation** (Pages 67 - 74)

Report of the Deputy Chief Executive (Place)

9. **Outstanding Issues** (Pages 75 - 78)

Report of the Deputy Chief Executive (Place)

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

Martin Yardley, Executive Director, Place, Council House, Coventry

Friday, 16 June 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: Councillors T Sawdon (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 3.00 pm on
Monday, 8 May 2017

Present:

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

Other Members: Councillor G Williams

Employees:

T Cowley, Place Directorate
L Knight, Resources Directorate
S McGinty, Resources Directorate

Apologies: Councillor G Ridley

Public Business

51. Sam McGinty

Councillor Innes, Cabinet Member, reported that Sam McGinty, Solicitor and Place Team Leader was attending his last Cabinet Member meeting prior to leaving the Council to take up a new post at Loughborough University. She thanked him for all his work and support over the previous 2 years and wished him well for the future.

52. Declarations of Interests

Further to Minute 54 below headed 'Petition – Request for Improvements to Greens Road' Councillor Lakha informed of his position as a school governor of Whitmore Park Primary School. He remained in the meeting during the consideration of this item.

53. Minutes

The minutes of the meeting held on 20th March 2017 were agreed and signed as a true record. There were no matters arising.

54. Petition - Request for Improvements for Norman Place Road

The Cabinet Member considered report of the Deputy Chief Executive (Place) concerning a petition bearing 18 signatures which was submitted by Councillor G Williams, a Bablake Ward Councillor, who attended the meeting and spoke in support of the petitioners. The report had been requested by Councillor Williams following the receipt of the determination letter. The petitioners were requesting that the Council urgently addressed health and safety concerns on Norman Place Road, in particular the resurfacing of pavements, speeding issues and resolving dangerous parking along Norman Place Road and outside shops near to the island of Brownhill Green Road, to make it safer to cross. Petitioners Roberta Gray and Chris Kane also attended the meeting and outlined their concerns.

The report indicated that Norman Place Road was a residential road and a bus route and had a number of shops including a Co-op located in the vicinity of its roundabout junction with Brownhill Green Road. A review of the personal recorded injury collision history of Norman Place Road showed that in the last 3 years (for the time period up to 30 November 2016) no injury collisions had been recorded.

The Cabinet Member had considered the petition prior to this meeting and in response requested that the issue was dealt with by a determination letter rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently. A copy of the determination letter was set out at an appendix to the report. The letter advised of the actions proposed and approved in response to each of the issues raised as follows:

- 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 was to be held on the City Council’s forward programme list and its condition would continue to be monitored; it would be scored against all other similar sites Citywide. If the footways on Norman Place Road receive a priority score, they would be included in a future maintenance treatment programme, budget permitting.
- ii) Speed reduction measures – due to budgetary constraints requests for road safety schemes were prioritised utilising recorded personal injury collision data and as no injury collisions had been recorded in the last 3 years, Norman Place Road did not meet the criteria for a local safety scheme. Contact details were provided should residents wish to get involved in the Community Speed Watch initiative.
- iii) Parking restrictions - due to budgetary constraints requests for waiting restrictions were prioritised, as no injury collisions had been recorded in the last 3 years it was not proposed currently to install any new restrictions.
- iv) Pedestrian facilities - the roundabout junction of Norman Place Road and Brownhill Green Road would be added to the pedestrian dropped kerb request list for consideration for inclusion in a future programme. When the location was prioritised for works to be undertaken, measures to address inconsiderate parking at these facilities would also be investigated.

After the determination letter was issued, the process in action i) above was undertaken and following the annual scheme development process, a section of Norman Place Road footways had reached a priority score and it was the Council’s intention to renew them during the financial year 2017/18. Due the high cost of this process the scheme would 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 would be renewed. It was then intended, budget permitting, to renew from house number 109 to Duncroft Avenue (South side) in 2018/19.

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

Councillor Williams requested that the footways outside the shops also be repaired, he drew attention to incidents where buses had been speeding and requested improved parking facilities. Roberta Gray informed of the problems encountered when crossing the road and outlined the issues caused by parked vehicles, requesting the installation of posts to prevent parking on the pavement. Chris Kane detailed his concerns about crossing the road, indicating that the height of the vegetation on the roundabout was causing visibility issues for both drivers and pedestrians suggesting the introduction of a pedestrian crossing.

Councillor Innes, Cabinet Member drew attention to the reducing financial resources available to the Council for highway works. She informed that the request for waiting restrictions at the roundabout would be investigated over the summer.

RESOLVED that the petitioners concerns be noted and it be endorsed that the actions confirmed by determination letter to the petition spokesperson are undertaken.

55. **Petition - Request for Improvements for Greens Road**

The Cabinet Member considered a report of the Deputy Chief Executive (Place) concerning a petition bearing 36 signatures which was submitted by Councillor G Williams, a Bablake Ward Councillor, who attended the meeting and spoke in support of the petitioners. The report had been requested by Councillor Williams following the receipt of the determination letter. The petitioners were requesting that the Council to urgently address the concerns of local residents of Greens Road, Keresley, in particular that the pavements be completely resurfaced along the whole of Greens Road, that drainage issues be sorted to prevent flooding, that double yellow lines be put at both ends of the road and speed reduction measures introduced. Also to look at parking restrictions to address the problems caused by a neighbouring primary school. Petitioners Bridget Scally and Robert Ellison also attended the meeting and detailed their concerns.

The report indicated that Greens Road was a residential road with two short cul de sacs located off; Regiment Court and Battalion Court. Whitmore Park Primary School was located nearby on Halford Lane and the road was not part of a bus route. A review of the personal recorded injury collision history of Greens Road showed that in the last 3 years (for the time period up to 31 December 2016) no personal injury collisions had been recorded.

The Cabinet Member had 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. A copy of the determination letter was set out at an appendix to the report. The letter advised of the action proposed and approved in response to each of the issues raised as follows:

- 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 would be held on the City Council's forward programme list and its condition would continue to be monitored; it would be scored against all other similar sites Citywide. If the footways on Greens Road received a priority score, they would 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 were working as required and free-running. However, at the junction of Halford Lane there was a blockage in the Severn Trent Water main piped system which was preventing water from flowing away efficiently at this location. This problem had been passed on to Severn Trent Water who were responsible for this matter and they have indicated that they would investigate and rectify.
- iii) Parking - The junctions at each end of Greens Road (Bennetts Road South and Halford Lane) would 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 was limited, they were prioritised at locations where there was a significant personal injury collision history or where congestion was being caused. Records showed that there had been no personal injury collisions on Greens Road in the last three years. Therefore, it was 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 were prioritised utilising recorded personal injury collision data and as no injury collisions had been recorded in the last 3 years, Greens Road did not meet the criteria for a local safety scheme. Contact details were provided should residents wish to get involved in the Community Speed Watch initiative.

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

Councillor Williams requested that improvements be made to the pavements informing of several accidents involving pedestrians, requested dropped kerbs to prevent parking and detailed the inconsiderate parking by school staff, parents and visitors. Bridget Scally informed how the footpaths had never been repaired following building works which had resulted in a number of accidents, and how inconsiderate parking had meant her having to walk on the road. She highlighted the parking issues associated with the local primary school. Robert Ellison informed of the very poor state of the road and pavement.

Councillor Innes drew attention to the Council's reducing financial budget and the necessity of having to prioritise improvement works.

Councillor Blundell, Shadow Member suggested that a letter be sent to the Head Teacher and Chair of Governors at Whitmore Park Primary School asking them to ensure that staff, parents and visitors park considerately in Greens Road.

Members were informed that when road resurfacing works were being undertaken, residents were offered the opportunity to have dropped kerbs installed, subject to meeting criteria, and this could help to alleviate parking problems.

RESOLVED that:

(1) The petitioners concerns be noted and that the actions confirmed by determination letter to the petition spokesperson are undertaken be endorsed.

(2) A letter be sent 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.

56. **Petition - Traffic Issues on Hawkes Mill Lane between Browns Lane and Washbrook Lane**

The Cabinet Member considered a report of the Deputy Chief Executive (Place) concerning a petition bearing 99 signatures which was supported by Councillor G Williams, a Bablake Ward Councillor, who attended the meeting and spoke on behalf of the petitioners. The petition spokesperson was also invited but was unable to attend. The report had been requested by Councillor Williams following the receipt of the determination letter. The petitioners were concerned about traffic issues caused by large HGVs using Hawkes Mill Lane between the Browns Lane and Washbrook Lane. Recently a few signs had been upgraded but they have had no mitigatory effects. Some large blue Police signs as seen in Meriden had been promised but hadn't been installed. There were very tight bends along with high and overgrown bushes, hedges and trees which restricted visibility and were obstructive to traffic, pedestrians and riders. The petitioners were suggesting a few road humps along the Lane could alleviate the traffic problems.

The report indicated that Hawkes Mill Lane was partly residential and partly rural in nature. The speed limit varied along the length of the road; it was 30mph where properties fronted the road and it was street lit, and the national speed limit applied in the area where there were no properties and the road was not lit. Various warning signs were also sited along the length of the road.

A review of the personal recorded injury collision history of Hawkes Mill Lane showed that in the last three years (for the time period up to 31 December 2016) no personal injury collisions had 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 ten years.

The Cabinet Member had 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. A copy of the determination letter was attached at an appendix to the report. The letter advised that at the moment, there was not enough funding to pay for the many requests received from residents for traffic calming and other road safety measures. Therefore requests had to be prioritised using injury collision data and that records showed that there had been no injury collisions on Hawkes Mill Lane in the last three years, therefore, it did not meet the criterion.

The letter also suggested that the petitioners might want to get involved in the Community Speedwatch initiative.

Councillor Williams informed of the Community Speedwatch exercises recently undertaken on Hawkes Mill Lane and highlighted the concerns of the local police regarding the speeding traffic. He referred to an e-mail from the petition spokesperson informing of residents' concerns regarding the potential for accidents to occur. Councillor Williams requested that the speed limit on the 60mph section of the road be reduced. He also referred to the potential for an increase in traffic using the lane in connection with the opening of Amazon. It was clarified that the section of the road with the 30 mph speed limit had been increased in November, 2015 and that if the police had concerns about traffic issues then they would undertake enforcement.

RESOLVED that the petitioners concerns be noted and the actions confirmed by determination letter to the petition spokesperson be endorsed.

57. **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.

58. **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

26th June 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:

Longford

Title:

Report - Petition – Request to reduce the speed limit on the 40mph Section of Westwood Heath Road to 30mph

Is this a key decision?

No

Executive Summary:

A petition of 42 signatures (30 paper and 12 electronic-signatures) has been received requesting a reduction in the speed limit on the 40mph Section of Westwood Heath Road to 30mph.

In accordance with the City Council's procedure for dealing with petitions, those relating to speed limits 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 the nature of the road and the results of speed survey on the section of road currently a 40mph, the current speed limit is appropriate and should be retained.

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.

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 1.5 of the report).

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 – Request to reduce the speed limit on the 40mph Section of Westwood Heath Road to 30mph

1. Context (or background)

1.1 A petition of 42 signatures has been received requesting the reduction in speed limit on 40mph Section of Westwood Heath Road to 30mph.

1.2 The petition advises:

‘Reduce speed limit on section of Westwood Heath Road to 30mph’

1.3 Westwood Heath Road is a local distributor road linking Cromwell Lane to Kirby Corner Road. In the area where the 30mph speed limit has been requested, there is a relatively small number of residential properties and these are only on the northern side of the road. A location plan is provided in Appendix A to the report.

1.4 In accordance with the City Council's procedure for dealing with petitions, those relating to speed limit reductions 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.

1.5 The determination letter (copy in Appendix B to the report) advised that following a speed survey coupled with other analysis, the speed limit should not be reduced as the current speed limit is appropriate.

1.6 Setting speed limits at the appropriate level for the road, and ensuring compliance with the speed limit plays a key role in ensuring greater safety for all road users. When setting speed limits, a number of key factors are considered, including existing ‘mean’ speeds, number of personal injury collisions, the road environment and the presence of vulnerable road users.

1.7 The underlying principles of speed limits are aimed at achieving a safe distribution of speeds consistent with the speed limit, which reflects the function of the road and the road environment. This includes assessing the mean speed to ensure it is appropriate to the prevailing conditions, and to ensure all vehicles are travelling at speeds below or as close as possible to the posted speed limit, in line with the conditions. The speed surveys revealed an 85th percentile speed of 43.7 mph and a ‘mean’ speed of 37.7mph on Westwood Heath Road.

1.8 An accident analysis of Westwood Heath Road has revealed a total of two personal injury collisions over the previous three year period. However further analysis has revealed that both collisions were not related to speed, and were caused by driver behaviour. The road environment is semi-rural and there are low numbers of vulnerable road users. As the existing speed limit reflects the road environment and has little impact on walking and cycling coupled with a low number of accidents; the existing speed limit should remain at 40mph. As highlighted in the speed surveys, vehicles are already travelling close to the speed limit and a reduction would not be enforceable or realistic for this type of road.

1.9 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.

2. Options considered and recommended proposal

- 2.1 The recommended proposal in regard to the issues raised has already been approved and is detailed in the determination letter (copy in Appendix B to the report) and in paragraph 1.5 of the report.

3. Results of consultation undertaken

- 3.1 No consultation has been undertaken

4. Timetable for implementing this decision

- 4.1 There is no proposed timetable as the request in speed limit has not been agreed.

5. Comments of Director of Finance and Corporate Services

5.1 Financial implications

There is no financial implications associated with the recommendations.

5.2 Legal implications

There is no legal implications associated with the recommendations.

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)?**

- 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:**

Joel Logue
Traffic Management Officer

Directorate:

Place

Tel and email contact:

Tel: 024 7683 2160

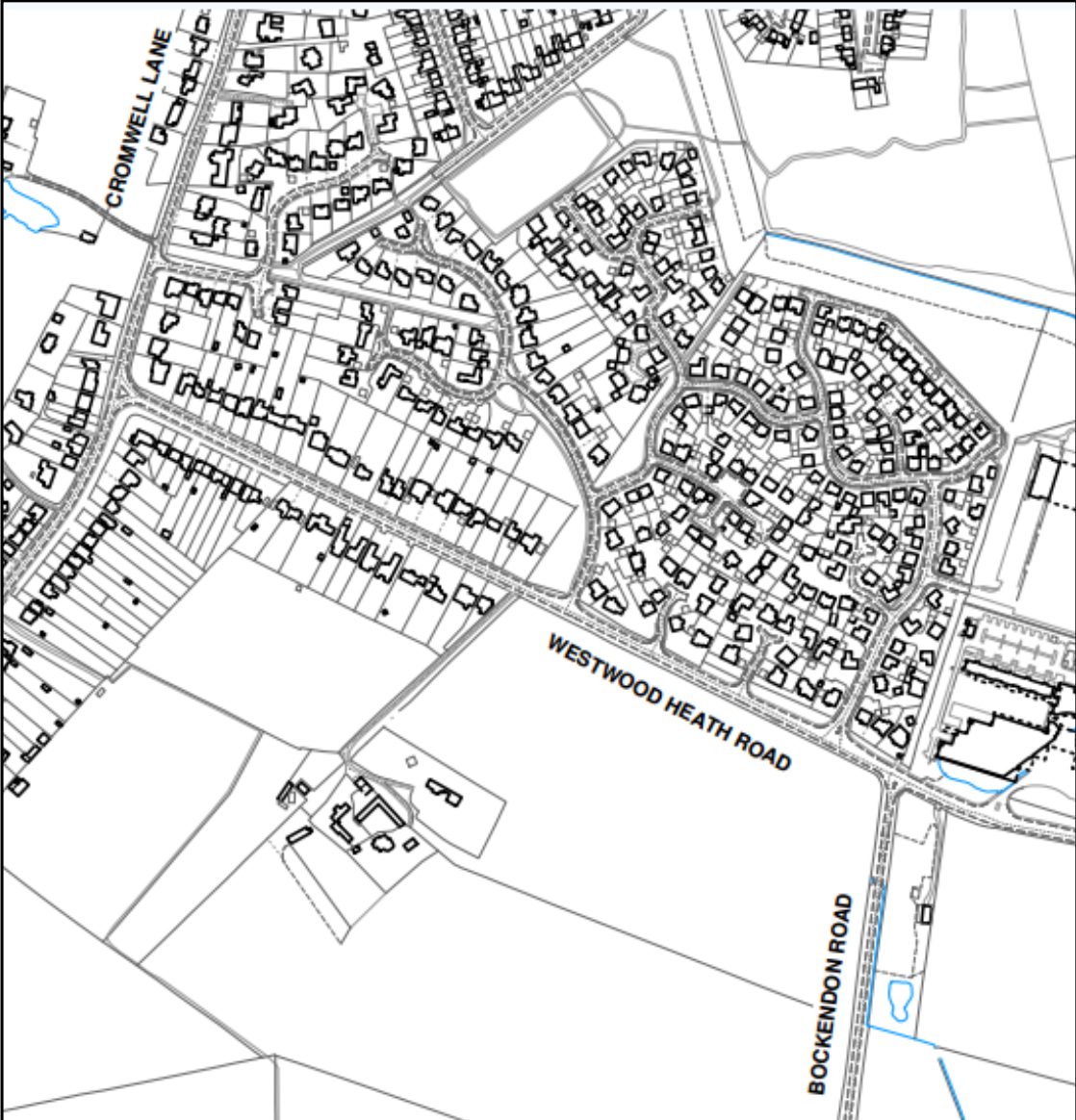
Email: joel.logue@coventry.gov.uk

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	08.06.2017	13.06.17
Karen Seager	Head of Traffic and Network Management	Place	08.06.2017	13.06.17
Sandra Berns	Senior Human Resources Manager	People	08.06.2017	13.06.17
Liz Knight/ Michelle Salmon	Governance Services Officer	Place	08.06.2017	13.06.17
Names of approvers: (Officers and Members)				
Graham Clark	Lead Accountant	Place	08.06.2017	08.06.2017
Rob Parkes	Commercial Lawyer	Place	08.06.2017	09.06.2017
Councillor J Innes	Cabinet Member for City Services	-	08.06.2017	12.06.2017

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Appendix A – Location Plan



Appendix B – Copy of Text of Determination Letter

Re: petition submitted on 14 June 2016

Subject matter: Request to reduce the speed limit on 40mph Section of Westwood Heath Road to 30mph

I am writing with regard to the above petition and your request for a reduction in the speed limit on the 40mph section of Westwood Heath Road to 30mph.

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.

Following a speed survey conducted on the section of road that you have highlighted, we have concluded that the current 40mph speed limit is appropriate to the nature of the road and should be retained.

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. 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.

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Cabinet Member for City Services

26th June 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:

Wyken

Title:

Report – Petition, Carriageway Resurfacing Adjacent to the Caludon Park Apartment Block

Is this a key decision?

No

Executive Summary:

A petition of 8 signatures has been received advising of residents' concerns regarding the deteriorated condition of the carriageway outside the Caludon Park apartment block and that this is allegedly causing the block to 'shake' when heavy traffic passes by.

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 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.

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 of the report) 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 – Carriageway Resurfacing Adjacent to the Caludon Park Apartment Block

1. Context (or background)

A petition of 8 signatures has been received advising of residents' concerns regarding the deteriorated condition of the carriageway outside the Caludon Park apartment block and that this is allegedly causing the block to 'shake' when heavy traffic passes by.

1.1 The petition advises:

'I am writing to bring to your kind attention my petition in support of the resurfacing of Attoxhall Road adjacent to block of apartments Caludon Park. The 3-storey block consists of 12 apartments (4 on each floor) and was built in spring 2015. Since moving to the property in May 2015 it was noticed that the block shook slightly each time that heavy traffic drove over the many recesses on Attoxhall Road. This has escalated greatly over time and is now making the block shake more vigorously causing much annoyance and distress. This can be felt in areas all over the block. We ask for the immediate entire resurfacing of Attoxhall Road to remedy this'

1.2 Attoxhall Road is a relatively busy single carriageway road which runs from Harry Rose Road to Belgrave Road. There are a number of cul-de-sacs and a couple of through roads which adjoin Attoxhall Road. Traffic levels on this road are moderate. However, there is a busy articulated bus service to Walsgrave hospital every 15 minutes during peak time.

1.3 An officer of the City Council made a site visit to establish the condition of the carriageway and the following observations were made at that time:

Carriageway Type – The section from Belgrave Road to Axholme Road was resurfaced approximately 10 years ago and is bituminous construction, this section is in good condition. There are 2 pairs of failed utility trenches outside the block of apartments (Caludon Park) which appear to be causing the issue that the petition mentions with regard to the claim that this is the cause of the block shaking. I observed articulated buses traveling in both directions outside the block of apartments, there didn't appear to be movement in the rigid road construction. However, there was an issue with the bus bumping into the level difference of the failed utility trench, although the level difference is not an intervention level.

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 (copy in Appendix B) advised of the action proposed and approved in response to the issue raised. These actions were:

An engineer has been out to make an assessment of the current condition of the road and investigations show that the majority of it is in reasonable but safe condition. I hope you will be pleased to know that the section directly outside Caludon Park is already on our programme for repairs in the coming financial year 2017/18. Like all roads in the city we will continue to monitor the condition of Attoxhall Road. We invest heavily in the repair and maintenance of Coventry's roads - our programme for the next year is £6.4 million. And we have a very robust process which involves regular assessments across the city to ensure we repair on a priority basis.

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 (attached as Appendix B to the report) and paragraph 1.6. of the report.

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

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

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 carriageway maintenance work would contribute to this objective.

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:

Tracy Cowley
Highways Technical Services Manager

Directorate:

Place

Tel and email contact:

Tel: 024 7683 2746

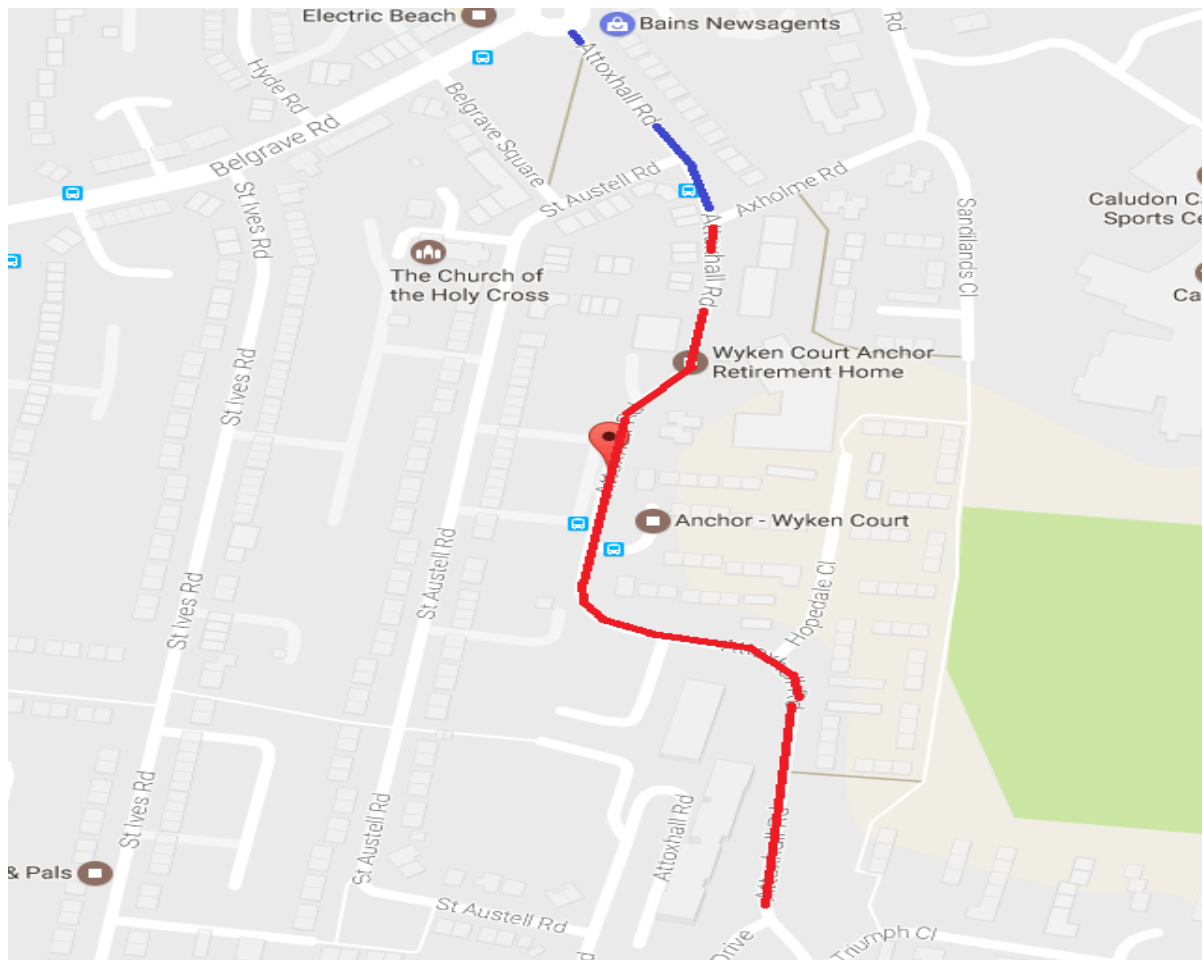
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Enquiries should be directed to the above person.

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Colin Knight	Director (Transportation and Highways)	Place	05/06/2017	06/06/2017
Neil Cowper	Head of Highways	Place	05/06/2017	06/06/2017
Liz Knight/ Michelle Salmon	Governance Services Officer	Place	05/06/2017	06/06/2017
Names of approvers: (Officers and Members)			05/06/2017	
Graham Clark	Lead Accountant	Place	05/06/2017	05/06/2017
Rob Parkes	Place Team Leader	Place	05/06/2017	07/06/2017
Councillor J Innes	Cabinet Member for City Services		05/06/2017	12/06/2017

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Appendix A – Location Plan



Submitted to the Cabinet Member
for City Services meeting 26th June
2017

Appendix B – Copy of Text of Determination Letter

Attoxhall Road Resurfacing Request – Petition Response

I am writing to you with regard to the above petition and your request 'that Attoxhall Road be resurfaced'

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.

One of our engineers has been out to make an assessment of the current condition of the road and investigations show that the majority of it is in reasonable but safe condition. I hope you will be pleased to know that the section directly outside Caludon Park is already on our programme for repairs in the coming financial year 2017/18.

Like all roads in the city we will continue to monitor the condition of Attoxhall Road. We invest heavily in the repair and maintenance of Coventry's roads - our programme for the next year is £6.4 million. And we have a very robust process which involves regular assessments across the city to ensure we repair on a priority basis.

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.

I'd like to thank you for caring about the condition of the city's roads. Local people can be our additional eyes all over the city and we always welcome any additional information. If you spot something in the future you can report it simply, by emailing us at:
customer.services@coventry.gov.uk

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Cabinet Member for City Services

26th June 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:

Lower Stoke

Title:

Petition – Request for a Traffic Management Solution in Longfellow Road

Is this a key decision?

No

Executive Summary:

An e-petition with 263 signatures has been received advising of road safety concerns and requesting safety measures on Longfellow Road.

In accordance with the City Council's procedure for dealing with petitions, those relating to road safety requests are heard by the Cabinet Member for City Services.

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

Recommendations:

Cabinet Member for City Services is recommended to:

- i) Note the petitioners concerns.
- ii) Endorse that Longfellow Road does not meet the criteria for consideration for inclusion in the Local Safety Scheme programme.
- iii) Endorse that Longfellow Road be monitored as part of the annual collision review.

List of Appendices included:

Appendix A – Location plan

Appendix B - Speed survey and traffic count results – Longfellow Road

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 – Request for a Traffic Management Solution in Longfellow Road

1. Context (or background)

1.1 An e-petition with 263 signatures has been received advising of road safety concerns and requesting safety measures on Longfellow Road. The petition is supported by Councillor Rupinder Singh.

1.2 The petition advises:

“Longfellow Road is a wide road running from the Forum to Hipswell Highway. The limit on this road is 30mph but cars regularly exceed this. It is on a bus route with a number of bus stops with passengers alighting and crossing the road. It is also a main route for children attending Ravensdale Primary School from the houses across Longfellow Road in Tennyson and adjoining roads. Last year the crossing patrol was removed due to council cutbacks.

This petition is asking the council to manage this road either by reinstating the crossing patrol, adding a Pelican crossing (which would help residents 24/7), putting an enforceable speed restriction of 20mph, or other suitable measures to ensure the safety of all residents particularly children crossing the road.”

1.3 Longfellow Road is a local distributor road connecting Walsgrave Road with Hipswell Highway. It is subject to a 30mph speed limit.

1.4 As referred to in the petition, since 2016 the Council has only been able to provide School Crossing Patrols where funded by the local school. The School Crossing Patrol on Longfellow Road ceased in January 2016 as no funding was available from the local school.

1.5 A review of the personal injury collision history on Longfellow Road shows that in the last 3 years (for the time period up to 8 May 2017) 1 injury collision was recorded. This involved 1 vehicle turning right from Longfellow Road into Mellowdew Road across the path of a motorcycle and resulted in slight injury. No pedestrians were involved.

1.6 In March 2017, there was a collision involving a child pedestrian and a vehicle on Longfellow Road. According to information provided by the Police, the cause of the collision was pedestrian error. No further details regarding the collision were available.

1.7 Speed surveys undertaken on Longfellow Road between 2015 and 2017 recorded an average weekday speed between 25.6mph and 26.7mph eastbound and 24.5mph and 31.8mph westbound. The results of the speed surveys and traffic counts are summarised in Appendix B to the report.

2. Options considered and recommended proposal

2.1 Requests for road safety measures are considered for inclusion in the Local Safety Scheme Programme, subject to the relevant criterion being met. Sites where there have been six or more personal injury collisions reported to the Police in the previous three years are considered for a Local Safety Scheme. Our records show that there has been one such collision in the last three years on Longfellow Road. Therefore, it does not meet this criterion. However, it is recommended that monitoring of Longfellow Road continues as part of the annual review of recorded personal injury collisions.

2.2 West Midlands Police participate in the national Community Speed Watch initiative. This is a speed monitoring and awareness scheme that is co-ordinated by the Police and run by local volunteers who use speed detection devices to monitor traffic and identify speeding drivers on a specific road or small area. Further information is available from the Police and contact details can be provided to the petition spokesperson.

3. Results of consultation undertaken

3.1 No consultation has been undertaken.

4. Timetable for implementing this decision

4.1 On-going monitoring of Longfellow Road will be undertaken as part of the annual review of recorded personal injury collisions.

5. Comments from Director of Finance and Corporate Services

5.1 Financial implications

There are no financial implications of the recommended proposal.

5.2 Legal implications

There are no legal implications of the recommended proposal.

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

None

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

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

Martin Wilkinson
Senior Officer - Traffic Management

Directorate:

Place

Tel and email contact:

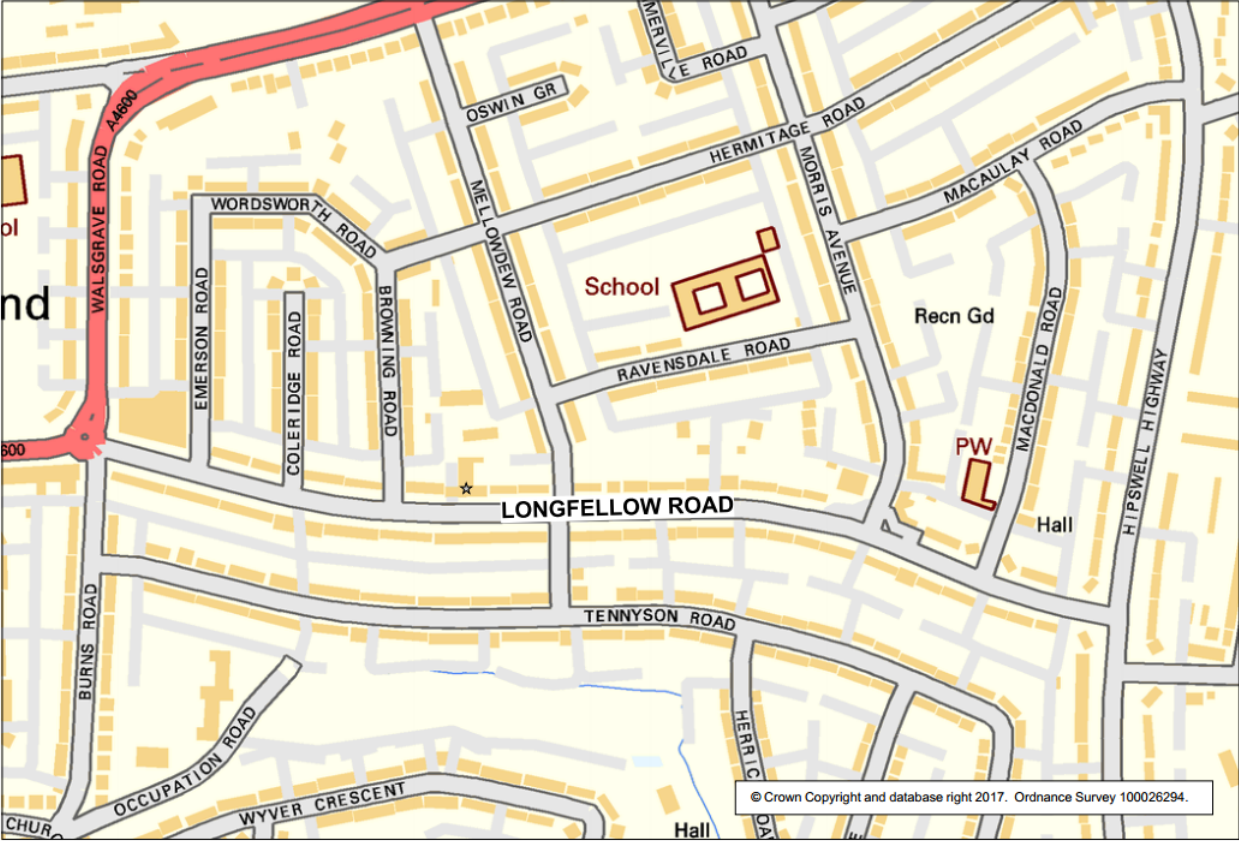
Tel: 024 7683 3265
Email: martin.wilkinson@coventry.gov.uk

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	9 June 2017	14 June 2017
Karen Seager	Head of Traffic and Network Management	Place	9 June 2017	14 June 2017
Liz Knight	Governance Services Officer	Place	9 June 2017	12 June 2017
Michelle Salmon	Governance Services Officer	Place	9 June 2017	15 June 2017
Names of approvers: (officers and Members)				
Graham Clark	Lead Accountant	Place	9 June 2017	9 June 2017
Rob Parkes	Commercial Lawyer, Legal Services	Place	9 June 2017	12 June 2017
Councillor J Innes	Cabinet Member for City Services	-	9 June 2017	12 June 2017

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Appendix A – Location Plan



Appendix B – Speed Survey and Traffic Count Results – Longfellow Road

Date: May 2017	Direction	Mean Speed (mph)	85%ile (mph)	Average Daily Traffic
West of Hipswell Highway	Eastbound	25.6	30.4	3392
West of Hipswell Highway	Westbound	24.5	28.9	3912

Date: November 2016	Direction	Mean Speed (mph)	85%ile (mph)	Average Daily Traffic
West of Hipswell Highway	Eastbound	26.7	32.3	3321
West of Hipswell Highway	Westbound	26.8	31.2	3798

Date: September 2015	Direction	Mean Speed (mph)	85%ile (mph)	Average Daily Traffic
East of Mellowdew Road	Eastbound	26.6	31.8	3567
East of Mellowdew Road	Westbound	31.8	38.5	3769

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Cabinet Member for City Services

26th June 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, Binley & Willenhall, Cheylesmore, Foleshill, Holbrook, Longford, Radford, St Michaels, Sherbourne, Westwood, Woodlands

Title:

Objections to Proposed Waiting Restrictions

Is this a key decision?

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

Executive Summary:

Waiting restrictions within Coventry are reviewed on a regular basis.

On 4th May 2017, a Traffic Regulation Order (TRO) relating to proposed new waiting restrictions and amendments to existing waiting restrictions was advertised. 49 objections were received, 1 of which was subsequently removed (by the objector). In addition, 4 letters of support to the proposals were also received and 1 suggestion of alternative arrangements.

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 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 proposed waiting restrictions.
2. Subject to recommendation 1, approve the implementation of the restrictions as advertised on Alderman's Green Road (access road to school), Antrim Close and Durham Crescent; Chesterton Road/Sadler Road junction, Denbigh Road/Forfield Rd/Courtland Ave/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, Stennels Close.

3. Subject to recommendation 1, approve 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.
4. Subject to recommendation 1, approve that the proposal to install double yellow lines at the junction of Hardy Road with Chesterton Road is advertised as part of the next waiting restriction review.
5. Subject to recommendation 1, approve that the proposal to extend the existing limited waiting restriction on Holbrook Lane to partly outside no. 32 is advertised as part of the next waiting restriction review.
6. Subject to recommendation 1, approve 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.
7. Subject to recommendations 1 to 6, approve that the proposed Traffic Regulation Order is made operational.

List of Appendices included:

Appendix A – Summary of Proposed Restrictions, Objections and Responses

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: Objections to Proposed Waiting Restrictions

1. Context (or background)

- 1.1 On 4th May 2017, a Traffic Regulation Order (TRO) relating to proposed new waiting restrictions and amendments to existing waiting restrictions was advertised. 49 objections were received, 1 of which was subsequently removed (by the objector). In addition, 4 letters of support to the advertised proposals were received and 1 suggestion of alternative arrangements. Some of the objections were received after the objection period had closed; however they have still been included for consideration.
- 1.2 The majority of Traffic Regulation Orders relating to loading and waiting restrictions in Coventry are consolidated into one Order. New or changes to existing waiting and loading restrictions are undertaken by varying the Consolidation Order.
- 1.3 Many of the locations where changes are proposed had been identified from requests for new or changes to existing waiting restrictions. These requests had been received from a number of sources, including the public, due to safety concerns relating to parked vehicles.
- 1.4 As part of the statutory procedure, the Traffic Regulation Order was advertised in the local press and notices were posted on lamp columns in the area of the proposed restrictions on 4th May 2017, advising that any formal objections should be made in writing by 25th May 2017. 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 49 objections were received, 1 of which was subsequently removed (by the objector). In addition, 4 letters of support to the advertised proposals were received and 1 suggestion of alternative arrangements. The objections to the proposals, responses to the objections, details of support and origin of proposed waiting restrictions are summarised in the tables in Appendix A to the report.
- 2.2 In considering the objections received, the options are to:
 - i) make the order for the proposal as advertised;
 - ii) make amendments to the proposals, which may require the revised proposal to be advertised;
 - iii) not to make the order relating to the proposal.
- 2.3 The recommended proposals in response to each location where objections have been received are summarised in the tables in Appendix A.

3. Results of consultation undertaken

- 3.1 The proposed TRO for the waiting restrictions was advertised in the Coventry Telegraph on 4th May 2017; 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:

49 objections, of which 1 (relating to Sherbourne Street/Wellington Gardens) was subsequently withdrawn (by the objector). 4 letters of support were also received and 1 suggestion of alternative arrangements.

3.2 The number of objections received were:

- 1 to proposal for Alderman's Green Road (access road to school)
- 5 to proposal for Antrim Close/Durham Crescent
- 1 to proposal for Chesterton Road/Sadler Road
- 1 to proposal for Denbigh Rd/Forfield Rd/Courtland Ave/ Evenlode Crescent junction
- 1 to proposal for Elmsdale Avenue/ Sandown Avenue
- 1 to proposal for Holbrook Lane
- 1 to proposal for a residents parking scheme in the Knights Templar Way area
- 1 to proposal for Lythalls Lane/Compton Road junction
- 2 to proposal for Lythalls Lane/Lancaster Gardens junction
- 1 to proposal for Nutbrook Avenue
- 1 to proposal for Prior Deram Walk
- 2 to proposal for St James Lane & Yarningale Road
- 7 to proposal for Seymour Close
- 2 to proposal for Sherbourne St/Wellington Gardens & Windsor Street/Wellington Gardens (1 subsequently removed by the objector)
- 1 to proposal for Stennels Close
- 21 to proposal for Upper York Street & Poppleton Close

3.3 The number of letters of support were:

- 1 letter of support for Chesterton Road/Sadler Road
- 2 letters of support for Stennels Close
- 1 letter of support for Poppleton Close

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

4. Timetable for implementing this decision

It is proposed to make the TRO and install the restrictions as approved by the end of July 2017.

5. Comments from Director of Finance and Corporate Services

5.1 Financial implications

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

5.2 Legal implications

The Road Traffic Regulation Act 1984 allows the Council to make a Traffic Order on various grounds e.g. improving safety, improving traffic flow and preserving or improving the amenities of an area provided it has given due consideration to the effect of such an order.

In accordance with Section 122 of the Road Traffic Regulation Act 1984, when considering whether it would be expedient to make a Traffic Order, the Council is under a duty to have regard to and balance various potentially conflicting factors e.g. the convenient and safe movement of traffic (including pedestrians), adequate parking, improving or preserving local amenity, air quality and/or public transport provision.

There is an obligation under the Road Traffic Regulation Act 1984 to advertise our intention to make Traffic Orders and to inform various stakeholders, including the Police and the

public. The Authority is obliged to consider any representations received. If representations are received, these are considered by the Cabinet Member for City Services. Regulations allow for an advertised Order to be modified (in response to objections or otherwise) before a final version of the Order is made.

The 1984 Act provides that once a Traffic Order has been made it may only be challenged further via the High Court on a point of law (i.e. that the Order does not comply with the Act for some reason).

6. Other implications

6.1 How will this contribute to achievement of the Council's key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / Local Area Agreement (or Coventry Sustainable Community Strategy)?

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

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

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

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

Report author(s)

Name and job title:

Caron Archer
Team Leader (Traffic Management)

Directorate:

Place

Tel and email contact:

Tel: 024 7683 2062

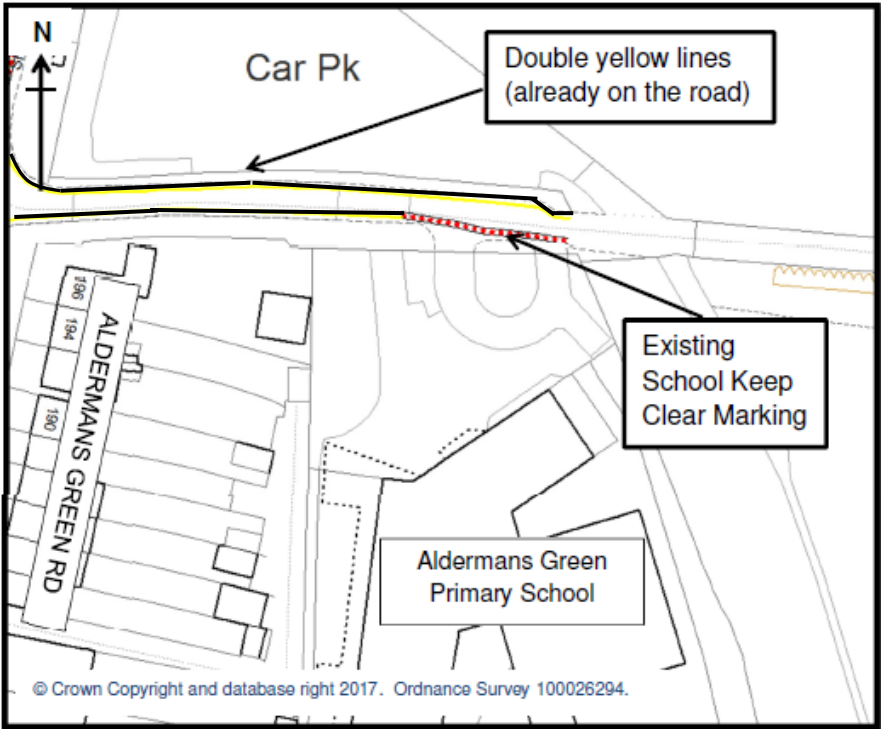
Email: caron.archer@coventry.gov.uk

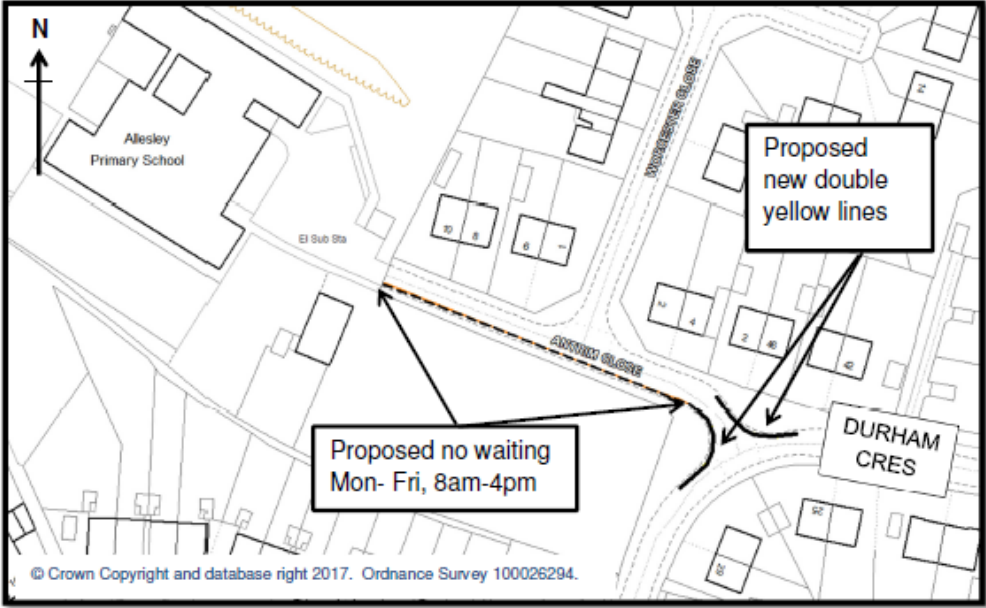
Enquiries should be directed to the above person.

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Colin Knight	Director of Transportation and Highways	Place	9 June 2017	9 June 2017
Karen Seager	Head of Traffic and Network Management	Place	9 June 2017	14 June 2017
Shamala Evans	Project Manager	Place	9 June 2017	14 June 2017
Liz Knight	Governance Services Officer	Place	9 June 2017	12 June 2017
Names of approvers: (Officers and Members)				
Graham Clark	Lead Accountant	Place	9 June 2017	9 June 2017
Rob Parkes	Commercial Lawyer	Place	9 June 2017	12 June 2017
Councillor J Innes	Cabinet Member for City Services	-	9 June 2017	12 June 2017

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Appendix A – Summary of Proposed Restrictions, Objections, Letters of Support and Responses

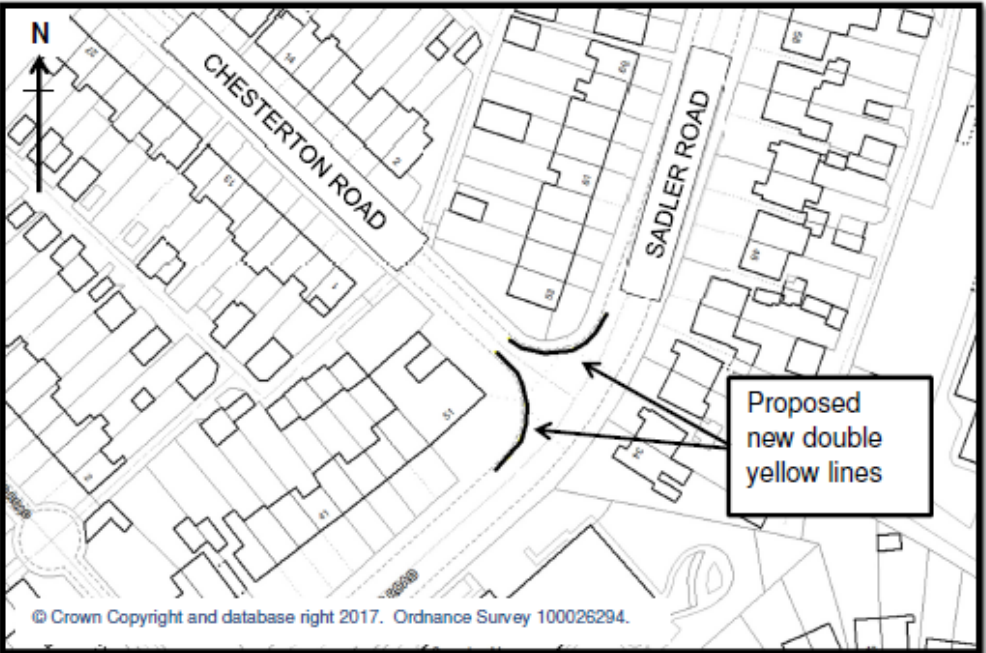
Location (Ward)	Alderman’s Green Road (Longford)
Original Request	Concerns raised about parent parking when collecting/dropping off children at school
Proposal	<p>Installation of school entry & exit time no stopping order proposed on existing School Keep Clear marking and no waiting at any time restriction to apply to existing double yellow lines marked on the road</p> 
Objection 1	<p>I would like to make the following suggestion prior to approval. I did not realise that the signs that have been erected could not be enforced until this order is approved. I would therefore like to suggest some changes to the wording on the signs. I agree that there should be restrictions as stated on the signs but I do feel that there needs to be a reference to term time on the signage, as, in my opinion restrictions need to be in force 38 weeks (term time) of the year, but not the remaining 14 weeks. Once this order has been approved will the signage be policed?</p>
Response to objection	<p>The school time no stopping restriction operates Monday to Friday, 8am-9.30am and 2.45pm-4.30pm throughout the year. Whilst it is appreciated that the school is only open in term time, Coventry’s school time restrictions operate throughout the year, as drivers might not be aware of the term times and this assists to avoid confusion.</p> <p>The Police are currently able to enforce the school keep clear marking, without the need for a Traffic Regulation Order (TRO). However, a TRO is required to enable the City Councils Civil Enforcement Officers (CEOs) to be able to assist to enforce the restriction.</p> <p>Recommendation - Install the No stopping restriction on the School Keep Clear as advertised. It is also proposed to install the TRO on the existing double yellow line markings, which will operate 24 hours a day 7 days a week.</p>

Location (Ward)	Antrim Close/Durham Crescent (Bablake)
Original Request	School advised that parking causes problems with access for deliveries to school
Proposal	<p>Double yellow lines for junction protection and school time waiting restrictions on southern side of Antrim Close. Parking causing problems with access for deliveries to school</p> 
Objection 2	<p>The proposed single yellow line will simply move parked cars to other surrounding roads and cause congestion there. If this does go ahead, drivers who will be prevented from parking in this area who have connections to the school should be encouraged to use the school's car park.</p> <p>The proposed double yellow lines are in my view unnecessary. In 40 years of living here I am not aware of any serious problem at this junction and would suggest that "if it isn't broke - leave it alone!" It seems that double lines cannot be limited to particular times which means that residents will be restricted without cause when the school is closed (evenings, weekends and approximately one quarter of the year). Experience shows that the very few parking problems around this area are only caused by visitors to the school during school hours - but residents have learned to "live and let live". These proposed lines would also prevent drivers from their current practice of safely parking inside the proposed lines on the wide tarmac verges, thus possibly causing an additional problem on the carriageway elsewhere. I am given to understand that the school's request was only for the single yellow line.</p>
	<p>I reside at Durham Crescent and the proposed restrictions will impact me directly as I will no longer be able to park outside my own house. I fully appreciate that the council have no duty to provide on-street parking, however when parking outside your own house is possibly going to be taken away from a resident when for the past 20 plus years there has been no restriction whatsoever I find this difficult to comprehend.</p> <p>If these restrictions have been proposed by Allesley Primary School for delivery access then I would like to know how often deliveries are received by the school to warrant such, in my opinion, severe sanctions on parking.</p> <p>The delivery that I have seen is the bread delivery which is normally between 7-</p>

	<p>7.30am when the road is completely clear. Even then the driver chooses not to enter the school and parks outside 44 Durham Crescent and walks to the school with the delivery! I appreciate at school drop off and school pick up times, the roads can get congested with parking, but this is for a very short period of time, roughly 10-15 minutes and during this time I have not witnessed any deliveries being blocked as they do not attend at these times. Also with school trips, I appreciate a coach is required however the frequency of this does not again, in my opinion, warrant a permanent block on my ability to park.</p> <p>If the restrictions are to facilitate Allesley Primary School, the school is closed for approximately 3 months of the year yet the parking restrictions will affect me 24 hours a day, 7 days a week and 365 days a year.</p> <p>If junction protection is required, outside 46 Durham Crescent there is an excessive amount of pavement which is not required, could this not be reduced allowing for more road space?</p> <p>On a personal basis, [describes personal circumstances including that of a visitor, and the difficulty if have to park further away from property] is a huge inconvenience and also at night unsafe. The parking restrictions have massive consequences for me and I am saddened that this is being proposed when there did not appear to be a problem and I still cannot see the issue. I feel as though the reality of the parking situation is somewhat different to those proposing the restrictions.</p>
<p>Objection 4</p>	<p>Regarding double yellow lines to be placed on Antrim Close / Durham Cres on the residents side of the road, request that this order is modified to only implement them on the opposite corner (the south side of Antrim Close)or ideally not at all. This is on the grounds that it will minimise disruption to residents being able to park directly outside their houses.</p> <p>There has never been a problem with visitors to the school parking on the residents side of the road, as the majority of the area has dropped kerbs used by residents to access their drives, which motorists respect by not obstructing.</p> <p>I live [] which is near this junction, so may be affected by the double yellow lines being placed across my dropped kerb and in front of my house, which would prevent members of my family parking directly outside our property.</p> <p>These proposed lines will affect us, and any visitors to our property 365 days of the year, 24/7, whereas the school traffic is only busy at certain times of the day and closed for 13 weeks a year, so I don't see why residents should be penalised.</p> <p>As a family with more than one vehicle, for security reasons, it is important that we are able to park directly outside our home. We also have [visitors] that need to be able to park close by.</p> <p>In the years I have lived here I cannot recall any accidents at this junction, I am in agreement that the double yellow lines could be placed on the non- resident side of the road, or better still, that the single time restricted line is continued round the corner. This can only improve safety at peak times, with reduced visibility on the sharp bend and access to the school for deliveries and emergency services. There is a much clearer view when coming out from Antrim Close on to Durham Cres when turning left , as the road goes straight ahead, another reason why double yellow lines are not needed on this side.</p> <p>With regards to the proposed restricted parking at certain times in Antrim Close, I fear this will only cause parking problems further down the roads surrounding the school, with cars double parking, therefore still denying access to delivery drivers. Most of the large delivery drivers and coaches choose not to drive down Antrim Close near to the school, regardless if cars are parked there or not, as the road is just so narrow in general. There are also many after school activities i.e. open evenings, sports events, fetes, outside the restricted waiting times, where there will still be parking issues.</p> <p>Therefore, I feel the proposed TRO may not resolve any issues at all and may just</p>

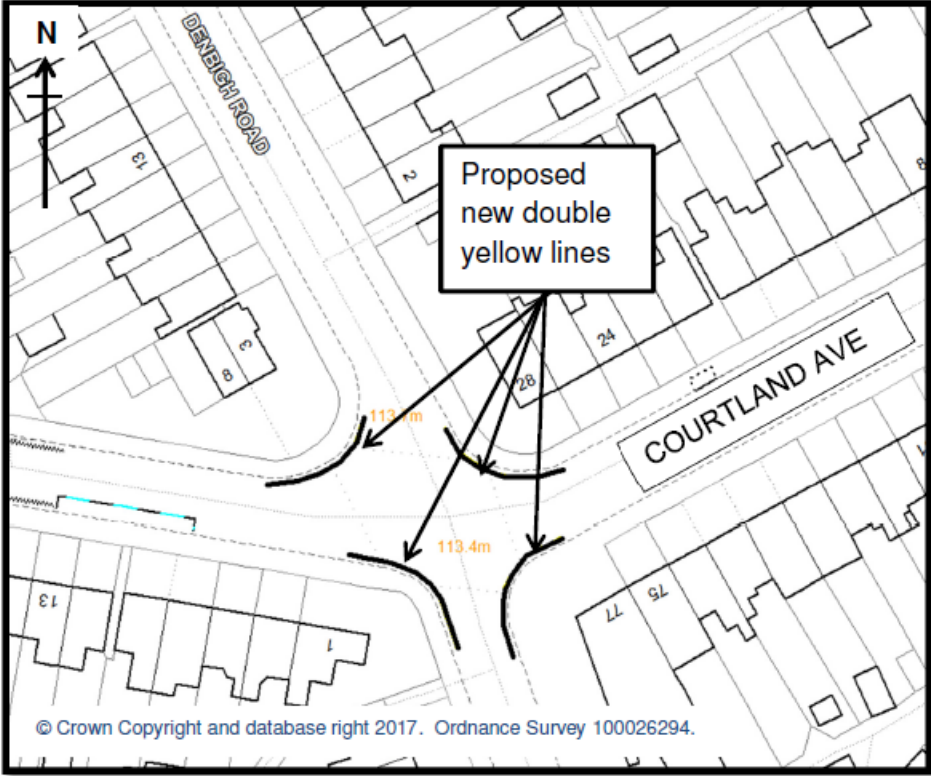
	cause problems in another area.
<p>Objection 5</p>	<p>The proposed waiting restrictions are not required as there is no problem to solve. Reducing the available parking around the school will create problems as there will still be the same requirement for parking but less space.</p> <p>This in turn will make parking & traffic flow along Durham Crescent much more difficult during peak times.</p> <p>It will increase the chances of accidents (both traffic & pedestrian) where the same volume of traffic will be parking out into the road, across driveways & across other access routes.</p> <p>The better choice for drop-off parking to the school is in the quieter stretch of Antrim Close.</p> <p>Double yellow lines on the corners will prevent residents from parking on the large areas behind the corners & add to the volume of vehicles parked on the road in the remainder of Durham Crescent.</p> <p>I have lived in Durham Crescent since [] & unaware of the current parking arrangements creating a problem, other than there being insufficient parking areas close to the school.</p> <p>From memory, discussions on the recent expansion of the school mentioned providing an area for parents to park during drop-off & pick-up times. This should be followed up rather than this proposal which appears to serve no purpose whatsoever & is likely to cause additional parking problems for both parents of school children & local residents.</p>
<p>Objection 6</p>	<p>I have a lot of evidence of dangerous parking.</p> <p>I speak from experience of the problems which have grown since the school was built and it affects not only on the residents of Antrim and Worcester Closes but also Durham Crescent, Flynt and Barnfield Avenues</p> <p>The fact that I wish the committee to consider is that Antrim Close narrows as it approaches the school and this causes major access and egress problems.</p> <p>[Refers to issue of increasing car usage for dropping pupils off at school] we've all pleaded, rowed with, begged people to move, let us in or out of our drives, spoken to the school, councillors, police, fire and ambulance services, parents, council officers and visitors. The growth of the school, along with the abuse received has only got worse over time.</p> <p>The problem spreads when there is an event on at the school to Worcester Close, along Durham and to Barnfield with in particular difficulty getting into and out of Worcester and Antrim safely as vision is blocked and again at the top of the larger hill onto Barnfield and the smaller one near Abbeyfield House as the parking is on both sides of the roads and all over the pavements including on the corners. This affects the safety of not only the residents and visitors to the school, Antrim/Worcester/Durham and Barnfield but also hinders safe access to emergency services, if needed and prevents pedestrians walking on pavements and destroys the dropped kerbs put into to assist wheelchair and pushchair users.</p> <p>[Advises of occurrences where parked vehicles have impeded emergency access] [Describes recent incident where parent was abusive]</p> <p>If people park along the left hand side of Durham Crescent (known as the bungalows), it will not cause such a nuisance given that its a wider road and there is a wide stretch where there are no dropped kerbs. This is also true of one side of Barnfield which is again wider than Antrim, meaning that the dangers will be reduced if parents park there and take the short walk to deliver/collect their children.</p> <p>I plead and beg the Council to approve the following for the safety of all:</p> <ol style="list-style-type: none"> 1. Put double (not single) yellow lines around the "field" (Durham from Barnfield to the school gates in Antrim) {left hand side as you approach the school}, around the corners of Antrim and Worcester Closes {right hand side} and finally

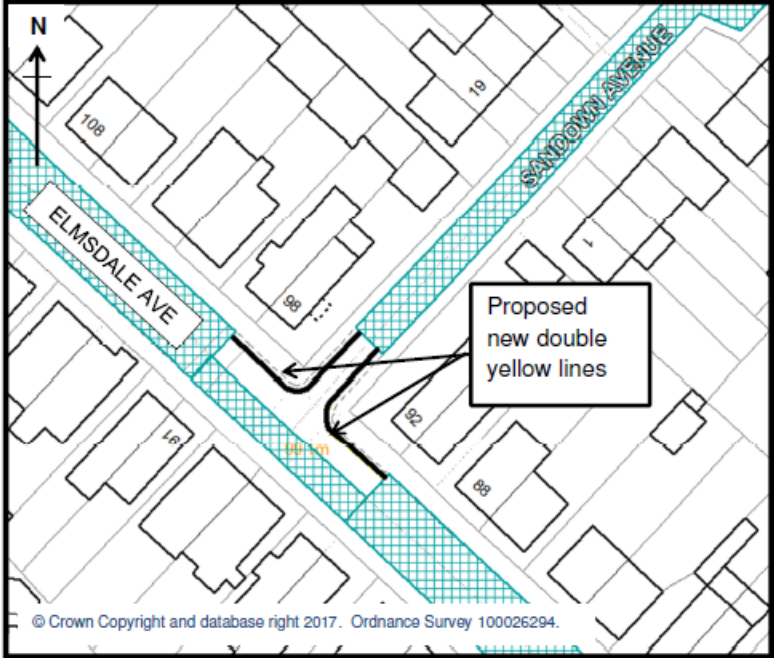
	<p>around Antrim where it meets Durham Crescent {right hand side}.</p> <ol style="list-style-type: none"> 2. Enforce no parking/dropping off restrictions not only at first but also each new term as there are always new parents, CCTV with ANPR capability would, I suggest, be most efficient. 3. Put bollards around the corners of Antrim and Worcester, plus Antrim and Durham on both sets of corners to prevent parking on pavements and the blocking of dropped curbs for disabled wheelchair users and pushchairs.
Response to objections	<p>The proposal is in response to an issue raised by the school in regard to access during the school day.</p> <p>The double yellow lines are proposed in accordance with the advice from the Highway Code in regard to parking at a junction. 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'. This is to provide visibility at a junction.</p> <p>It is not currently proposed to install further restrictions, but the situation will be monitored.</p> <p>It is not a duty of the City Council to provide on street parking.</p> <p>Recommendation – Install restrictions as advertised.</p>

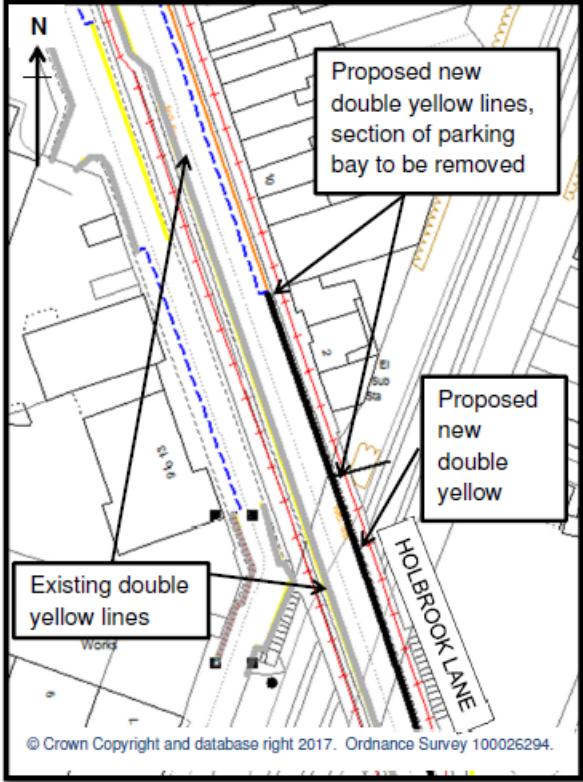
Location (Ward)	Chesterton Road/Sadler Road (Radford/Bablake)
Original Request	Double yellow lines at the junction of Chesterton Road and Sadler Road requested by residents and supported by Ward Councillor.
Proposal	<p>Double yellow lines for junction protection</p> 

As a resident of Hardy Road, I feel that the yellow lines will further impact on Hardy Road

<p>7</p>	<p>which already has its parking problems. We already experience people inconsiderately (illegally) parking on the corners of Hardy/Chesterton and down the neck of the road. By putting yellow lines on Chesterton you are going to exacerbate the problems.</p> <p>There are always inconsiderate people parking on the corner of Hardy/Chesterton and down the neck of Hardy. The road is a small cul- de- sac as it is, when this happens (which is a weekly occurrence) it means large vehicles/emergency vehicles/ dust bin lorries cannot access the road. For Hardy Road residents it is the only access to and from the road. [Reference to missed bin collections and delivery problems] I feel that with the proposed double yellow lines this situation will be a daily problem as traffic will park on the corner and neck of Hardy Road as they will still be free from double yellow lines and Hardy Road residents will suffer as a result.</p> <p>My view is if you are going to put them on Chesterton road you also need to put double yellow lines on Hardy road to avoid any knock on illegal parking. As by only putting them on Chesterton you will be easing the problem in one area, for it to be worsened in another.</p> <p>I hope you take the time to think about the impact on other residents this will have.</p>
<p>Support comments 1</p>	<p>I want to express my absolute support for the proposal to put double yellow lines at the top of Chesterton Road.</p> <p>As a resident of Chesterton Road it is very dangerous to both pull out and into the road due to parked cars on the corners. Bearing in mind that Sadler Road has a slight curve to the road, turning out of Chesterton when there are cars (and often transit vans) parked on the corners means you have limited visibility on traffic coming from each way. This, coupled with the volume of traffic using the road and somewhat reckless speed of some drivers using Sadler Road, makes this a dangerous junction.</p> <p>[Description of issues turning into Chesterton Rd]</p> <p>I have had a couple of near misses here and the problem seems to be getting worse as it is now custom and practice for many residents and visitors to the shops at the bottom of Chesterton/Sadler Road junction to leave their cars parked on the corners, irrespective of the implications for road safety.</p> <p>Critically, from a pedestrian's point of view (and bearing in mind that there are two primary schools nearby and a pre-school at the very end of Chesterton Road) this impairs visibility and heightens the risk for those pedestrians who need to cross the road at the junction.</p>
<p>Response to objections</p>	<p>The proposed installation of double yellow lines at the junction of Chesterton Road and Sadler Road was in direct response to concerns raised with that location.</p> <p>The objection is in regard to the possibility that the introduction of the double yellow lines will result in the transference of parking to the junction of Hardy Road with Chesterton Road (which is located mid-way along Chesterton Road), the objector advising that parking at this location is already a problem.</p> <p>Recommendation - Install restriction as advertised at the junction of Chesterton Road/Sadler Road. Include the junction of Hardy Road/Chesterton Road in the next waiting restriction review for the introduction of double yellow lines for junction protection.</p>

Location (Ward)	Denbigh Road/Forfield Road/Courtland Ave/Everdon Crescent (Sherbourne)
Original Request	Request for double yellow lines due to safety concerns raised by residents regarding parent parking issues.
Proposal	<p>Installation of double yellow lines for junction protection</p> 
Objection 8	<p>Although I completely understand the reasons for the above proposal, being a resident, living on the crossing at number [] Forfield Road, I struggle to park as does my husband and others on that row. The corner of Denbeigh road: With the road having a rather large opening, is not dangerous and does not cause an obstruction, the other 3 corners are however as I can see quite tight. Your proposal will be eliminating at least 2 residents spaces. Is there any other way of doing this, maybe a parking restriction during school hours? As this is the only time that there is a problem. [A nearby property] is being transformed into an HMO to house 5. So I am assuming that there will be more of a traffic issue when there could potentially be another 5 vehicles with no where to park.</p>
Response to objection	<p>Whilst it is appreciated that the one arm of the junction is larger than normal, the double yellow lines are proposed in accordance with the advice from the Highway Code in regard to parking at a junction. 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'.</p> <p>Recommendation – Install restrictions as advertised.</p>

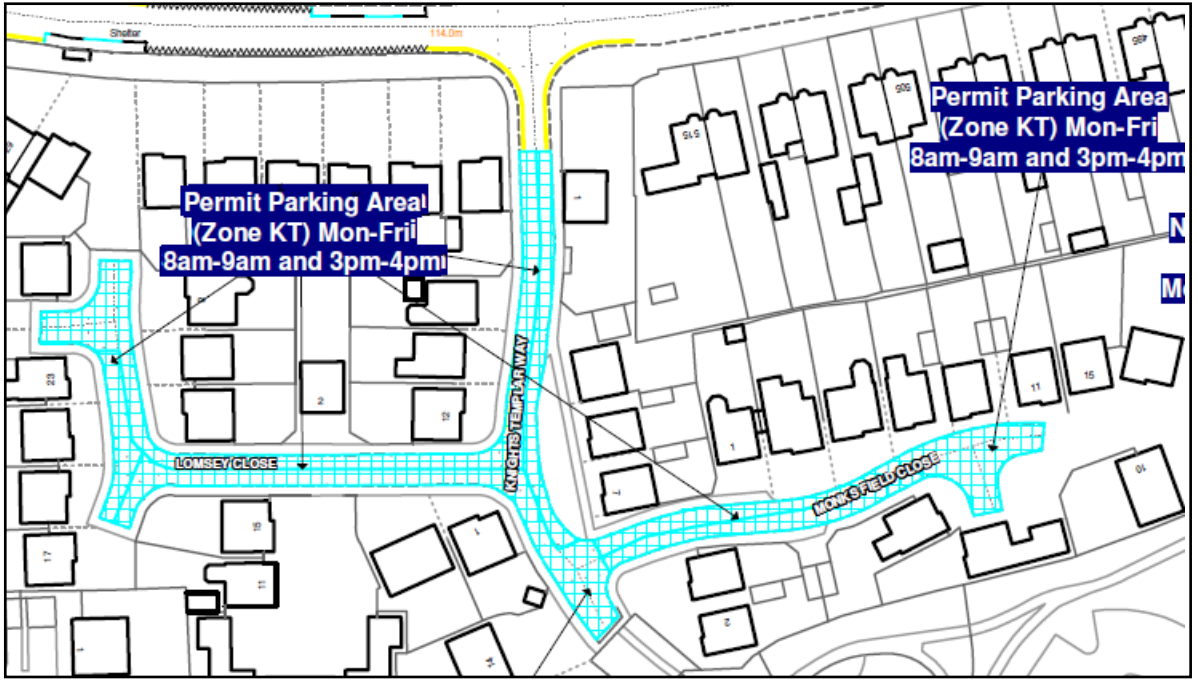
Location (Ward)	Elmsdale Avenue/Sandown Avenue (Foleshill)
Original Request	Request for double yellow lines to assist refuse collection vehicle access
Proposal	<p>Installation of double yellow lines at junction</p> 
Objection 9	<p>I would not like to see the double yellow lines installed. The main reason for this is of parking issues as it is very very difficult to find parking space on Elmsdale avenue. I live at number [] Elmsdale avenue and majority of the time people have blocked my driveway. This will just cause more issues for people trying to park their vehicle. I don't see any benefit of having the double yellow lines on Elmsdale avenue itself.</p> <p>How much of an issue is it for the refuse collections? they may have access issues once or twice a month which causes a slight delay and the only reason I have said this is because I work from home and have a clear view of the access onto Sandown avenue.</p>
Response to objection	<p>It is not a duty of the City Council to provide on street parking.</p> <p>The double yellow lines are proposed in accordance with the advice from the Highway Code in regard to parking at a junction. 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 double yellow lines will assist waste services to gain access to Sandown Avenue. 10 collections were missed in 2016, and in 2017, up to the end of May, 2 collections have been missed.</p> <p>Recommendation – Install restriction as advertised</p>

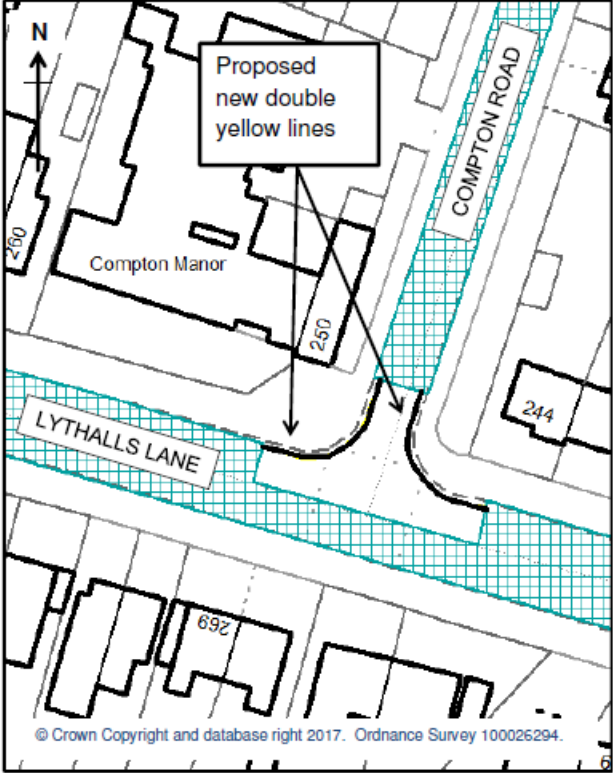
Location (Ward)	Holbrook Lane (Holbrook)
Original Request	Issues raised about existing parking arrangements and difficulties loading and unloading at premises near to the railway bridge.
Proposal	<p>Reduction in existing limited waiting parking bay in vicinity of railway bridge and replacing with double yellow lines (no waiting at any time). Double yellow lines also proposed to replace existing no waiting, Monday to Friday, 7-9am & 4-6.30pm, from railway bridge to junction with Durbar Avenue.</p> 
Objection 10	<p>I have been in business at [] Holbrook Lane for 38 years, and have as you can imagine seen some changes in the area.</p> <p>Parking for customers is now very difficult. May I suggest adding three more parking spaces at the bottom of the bridge, which would give customers a chance to park outside the Bridge Café at Number 32 and Tobias Barber at Number 34. This facility of parking here was there until Holbrook Way was constructed linking up with the A444. To my mind there would be no obstruction here. I know that it is nearly opposite the junction with Yelverton Road but as it is a left turn only when leaving Yelverton Road, this should not be a problem.</p>
Response to objection	<p>The area where it has been requested that the parking bay is extended has been investigated. Vehicle manoeuvres in this area have been ‘tracked’ as the road layout includes an area marked on Holbrook Lane for vehicles waiting to turn right in to Yelverton Road, which is used by HGVs. This was undertaken to determine, when a vehicle is waiting to turn right, how close to this location the parking bay can be extended, so if a vehicle is parked, another vehicle such as a bus can still pass and do so without needing to manoeuvre over the centreline into the opposing traffic flow.</p> <p>The vehicle tracking drawing is shown below. This shows that the furthest the parking bay can be extended is to partly outside no. 32 (currently the limited waiting restriction</p>

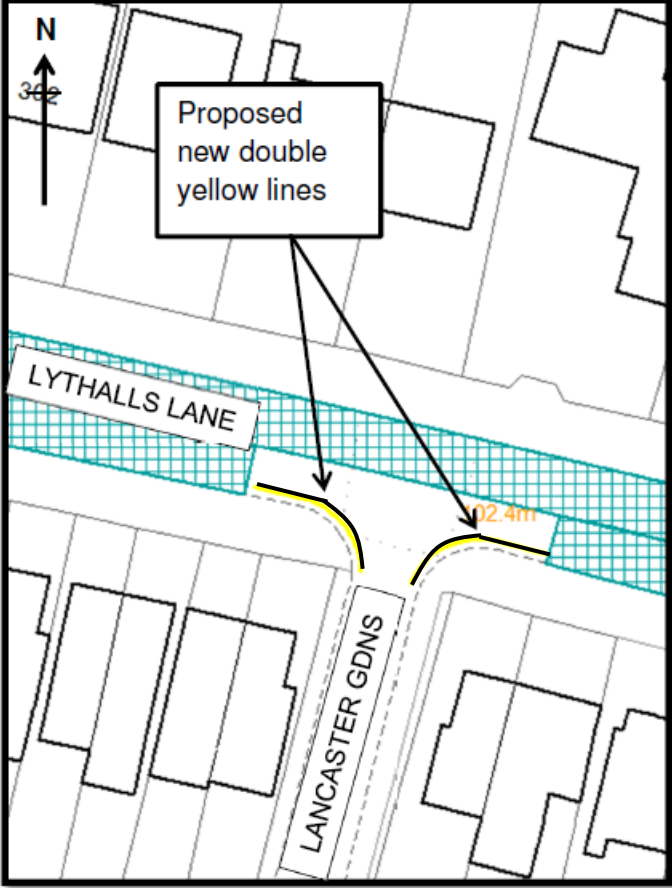
ends at the boundary of No. 28/30)



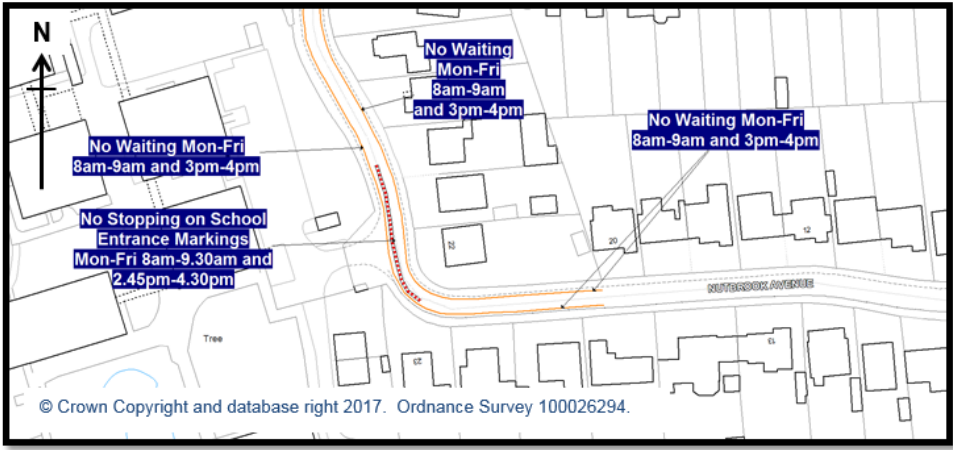
Recommendation – Install restriction as advertised. Include the extension of the limited waiting restriction to partly outside no. 32 Holbrook Lane in the next waiting restriction review.

Location (Ward)	Knights Templar Way Area (Westwood)
Original Request	Request for residents' parking scheme to address school gate parking problems.
Proposal	<p>Installation of residents' parking scheme (permit area KT) to operate Monday to Friday, 8–9am & 3–4pm</p> 
Objection 11	<p>We wish to register our strong objection to the proposed resident parking scheme for Lomsey Close. We live at [] Lomsey Close (nearly 10 years) and have never had any issues with the school drop off and pick up hours – yes it does get busy at these times but we have found it possible to access and exit the Close at these times and it is for a very short duration twice a day in term time only. When we and others bought our properties we were all aware of the school proximity – it was here before the houses.</p> <p>We have been canvassed several times over the past year by one resident in Lomsey Close, who obviously is on a crusade to either close the back school gate or place parking restrictions on the whole Close – our views up to this point have been ignored by this person and we keep getting leaflets stating the whole Close is in favour – this is <u>not</u> the case. [Further details re situation.</p> <p>Has consideration been given as to where the cars would park if a resident parking system was introduced as surely it would push the problem onto Tile Hill Lane which is a busy main road and this would cause more issues and possible danger to children/pedestrians, parents would still use the school back gate.</p>
Response to objection	<p>The restrictions were proposed in response to school gate parking problems. Officers visited the location to observe the parking taking place, which raised safety concerns. A consultation was undertaken by the Council. Responses were received from over 60% of the properties, of which over 90% were in favour of a residents' parking scheme (operating at school entry and exit times).</p> <p>Recommendation – Install restriction as advertised</p>

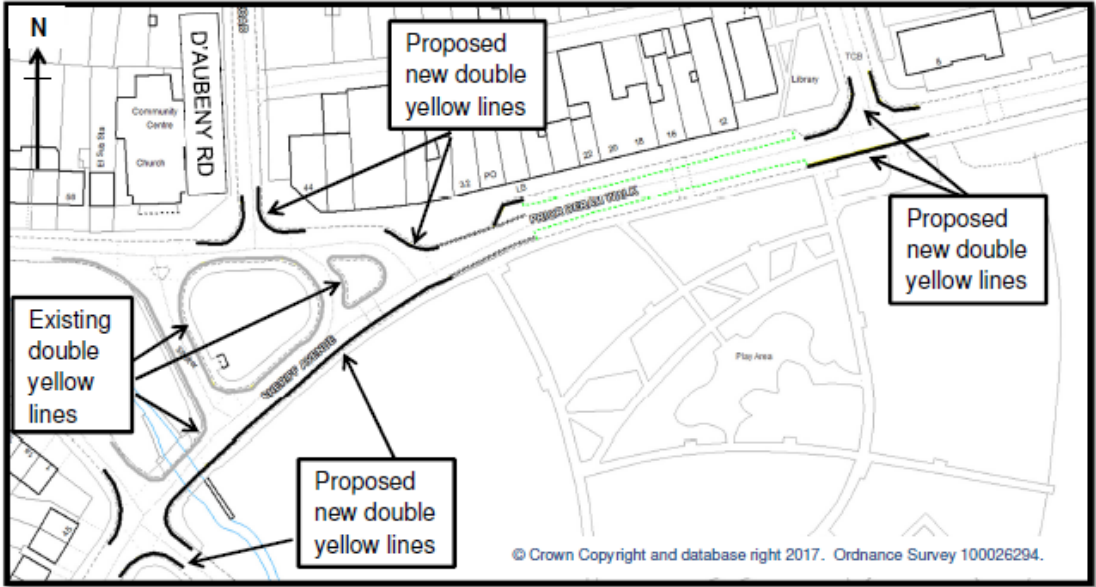
Location (Ward)	Lythalls Lane/Compton Road (Holbrook)
Original Request	Following recent changes in the area, officers identified a need for double yellow lines for junction protection
Proposal	<p>Installation of double yellow lines at junction</p> 
Objection 12	<p>I oppose the proposed idea of double yellow lines blocking entry to our drive. There is no need to put double yellow lines outside of our property, on the diagram it indicates the yellow line would finish a couple feet into our dropped curb and I don't see why its necessary to cause us any more inconvenience in regards to parking. Recently Lythalls Lane has had some drastic new changes to its road layout and has affected all off the residence with parking issues. Creating further animosity as a few neighbours have had to park their cars further down, resulting in blocked drives or cars being parked right outside of someone's property. It's quite distressing to constantly fight over parking.</p> <p>[describes personal circumstances] be left with nowhere to park as he would be in the middle of parking on double yellow lines which makes no sense when can easily park in front of our drive with no objection as always has.</p> <p>I personally think it's a shame the council feel it is adequate to extend the double yellow lines in a means to catch residents out with parking tickets. It's already an inconvenience when the Ricoh host football matches, rugby matches or concerts with the increase of parking wardens ticketing the local residence not to mention the noise and rubbish pollution we have to deal with on a regular basis.</p> <p>I have lived in the ward of Holbrooks for 25 years and there has never been a need for double yellow lines before so I cannot fathom as to why there is a need now.</p>
Response to objection	<p>The restrictions were proposed in response to concerns about parking at the junction. The double yellow lines are proposed in accordance with the advice from the Highway Code in regard to parking at a junction. 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'. It is not a duty of the City Council to provide on street parking and the location referred to as being used for parking is close to the junction.</p>

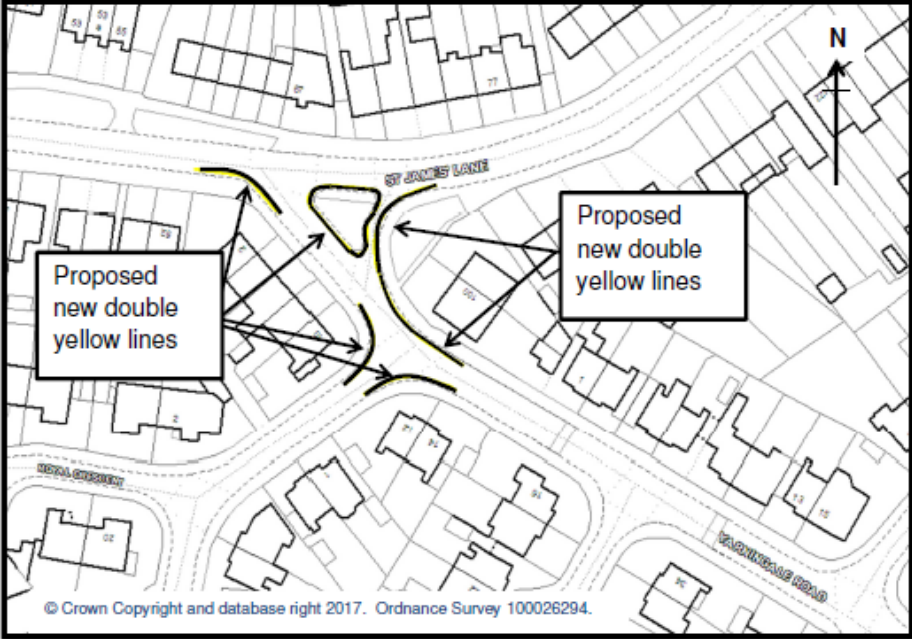
Location (Ward)	Lythalls Lane /Lancaster Gardens (Holbrook)
Original Request	Request for double yellow lines for junction protection. Request made by Councillor on behalf of residents
Proposal	<p>Double yellow lines for junction protection (but only to back of highway on Lythalls Lane as Lancaster Gardens is not adopted highway)</p>  <p>© Crown Copyright and database right 2017. Ordnance Survey 100026294.</p>
Objection 13	<p>We do not feel that parking in front of the houses [each side of the junction] blocks the vision of those turning out of Lancaster Gate. However we have agreed that if these double yellow lines are, in your opinion, absolutely necessary then they should <u>only</u> be placed in front of no 309, and not half across the front of no 311 also.</p> <p>We were incidentally considering starting an application to have the curb dropped in front of our property and wall removed to create dedicated parking. Given that Lythalls Lane is clearly a subject of focus for you at the moment we would really appreciate knowing whether it is worth starting such an application, or whether it is a non-starter given the schemes you have recently implemented and are planning to implement.</p>
Objection 14	<p>Double yellow lines have recently been installed at various locations in Lythalls Lane as well as Islands in the centre of the road and also the road has been narrowed near the exit of the residents access driveway to the garages at the rears of our properties, which I understand are traffic calming measures. This has made no difference whatsoever, in busy periods we now have traffic queues, and in the not so busy periods we still get drivers speeding, even overtaking on the wrong side of the newly installed traffic islands. The narrowing of the road near to the access driveway to the garages at the rears of our properties, with the double yellow lines have now made it awkward to exit onto Lythalls Lane, and also anybody who previously parked there now park further down the road and parking anywhere near my house is now almost impossible unless we park at the side of our house in the new road, Lancaster Gardens.</p>

	Residents who have parked in Lancaster Gardens, including myself, have notes put on the windscreen informing us not to park there as it makes the road narrow. [Describes changes made when Lancaster Gardens were created and how had to adapt due to problems accessing garage.] Now with the proposed new double yellow lines going around the corner outside our property we will not be able to park anywhere at all. not even between the trees on the hard standing.
Response to objection	<p>The double yellow lines are proposed in accordance with the advice from the Highway Code in regard to parking at a junction. 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'.</p> <p>However, the location has been reviewed to see if it is possible to reduce the extent of the double yellow lines by 2 metres as requested in objection 13. At the time of the site visit, vehicles were observed double-parked i.e. one on the road and one parked alongside it, but on the verge, which was affecting visibility. Therefore, it is not proposed to reduce the advertised length of double yellow lines.</p> <p>Recommendation – Install restriction as advertised.</p>

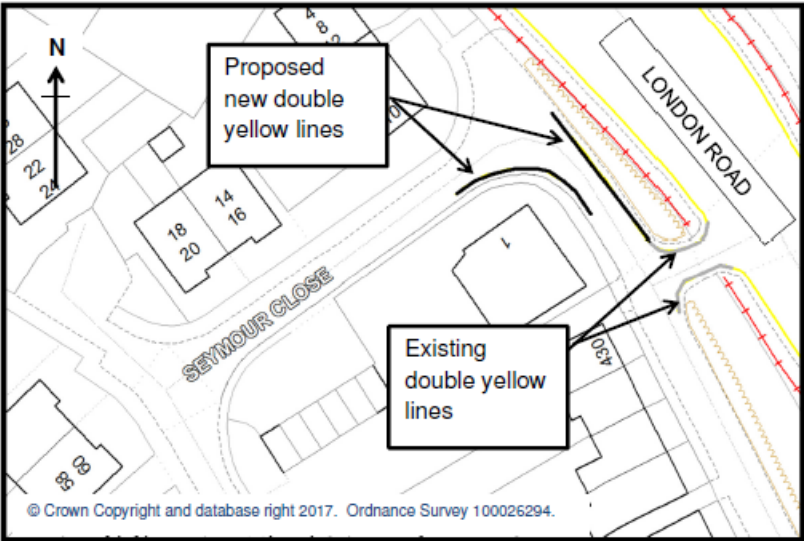
Location (Ward)	Nutbrook Avenue (Woodlands)
Original Request	Introduce Order on existing School Keep Clear markings to make it enforceable by Council's Civil Enforcement Officers
Proposal	<p>School entry & exit time no stopping order proposed on existing School Keep Clear marking (order for adjacent Limited Waiting restrictions is already in place)</p> 
Objection 15	<p>I would humbly ask if you are aware of the serious issues in Nutbrook Avenue (along the entire length of both 'forks') with regard to volume and behaviours of traffic in this avenue since the merger of the West Coventry Academy from two schools into one co-ed school?</p> <p>These issues cause residents in Nutbrook Avenue constant problems regarding parking volume and behaviours as well as speeding issues with consequent danger to hundreds of school children, local residents' children and adult residents. These problems occur throughout the school day (from 7.30am to 5pm - often also into the night up to around 10pm - and at weekends also as the school is open then for community activities and services). They are also not restricted to the area demarcated on map tile ref G25. Residents further note with dismay that the current single yellow line has no affect on behaviours nor do we ever notice any policing of behaviours by authorities.</p> <p>In light of the troubles all residents are having we ask for an extensive review with a view to residents parking permit scheme. In a recent survey exercise to solicit any comments</p>

	<p>about problems more than 50% of residents supplied extensive written comments - which can be shown to you - on health and safety concerns relating to the school related traffic and use of Nutbrook Avenue as sole access to the school site.</p> <p>In a meeting with our local councillors and Cllr Kevin Maton as connected to the school Cllr Maton stated that the present entrance 'is not fit for purpose'. He stated that this is especially so in light of the needs of the school to expand sixth form numbers. Sixth formers are of an age that they can travel to school in their own cars which they park on the pavements of Nutbrook Avenue. With 6 double decker buses attempting to access the school along a slightly winding Avenue with cars parallel parked either side of a fairly narrow carriage way not only is access for anyone difficult but residents regularly find their exit from their drives and the Avenue itself blocked.</p> <p>Myself and other residents in the newly formed Nutbrook Avenue Residents Association (NARA) ask that you consider the efficacy of your current proposal to meet residents' needs for a solution to the above problems.</p> <p>We would greatly appreciate a more substantial plan to address both the present and future situation caused by a school of circa 1700 persons using Nutbrook Avenue as sole vehicular entrance way and the road forks as parking overspill facility.</p>
<p>Response to objection</p>	<p>The School Keep Clear marking is existing and in an appropriate position. The existing limited waiting restriction (single yellow line) is enforced as part of the Council's waiting restriction enforcement regime. The proposal will enable the Council's Civil Enforcement Officers to enforce the existing School Keep Clear markings as well.</p> <p>Recent site visits by an officer and ward councillors found vehicular traffic problems to be minimal. No personal injury accidents have been reported to Police in the three years to 8 May 2017.</p> <p>As all houses on Nutbrook Avenue have access to a private driveway, a resident permit scheme would not provide any benefit to local residents.</p> <p>Recommendation – Install restriction as advertised.</p>

Location (Ward)	Prior Deram Walk (Westwood)
Original Request	Request for double yellow lines as part of proposed public realm improvements works as part of the Canley Regeneration Scheme.
Proposal	<p>Installation of double yellow lines for junction protection</p> 
Objection 16	<p>Regarding the proposed waiting restrictions on Shop No: 38-40 (NISA LOCAL) and Shop No: 44 (CANLEY NEWS). We have spoken to several customers regarding the proposed waiting restrictions (Double yellow lines) on both site, but most of the elderly customers and disabled customers are unhappy with the decision. I hope even the pharmacy could have objected on the restrictions. So, I kindly request your team to reconsider the proposed waiting restrictions on the above mentioned sites (Shop).</p>
Response to objection	<p>As part of the parking proposals, there will be 2 advisory disabled parking spaces outside the shops for customers to use. There will also be additional parking on the community centre car park.</p> <p>Recommendation – Install restriction as advertised</p>

Location (Ward)	St James Lane & Yarningale Road (Binley & Willenhall)
Original Request	Double yellow lines for junction protection with extension on northern side of Yarningale Road due to safety concerns related to parked vehicles. Local Councillor on behalf of residents.
Proposal	<p>Installation of double yellow lines at junction of Yarningale Road with both St James Lane and Royal Crescent, extended double yellow lines on north eastern side of Yarningale to address issues of parking on bend</p> 
Objection 17	I understand there are to be residents permits for St.James lane and while I have no problems with this in principle it will send even more cars and commercial vehicles to park in Cedric Close. We already have problems with St.James lane residents parking in my street with means we often find that refuse collections are missed and residents of our street are blocked from getting in.
Objection 18	<p>I agree that there should be double yellow lines around the corner of the road, however I do not believe the lines need to go as far up Yarningale Road as suggested. The only problem on this road is when cars park physically on the pavement on the corner. Cars sometimes park on the pavement on the corner of St James Lane (the whole car on the pavement) and this results in limited visibility when pulling out of Yarningale Road. There is no problem with cars parking actually on Yarningale Road and I feel that the residents on this road are being punished because of the small minority who feel it is ok to break the law and park on that corner. Surely parking on the pavement is breaking the law regardless of double yellow lines or not. If there is nobody is policing this illegal parking now then who would police the parking on double yellow lines? The problem is the illegal parking and I do not think double yellow lines will prevent people parking on this pavement on the corner.</p> <p>Parking is already a problem in the area and by putting double yellow lines down Yarningale Road you will effectively be removing 3 parking spaces. There is also a telephone pole on this road which already restricts parking so this will cause further problems.</p> <p>If the yellow lines are just on the very corner of the road and not all the way past my house people could still park and people would be able to see clearly when pulling out onto St James Lane.</p> <p>If the [double yellow lines] were to go around the corner leaving enough space between the lines and the telephone pole for two cars to park then there would be no issue.</p>

<p>Response to objection</p>	<p>The proposal is not a permit parking scheme, it is to prevent parking (double yellow lines). The restrictions were proposed in response to safety concerns. The entrance to Cedric Close is located approximately 80 metres away; there are no proposals for new restrictions on Cedric Close.</p> <p>With regards to parking on the pavement, the Police have the power to take any necessary action where it is causing a danger or obstruction, with no need for parking restrictions to be present. Where waiting restrictions are present, such as double yellow lines, the Council's Civil Enforcement Officers can undertake enforcement action as the restriction applies to the footway as well as the road.</p> <p>The proposal on the western side of Yarningale Road is in accordance with the advice from the Highway Code in regard to parking at a junction. 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'. However, a further review has been undertaken and it is proposed to reduce the proposed double yellow lines by 2 metres at this location on Yarningale Road.</p> <p>Recommendation – Reduce the proposed double yellow lines by 2 metres on the western side of Yarningale Road (adjacent to No. 2) and install the remainder as advertised.</p>
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<p>Location (Ward)</p>	<p>Seymour Close (Cheylesmore)</p>
<p>Original Request</p>	<p>Double yellow lines for junction protection and to assist refuse collection vehicle access</p>
<p>Proposal</p>	<p>Extension of existing of double yellow lines north of junction with London Road and on opposite side of road, on corner.</p> 
	<p>Due to the number of objections that have been received many with similar reasons, some objections have been grouped together highlighting the main reasons for objecting to the proposal.</p>
<p>Objection 19</p>	<p>Advises of objection to proposal, but not reason.</p>
<p>Objection 20</p>	<p>It is completely unnecessary to do this and will cause a major inconvenience to all the residents and the surrounding area near to Seymour close. There is very limited parking space as it is and even less if you go ahead with this proposal. There has been no issues with access in the close in a very long time, since the residents met with one of your Councillors and an employee from Coventry city Council, everyone as a group have been vigilant about making the close clear for all to access.</p> <p>We understand that the refuse collection needs to be carried out so access is very</p>

	<p>important and also for the emergency services to gain access too. I ask you please to reconsider your plans as we do not want this to happen as we have very little choice in where to park if you go ahead because it will reduce the number of parking spaces we already have.</p>
<p>Objection 21-23</p>	<p>The double yellow lines would remove about 5 parking places from the Close. Parking in the Close is normally at or close to full capacity. People do not park here for fun, they have to, to get home or to visit and care for friends and family.</p> <p>The person who wanted the lines lives down the bottom of the close and this does not impact</p> <p>On the night of Sunday 21st May 2017, four cars were parked in the affected area and they were causing no nuisance at all, I drove past them perfectly easily to get to the bottom of the Close. There is no evidence of any problems caused by people parking here. I have lived here for nearly 20 years and have never seen a problem.</p> <p>No alternative parking places have been provided as part of the plan. Parkers displaced by the double yellow lines will not just disappear, they will cause extra nuisance and congestion to residents further down the close, they may start nuisance parking in the private areas there. They will also park in the service roads parallel to London Road and inconvenience residents there. They will clog up the area in front of the shops opposite Seymour Close, where they will be a nuisance to shoppers and damage trade in the shops.</p> <p>Existing legislation, rule 243 of the highway code, forbids drivers from parking :- "anywhere you would prevent access for Emergency Services", "opposite or within 10 metres (32 feet) of a junction" and "on a bend".</p> <p>These laws are already perfectly adequate to stop poor parking in Seymour Close without resort to excessive yellow lines. Some of the proposed yellow lines cover parking areas where none of the above issues apply.</p> <p>There have been no complaints from the emergency services about issues accessing Seymour close.</p> <p>Just over a year ago there were problems with a poor refuse collection service in Seymour Close. Refuse collectors, under pressure to complete their rounds quickly, falsely blamed it on not being able to enter the Close because of poor parking. After complaints to the council, and when the refuse collectors knew they were being watched, the service immediately improved, which proves the problem was not down to parking.</p> <p>I am aware on three occasions that emergency services have had to attend all during the morning including fire services there have been no issues with them attending this was just at one property</p> <p>The head of the refuse collection residents campaign, Jaquie White, has confirmed to me that double yellow lines were discussed during the campaign. A copy of her email is below. In it, she says, "I hasten to say that this was not my idea originally, it was the highways department/council." This disproves the claim in the documentation on the council web site that the yellow lines were requested by the residents with the support of the local Councillor. The email confirms many residents were against double yellow lines then. "After the meeting yesterday it was discussed further and some agree with it and some don't." She also says letters were going to be sent to residents about this. I never received one.</p> <p>Most disturbingly in Jaquie's email, she says, "I did ask if the lines could be just on the</p>

	<p>corners and not spread out, but apparently they have to be so long to make it worth their while."</p> <p>This is ridiculous and is proof that the proposals are ill thought out and unnecessary. So you really want to cause long term problems for residents just because it is not worth your while to send someone out to paint shorter lines?</p> <p>This job is un-costed. The costs have not been published with the plans. It will cost money to send a team out to paint the lines and install signage, there will be an ongoing cost of sending a traffic warden round at least twice a day to enforce it. In a time of cutbacks this money could be better spent elsewhere.</p> <p>In summary, this scheme to remove perfectly legitimate parking spaces from Seymour Close is unnecessary. It will cause a nuisance to local residents. It will not solve any problems but will cause plenty.</p> <p>It was NOT asked for by local residents, It was proposed by the council without consulting the residents as part of an attempt to salvage the reputation of their refuse collectors. Please abandon this scheme now.</p>
<p>Objection 24</p>	<p>The additional traffic parking controls will force other residents to park [near property]. At present parking is tight due to a lot of the properties being maisonettes (more residents per house footprint). Particular concerned as [] parking near to home is required due to mobility issues. Also the security of the car comes into question if it is further away from the owners house.</p>
<p>Objection 25</p>	<p>As a resident at [] Seymour Close with a car, I have to park on the road and tend to park on the side with lampposts as does everyone else.</p> <p>The Close is crowded with cars but we all seem to manage and I have not seen any evidence of obstruction to large vehicles, and there have been quite a few ambulances as well as refuse carts coming down.</p> <p>If there are any yellow lines proposed they should only be on the one side of the close without the lampposts from the top opposite the entrance to the Close and right down to round the bottom corner. That should suffice to keep the road clear and not prevent those in the flats from parking at the top where they do safely at present. The extra few cars it might occasionally affect should then be able to manage to find room further round the bottom corner if necessary and not park on it as they tend to do.</p> <p>I hope that common sense will come to play in this matter and that clear costed proposals are discussed with residents, put from officers and agreed by Members</p>
<p>Response to objections</p>	<p>Local residents have raised concerns about vehicles parking dangerously in close proximity to the access to London Road and on the corner of Seymour Close. This is causing road safety issues relating to visibility. While smaller domestic vehicles may still be able to pass, vehicles parked in this section of Seymour Close can also obstruct larger vehicles such as bin lorries (waste collections have been missed on 4 occasions since January 2016). Dangerous and inappropriate parking may also prevent emergency access for vehicles such as fire engines, and therefore preventing parking at these locations is appropriate. Because of the length of such larger vehicles, it is necessary to install a longer length of double yellow lines.</p> <p>It is the duty of the Council to ensure vehicles are parked safely on public highway. However, it is not the Council's responsibility to provide parking spaces.</p> <p>The installation of double yellow lines will provide a visual representation of legislation which enables optimal enforcement. Double yellow lines are underpinned by a Traffic Regulation Order which will enable the Council's Civil Enforcement Officers to issue penalty charge notices.</p> <p>The Council has funding to install measures that prevents inappropriate parking that</p>

contributes to road safety problems, and therefore the installation of double yellow lines is an appropriate use of funding. Enforcement of the restrictions will take place as part of the Council's existing waiting restriction enforcement regime.

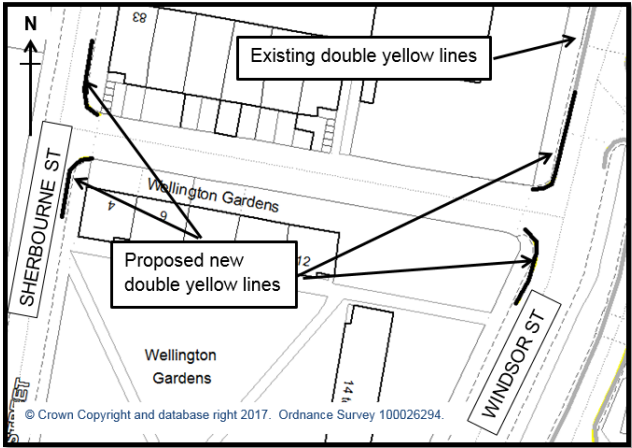
Recommendation – Install restriction as advertised

Location (Ward) **Sherbourne Street/Wellington Gardens & Windsor Street/Wellington Gardens (Sherbourne)**

Original Request Request for double yellow lines to assist refuse collection vehicle access

Proposal

Double yellow lines, junction protection (but only to back of highway as Wellington Gardens is not adopted highway). Issues with access for refuse collection vehicles.



Objection 26

It's stated that the reason for this is due to "safety concerns" from local residents. However I believe this is false, and it is simply a matter of local residents being unhappy about living in a location with a close proximity to a city which naturally attracts cars parked in the area. However majority of the local residents in these areas are either retired or disabled and most not even owning their own cars to warrant concerns of the safety, going off latest statistics for the area.


I have also looked into accidents in the areas which will be affected to see the rate of accidents/injuries, and concluded that there is no more accidents in these areas than there is in any other area of Coventry, waiting times or not - In fact it could be argued that having a car parked in a single location for several hours in the day is much safer than a high volume of cars parking and re-parking due to time restrictions - Surely this would create more potential for accidents/injuries?

In conclusion, while I do not wish to belittle the concerns of locals, they are extremely far-fetched and are being over exaggerated to push the agenda of "getting rid all the cars in the area, because I want a quiet area", which is not fair to a lot of people who use this area, one of the last free areas in the City, to park and work 9 till 5 on a daily basis. And while I respect the voices of the loud minority in this case, I also ask you to consider and take into account the large silent majority who park in the area who need this area to do their jobs and provide growth and value to the city.

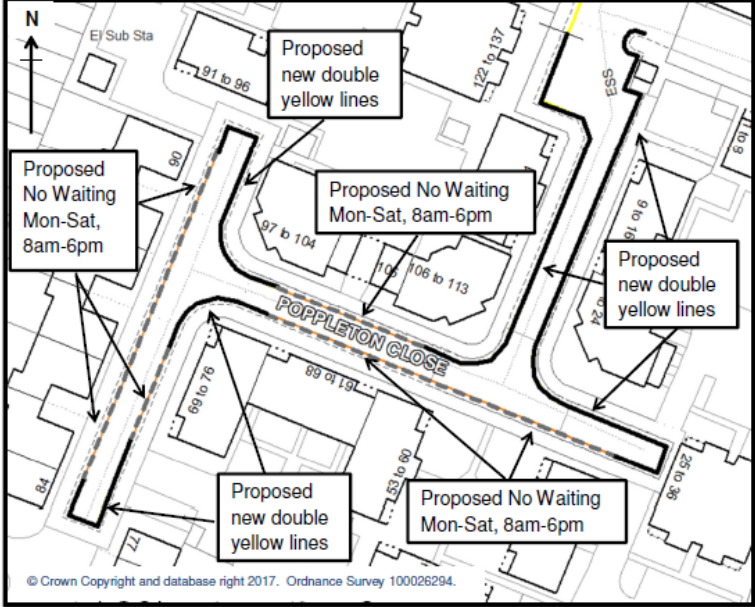
Response to objection

The double yellow lines are proposed in accordance with the advice from the Highway Code in regard to parking at a junction. 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 double yellow lines will assist with access for refuse collection vehicles.

Recommendation – Install restriction as advertised

Location (Ward)	Stennels Close (Bablake)
Original Request	Concerns raised by residents, especially in regard to parking at the junction of Stennels Close with Keresley Road, including on the footway, restricting visibility.
Proposal	<p>Installation of double yellow lines on the eastern side of Stennels Close including end junctions and extending on Keresley Road.</p> 
Objection 27	We live at [] Kelmscote Road, our house faces Stennels Close. I am objecting to the double yellow lines being placed on this bit of Stennels Close as there is no need for double yellow lines here, and it gives us nowhere to park our car and work van.
Support comment 2	<p>I would like to congratulate the Council on their decision with these proposed changes. I moved into Stennels Close during 2010 and can confirm that the junction from the northern end of Stennels Close onto to Keresley Road is extremely dangerous to navigate. Vehicles park on the Keresley Road right up to the junction with Stennels Close causing a visual obstruction to road users exiting from Stennels Close onto to the Keresley Road dual carriageway. This problem is enlarged by vehicles that are frequently parked with both wheels on the central pavement that runs between Keresley Road and Stennels Close. This has the effect of completely blocking any visibility when exiting from Stennels Close onto Keresley Road. This has resulted in accidents and frequent "near misses". The consequences of an accident at this junction has resulted in life changing injuries to one of the casualties.</p> <p>Often vehicles can be found parked with both wheels upon this central pavement</p>

	<p>throughout the whole length of Stennels Close. This is a busy pavement with a heavy foot-fall that is on a direct route between two bus stops. It is also used by parents and young children on their way to and returning from the nearby Keresley Grange Junior School. It is also used by children that attend the nearby Cardinal Newman School. Vehicles that are parked directly on the central pavement have the effect of forcing pedestrians to step out onto either the carriageways of Stennels Close or Keresley Road.</p> <p>I believe that the implementation of double yellow lines of 20 metres installed on the Keresley Road in a southerly direction from the junction with Stennels Close combined with double yellow lines running the length of the eastern side of Stennels Close would be a massive improvement in safety for both vehicles exiting from Stennels Close onto Keresley Road and pedestrians using the central pavement. It would allow the exiting vehicles a clear view of oncoming traffic and hopefully the double yellow lines along Stennels Close should ensure that no vehicles can park upon the pavement.</p>
<p>Support comment 3</p>	<p>I support the double yellow lines that have been proposed for both Stennels Close and Keresley Rd.</p> <p>As a resident of Stennels Close I see on a daily basis the problems that are caused by dangerously parked Vehicles that cause obstructions to both pedestrians and traffic when using the road and pavement in Stennels Close. This is particularly troublesome and dangerous when turning onto Keresley Rd from the junction</p>
<p>Response to objection</p>	<p>The double yellow lines referred to in the objection on the western (property) side of the road at the junction of Stennels Close and Kelmscote Road are proposed in accordance with the advice from the Highway Code in regard to parking at a junction. 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'.</p> <p>Recommendation – Install restriction as advertised</p>

Location (Ward)	Upper York Street & Poppleton Close (St Michaels)
Original Request	The proposed restrictions are on road which is currently not adopted highway, but is intended to be adopted. The restrictions proposed were agreed with the developer
Proposal	<p>Installation of a combination of double yellow lines and no waiting Monday to Saturday, 8am-6pm</p>  <p>© Crown Copyright and database right 2017. Ordnance Survey 100026294.</p>
	Due to the large number of objections that have been received (21) many with similar reasons, the objections have been grouped together highlighting the main reasons for objecting to the proposal.
Objection 28	<p>I recently recorded a letter in regard to proposed waiting restriction plan taking effect soon on Poppleton Close where i live. I am happy this is happening around mu road but where i live this plan will be a problem for me and family. The reason why i don't like it happening on Poppleton Close is because the parking provided to us can only accommodate two cars. In our case there is more than 2 cars, if there is no space by my house to park then where should we park, if you put a restriction on Poppleton Close. Residents at the end of the road only have limited parking space therefore we have no choice but to park on the side of the houses</p>
	<p>Objection to the area that has been marked for No Waiting (Mon-Sat 8am - 6pm) that covers the T-junction at the top of the road.</p> <p>Where cars will be permitted to wait will cause difficulties for us getting in and out of our car park at night, as it will for our neighbours opposite accessing their car park via the tunnel beneath the 'coach-house' property</p> <p>The proposed changes will add to, not ease, parking issues that have been experienced in the past.</p> <p>The entire Poppleton Close development should be double-yellow lined rather than some areas being no waiting between 8 and 6. Most if not all of the issue is people using our street as free parking for the restaurants on Butts (when there is pay-parking nearby - one restaurant has free parking in this car park) and these proposals do nothing to help us.</p> <p>The proposal to include single yellow lines which are for 'No Waiting Mon-Sat 8am-6pm' will not work as this is outside of the hours where most disruption is caused. During the day Poppleton Close is often very quiet as residents are at work, it is in the</p>

evenings and especially at weekends that the parking has been most disruptive. A single yellow line with restrictions only up until 6pm effectively justifies any and all users to park within Poppleton Close - which could lead to the problem becoming ever worse.

A preferred option for the proposed single yellow line areas would be to include a parking permit scheme allowing residents to park when required but removing the risk of the area being taken up and filled by restaurant users and evening parking.

We will still suffer from the noise and inconvenience we have since December 2012, when we moved in after Barratt Homes told us the development was built with no on-street parking allowed at all

I genuinely feel that the development feels a lot safer thanks to no cars being parked on the street.

Roads close by to Poppleton Close seem to have resident only parking or double yellow lines so it is unfair that Poppleton Close will essentially become a free car park again for people using the restaurants at the bottom of the street and people visiting people at the residents only parking accommodation.

There have been numerous issues with non-residents parking there at all times of the day especially given how close the road is to the city centre and to local restaurants etc. This has led to missed bin collections and even worse, also causes a hazard should an emergency vehicle require access.

I am aware of the police being contacted on several occasions to trace the owners of cars who have parked inconsiderately causing access issues.

Only recently have the Management company engaged with a private parking company to enforce complete restrictions on all of the road at all times, not just during the day. This has been a great success; no longer do residents have to put up with cars parked right outside their bedrooms at all times as quite often this area is used by people going to the restaurants just around the corner. With yellow lines being proposed on the area at the start of Poppleton Close/end of Upper York St, this will mean that the cars that currently park there will move to the proposed waiting areas and we are back to the same problems as before.

Some of the previous on-street parking related to the tenants in the large houses in Poppleton Close. These are multi-occupancy bedsits and were built to include one off-street parking space for each house. Were the Council to introduce parking bays with just a single yellow line, it would primarily be for the benefit of these tenants and, in turn, the financial benefit of their landlord. We do not see why other tenants should be inconvenienced by on-street parking for the benefit of their landlord.

The houses along the strip of road highlighted in blue [plan provided with comment but relates to no. 84-90] are:

the main reasons that parking enforcement is currently in place. The owners of these houses rent them to students and although they only have space for one/two vehicles to park on their drive, the houses are let to 6/7 students per house, most of whom have cars. These tenants have no regard for where they park on site, and on numerous occasions have completely blocked entrances. We would propose that it is imperative that this area of Poppleton Close even more than any others should have double yellow lines installed.

	<p>3. The owners of the properties at Poppleton Close have all signed leases/transfer documents specifying to them their parking rights on site. There are more flats on site than houses, and they are aware that they only have one parking space per property. They purchase their properties having signed their agreement to this, so on road parking by them would be a breach of their lease terms. There is therefore no benefit to residents for allow any parking in these areas.</p> <p>4. The owners of the properties at Poppleton Close are also aware there is no visitors parking on site. This is also according to lease terms and they are aware that visitors need to seek alternative arrangements.</p> <p>What will happen to the private parking that is currently in effect? And does putting waiting restrictions on the road mean that it is now being adopted by the council?</p> <p>We have recently introduced parking enforcement with fines and this has solved the problem, as no one can park on the roads within the development at any time. We would like to keep this arrangement going forward</p> <p>We would also like to bring your attention to correspondence we have received by Axis Management. We have been encouraged to oppose your plans and communicate these to you. Axis Management seem to be in favour of a blanket ban on parking, which we do not agree with either, as it causes unnecessary inconvenience and disruption for visitors whether they are commercial or private.</p>
<p>Objection 47</p>	<p>This has been an ongoing saga with the building management company who haven't really been helpful to our situation.</p> <p>There is limited parking around this area with apparently high demand. However, a couple of incidents regarding access to emergency services has meant that a blanket 'no parking' restriction was enforced without any apparent compromise.</p> <p>Whilst I fully agree that we should accommodate for emergency services, this to me seems a hugely inappropriate response for the residents that live here who may have multiple vehicles or regularly have visitors.</p> <p>The apartments here only have a single parking bay assigned per flat. For any flat with multiple residents within, and therefore potentially multiple vehicles, this means we have to overflow to the street.</p> <p>The changes that have been proposed involving location and time (Mon-sat 8am-6pm) are a step forwards, but still not ideal in my opinion.</p> <p>I believe the parking location restrictions are beneficial, this gives way for emergency services and are a great change. However, the time restrictions do not help residents who work at home or outside of the allocated hours, they are also not desirable for any visitors that may come. More importantly, it does not restrict non-residents from using the space, further impacting the issues the residents already face with limited parking in the area.</p> <p>Can I suggest that instead of a time restriction, that a permit based restriction be used instead?</p>

<p>Objection 48</p>	<p>I agree to the proposed sections of double yellow lines on Poppleton Close with the exception of those shown outside no. 122-137. Vehicles park in this location currently and with the installation of double yellow lines on the opposite side of the road this would give sufficient space for vehicles to pass safely. I feel that a limited waiting restriction of 2 hours similar to that found in neighbouring streets would be appropriate here.</p> <p>As a resident of Poppleton Close for 4 years I feel that visitor parking is important, although there is a rear parking court as stated, there is generally only one allocated space per property and residents use these to park their own vehicles in. This means that there is no facility for visitor parking.</p> <p>Poppleton Close is surrounded by the Butts residents parking scheme where owners can have permits to allow their own vehicles plus several visitors to park in the scheme. This also prevents residents and visitors of Poppleton Close from parking in neighbouring streets which severely limits local provisions. Implementing this proposal would discriminate unfairly against residents of Poppleton Close compared to the provision given to neighbouring residents of The Butts scheme.</p> <p>Daytime parking is currently not an issue however I can envisage that once the Council's Friargate building is occupied that this may change and therefore I do agree that some restrictions will be necessary.</p> <p>I feel that the proposed restriction of no waiting Monday-Saturday 8am-6pm is excessive and that a shorter time period would be appropriate as used in other schemes such as The Firs (no waiting Monday-Friday 10am-11am and 2pm-3pm) or even better in Penruddock Drive where the times are the same but residents can also apply for a 'dispensation waiver' that permits a vehicle to be parked on the restriction for a nominal fee.</p> <p>Inconsiderate evening parking has been an issue in Poppleton Close on Fridays and Saturdays as vehicles park for the restaurants etc. on Butts and Queens Road. I do feel that this issue would be resolved by the proposed double yellow lines as this would be sufficient to allow the safe free flow of traffic through the Close.</p> <p>I urge you to consider the impact that these proposals will have on local residents and would like to see an allowance made for daytime visitor parking.</p>
<p>Support / suggestion 4</p>	<p>You are improving the parking situation around Poppleton close by putting single yellow lines around. This allows people to park in the area after 6 in the evenings. However I have a few suggestions that I believe would be a good addition to the situation. Could you please give us, the tenants, permit holders passes? Or could you please make the parking here 1 or 2 hour parking with no return within 4 hours or something similar?</p> <p>We have great difficulty with family or friends coming over even to drop things off for 15 minutes or so and [refers to situation which resulted in fine] Living in a home where we cannot have visitors and we cannot park outside our own house is unfair and very upsetting. There is only one parking bay provided for each flat, and with up to 3 people easily being able to live in our flat, where are we supposed to park?</p>
<p>Support / suggestion 5</p>	<p>Suggestions provided on plan which were: Create 4 parking spaces in large 'square' area at junction of Poppleton Close with Upper York Street Concern that parking both side of the road by 61-68 Poppleton Close could result in vehicles preventing access for refuse collection (at 7.30am)</p>
<p>Response to objections</p>	<p>The area is currently not adopted highway and the proposed waiting restrictions had been agreed with the developer.</p> <p>It is intended that the road is to be adopted; if the road is adopted the enforcement would be undertaken by the City Councils Civil Enforcement Officers (CEOs). However, the CEOs can only take action if a Traffic Regulation Order is in operation.</p>

	<p>Recommendation – Due to the number of objections received, it is proposed that the order is not made and that the location is reviewed and new restrictions approved. However, as the road is not adopted highway, any proposals have to be made in agreement with the land owner (the developer)</p>
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Cabinet Member for City Services

26th June 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:

Foleshill, Holbrook, St. Michael's, Whoberley, Wyken

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 relating to the issues listed above 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 to the report sets out the petitions received and how officers propose to respond to them.

Recommendation:

Cabinet Member for City Services is recommended to 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 to the report will be sent out by July 2017.

5. Comments from Director of Finance and Corporate Services

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:

Martin Wilkinson
Senior Officer - Traffic Management

Directorate:

Place

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Email: martin.wilkinson@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
Karen Seager	Head of Traffic and Network Management	Place	15 June 2017	16 June 2017

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

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

Petition Title	No. of signatures	Councillor Sponsor	Type of letter to be sent to petition organiser(s) and sponsor	Summary of actions agreed	Target Date for Determination Letter
66/16 - Edyth Road, Request for Residents Parking	50	Councillor Abbott	Holding	Parking survey to be undertaken to determine if location meets Residents' Parking Scheme criteria.	October
69/16 - Request for Speed Humps on Kingfield Road	42	N/A	Determination	Kingfield Road is already on the Local Safety Scheme list for consideration for inclusion in a future year's programme	July
E50/16 – Make Cash's Lane / Kingfield Road Junction Safer	169	N/A	Determination	Location does not meet Local Safety Scheme criteria (1 Personal Injury Collision in last 3 years). Request additional enforcement by Parking Services.	July
72/16 - Residents Parking Scheme for Hartlepool Road, Redcar Road, Stockton Road and Stoney Stanton Road	145	Councillor Welsh	Holding	Parking survey to be undertaken to determine if location meets Residents' Parking Scheme criteria.	October
73/16 - Residents Parking Scheme for Oldham Avenue between the Junction of Arch Road and Hocking Road	46	Councillor Abbott	Holding	Parking survey to be undertaken to determine if location meets Residents' Parking Scheme criteria.	October
E37/16 - Zebra Crossing Outside Pearl Hyde Primary School, Dorchester Way	307	N/A	Determination	Location does not meet Local Safety Scheme criteria (no Personal Injury Collisions in last 3 years in vicinity of school).	July
E45/16 - Make the Junction On Humber Avenue / Terry Road Safer	54	N/A	Determination	Location does not meet Local Safety Scheme criteria (no Personal Injury Collisions in last 3 years).	July

Petition Title	No. of signatures	Councillor Sponsor	Type of letter to be sent to petition organiser(s) and sponsor	Summary of actions agreed	Target Date for Determination Letter / CM Report
E51/16 - Zebra Crossing, Allesley Hall Primary School (Winsford Ave)	103	N/A	Determination	Location does not meet Local Safety Scheme criteria (no Personal Injury Collisions in last 3 years).	July
E57/16 - Pedestrian Crossing for Station Square	15	N/A	Determination	Plans currently under development to improve crossing at this location.	July
E25/16 - Residents Parking Scheme for May Street, Queen Mary's Road, Ransom Road and Mansel Street	5	Councillor Kaur	Holding	Parking survey to be undertaken to determine if location meets Residents' Parking Scheme criteria.	July
E26/16 - Rectify Flooding of Footpath between Edward Road and Penny Park Lane	5	N/A	Determination	Road planing to be undertaken at locations most affected.	June

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Cabinet Member for City Services

26th June 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)				

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	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

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