

**Time and Date**

3.00 pm on Monday, 7th August 2017

Place

Committee Room 2 - Council House

Public Business

1. **Apologies**
2. **Declarations of Interests**
3. **Minutes**
 - (a) To agree the minutes of the meeting held on 26th June, 2017
(Pages 3 - 8)
 - (b) Matters Arising
4. **Objections to Burnsall Road, Sir Henry Parkes Road, Canley Road Area Residents' Parking Scheme** (Pages 9 - 18)
Report of the Deputy Chief Executive (Place)
5. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigation** (Pages 19 - 24)
Report of the Deputy Chief Executive (Place)
6. **Outstanding Issues** (Pages 25 - 28)
Report of the Deputy Chief Executive Director (Place)
7. **Any other items of Public Business**
Any other items of public business which the Cabinet Member decides to take as matters of urgency because of the special circumstances involved

Private Business

Nil

Martin Yardley, Deputy Chief Executive (Place), Council House, Coventry
Friday, 28 July 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:

Cabinet Member: Councillor J Innes

Non-voting Deputy Cabinet member: Councillor R Lakha

By invitation:

Shadow Cabinet Member: Councillor T Sawdon

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

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

Present:

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

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

Employees:

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

Public Business

1. Declarations of Interests

There were no declarations of interest.

2. Minutes

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

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

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

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

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

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

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

RESOLVED that:

(1) The petitioners concerns be noted.

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

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

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

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

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

The report indicated that Longfellow Road was a local distributor road connecting Walsgrave Road with Hipswell Highway. Since 2016 the Council had only been able to provide school crossing patrols where funded by the local school. The crossing patrol on Longfellow Road ceased in January 2016 as no funding was available from Ravensdale Primary School.

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

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

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

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

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

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

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

RESOLVED that:

- (1) The petitioners concerns be noted.**
- (2) It be endorsed that Longfellow Road does not meet the criteria for consideration for inclusion in the Local Safety Scheme programme.**
- (3) The monitoring of Longfellow Road as part of the annual collision review be endorsed.**
- (4) Longfellow Road be used as one of the first pilots to trial the new mobile vehicle activated speed warning signs in the autumn term.**

6. **Objections to Proposed Waiting Restrictions**

The Cabinet Member considered a report of the Deputy Chief Executive (Place) concerning objections that had been received to a Traffic Regulation Order advertised on 4th May, 2017 relating to proposed new waiting restrictions and amendments to existing waiting restrictions in a number of Wards across the City. A total of 49 objections were received, 1 of which was subsequently withdrawn by the objector. In addition 4 letters of support to proposals were also received along with one suggestion of alternative arrangements. 5 subsequent e-mails had been received from either objectors or supporters and these were reported at the meeting. A summary of the proposed restrictions, objections and responses were set out in an appendix to the report. All the respondents were invited to the meeting. Councillor Williams, a Bablake Ward Councillor attended the meeting in respect of the proposed waiting restrictions in his Ward.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The report indicated that each petition had been dealt with on an individual basis, with the Cabinet Member considering advice from officers on appropriate action to respond to the petitioners' request. When it had been decided to respond to the petition without formal consideration at a Cabinet Member meeting, both the relevant Councillor/petition organiser could still request that their petition be the subject of a Cabinet Member report.

Members were informed that where holding letters were being sent, this was because further investigation work was required. Once matters had been investigated either a follow up letter would be sent or a report submitted to a future Cabinet Member meeting.

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

8. Outstanding Issues

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

9. Any other items of Public Business

There were no additional items of public business.

(Meeting closed at 4.50 pm)



Cabinet Member for City Services

7th August 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:

Earlsdon

Title:

Report – Objections to Burnsall Road, Sir Henry Parkes Road, Canley Road Area Residents' Parking Scheme.

Is this a key decision?

No

Executive Summary:

Following a petition received by the City Council and concerns raised by local residents about commuters and employees from nearby factories leaving their cars parked all day in and around the area, the City Council undertook a resident's parking scheme consultation in 2016. The residents of Burnsall Road, Sir Henry Parkes Road, and Canley Road area were given a number of options. The result was that majority of the residents opted for 24 hours a day, 7 days a week option.

On 8th June 2017 a Traffic Regulation Order (TRO) proposing a new residents' parking scheme for the Burnsall Road, Sir Henry Parkes Road, Canley Road Area was advertised. 12 objections were received, all objecting to the proposed times of operation of the scheme (24 hours a day, 7 days a week).

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 any scheme, if approved, will be funded from ITB (Integrated Transport Budget)

Recommendations:

Cabinet Member for City Services is recommended to:

1. Consider the objections to the Traffic Regulation Order
2. Subject to recommendation 1 above, approve that the revised proposal of 24 hours a day, Monday to Friday is implemented as an Experimental Traffic Regulation Order for the duration of 9 months

3. Subject to recommendation 2 above and the consideration of any objections to the ETRO, if the order is made permanent, agree that residents should apply for a new permit within a month of making the Experimental Traffic Regulation Order permanent where the normal permit charges will apply
4. Agree that if any objections are received during the first 6 months of operation, these are reported to the Cabinet Member for consideration and decision on how to proceed

List of Appendices included:

Appendix A – Plan of residents parking scheme to be introduced.
Appendix B – Summary of objections

Other useful background papers:

None

Has it been or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report title: Objections to Clifford Park Estate Residents' Parking Scheme.

1. Context (or background)

- 1.1 In October 2016 a consultation was undertaken in Burnsall Road, Sir Henry Parkes Road, and Canley Road Area for a residents parking and limited waiting scheme. The required 60% response was not received however from the responses that were received, the majority of the residents opted for a 24 hours, 7 days a week option.
- 1.2 Canley Road residents submitted a petition with over 80% signatures with a request for 24 hours, 7 days a week. No other option was made available in the petition to the residents.
- 1.3 On 8th June 2017 a Traffic Regulation Order (TRO) proposing a new residents' parking and limited waiting scheme for the Burnsall Road, Sir Henry Parkes Road, Canley Road Area was advertised. 12 objections were received, all objecting to the proposed times of operation of the scheme (24 hours a day, 7 days a week) with suggestions that this option is too onerous.

2. Options considered and recommended proposal

2.1 The options considered

- i) To make the proposed TRO and take no further action.
- ii) To make the proposed TRO in part
- iii) To utilise an Experimental TRO to introduce (and monitor) a revised proposal of residents' parking and limited waiting scheme for 24 hours Monday to Friday, instead of 24 hours, 7 days a week.

- 2.2 Option i) is not recommended as there is a clear issue regarding parking on these streets due to the factory and the station on Burnsall Road, Sir Henry Parkes Road and Canley Road.
- 2.3 Option ii) is not recommended as, if the TRO is made in part; any location where the new TRO is not made will be subject to no restrictions. This, will result in there being no legal available parking for non-permit holders to park ie; residents
- 2.4 The objections received acknowledge that there are parking problems on Burnsall Road, Sir Henry Parkes Road and Canley Road but request an alternative option to that currently advertised (24 hours, 7 days a week).
- 2.5 Taking into account the objections raised, it is recommended that the revised proposals are introduced as an Experimental TRO (option iii). This would enable the scheme to be introduced for a minimum period of up to 9 months. This would enable residents and Council Officers to see how the scheme is working before making comment.

3. Results of consultation undertaken

- 3.1 In October 2016 a consultation was undertaken in Burnsall Road, Sir Henry Parkes Road, and Canley Road Area for a residents parking and limited waiting scheme. The required 60% response was not received however from the responses that were received, the majority of the residents opted for a 24 hours, 7 days a week option.
- 3.2 Canley Road residents submitted a petition with over 80% signatures with a request for 24 hours, 7 days a week. No other option was made available in the petition to the residents'.

3.3 The TRO for the residents parking and limited waiting restrictions was advertised in the Coventry Telegraph on 8th July 2017, notices were also placed on street in the vicinity of the proposals. The responses received were 12 objections.

3.4 Appendix B details the objections received.

4. Timetable for implementing this decision

4.1 Subject to approval, it is proposed to advertise the Experimental Traffic Regulation Order by October 2017 and

4.2 Subject to receiving no objections, make the Experimental TRO by July 2018.

5. Comments from Director of Finance and Corporate Services

5.1 Financial implications

The cost of advertising the ETRO (Experimental Traffic Regulation Order), if approved, will be funded from Highways and Transportation ITB funds (Integrated Transport Budget).

5.2 Legal implications

The Road Traffic Regulation Act 1984 allows the Council to make a Traffic Order, including an experimental 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.

An experimental order may take effect 7 days after public notice is given and can remain in force for up to a maximum of 18 months. Objections may be made during the first 6 months of operation and any objections must be considered before any decision to make the order permanent. The order can be made permanent any time after the objection period but within the 18 months from the date of the public notice.

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 or regulations 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)?

It is considered that the proposals will generally assist to secure the safer movement of vehicular and pedestrian traffic and will contribute to the City Council's aims of ensuring that citizens 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 residents parking and limited 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:

Shamala Evans
Highway and Network Management

Directorate:

Place

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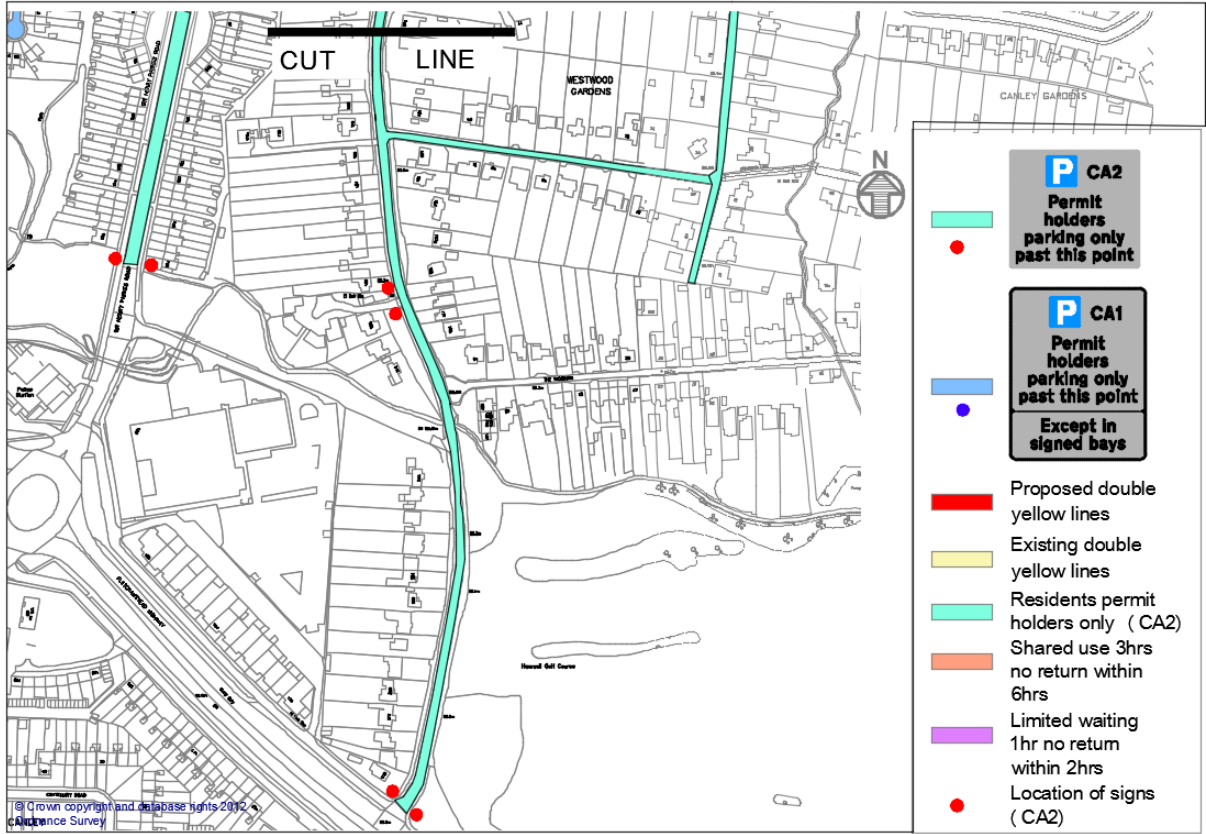
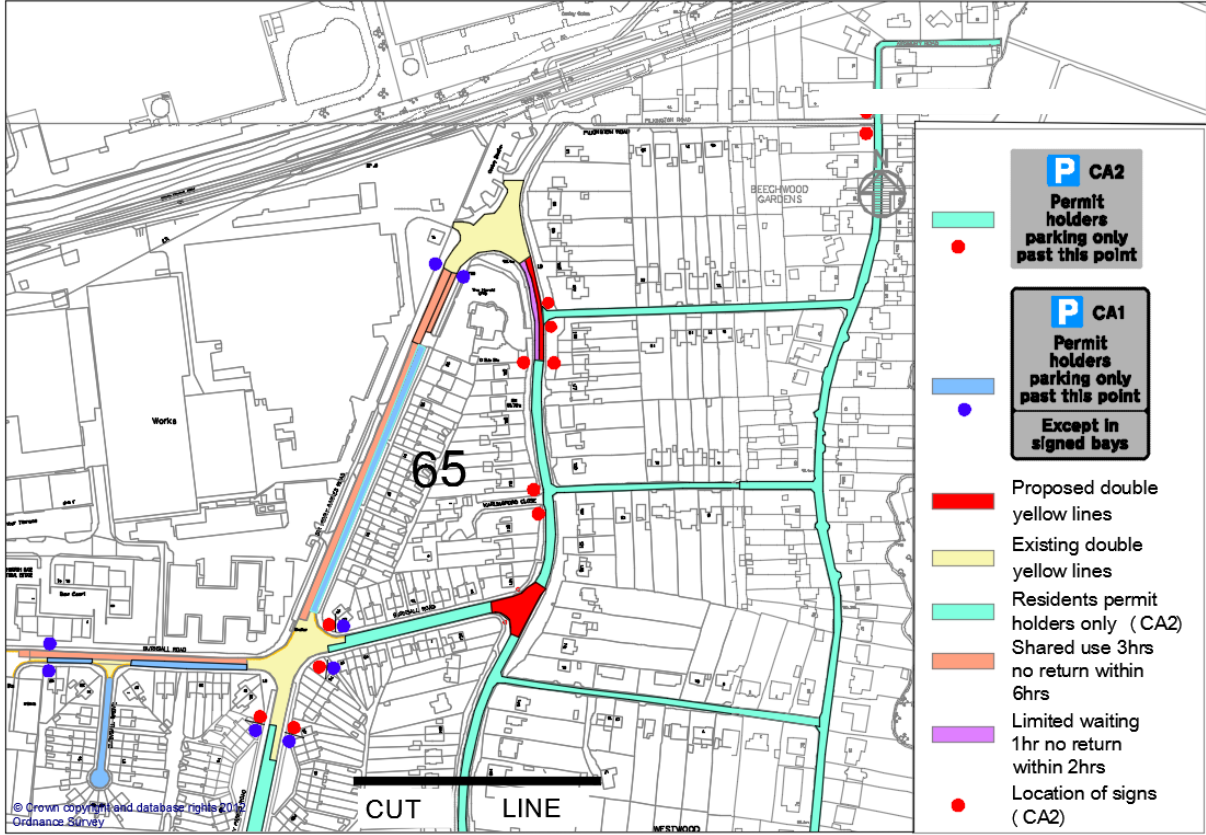
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Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Colin Knight	Director of Planning, Transport and Highways	Place	24.07.2017	26.07.2017
Karen Seager	Head of Traffic and Network Management	Place	24.07.2017	25.07.2017
Michelle Salmon	Governance Services Officer	Place	24.07.2017	25.07.2017
Names of approvers for submission: (Officers and Members)				
Graham Clark	Lead Accountant	Place	24.07.2017	25.07.2017
Rob Parkes	Place Team Leader, Legal Services	Place	24.07.2017	25.07.2017
Councillor J Innes	Cabinet Member for City Services	-	24.07.2017	26.07.2017

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

Appendix A – Plan of residents parking and limited waiting scheme as advertised and consulted 2016/2017



Appendix B – Summary of Objections

No	Address of objectees	Objections
1	Sir Henry Parkes Road	<p>Objectors feel the proposed scheme will be a significant inconvenience to us personally and we are unhappy about having to pay to park on the street in which we live. We were not aware that the parking permits would operate for 24 hours a day, which includes evenings and weekends; we feel that this is unnecessary as we don't have any trouble parking at these times. The objectors also feel that the implementation of this scheme and the impact of cost on residents, we feel that this could potentially have a negative impact on the appeal and even the value of our property. The objectors feel that that Monday to Friday, 8:00am - 6:00pm, would be sufficient to deal with the problems with the local factory.</p>
2	No address	<p>Objector's grounds for objection are.</p> <ol style="list-style-type: none"> 1) Unnecessary 2) The ones who rejected the request in the vote will be paying to park outside their own house. 3) Multi visitor situation, which happens occasionally, resident's birthdays etc, will not be possible. 4) It may not be the Councils duty to provide on-street parking, but seems they have right to take it away, despite the vote that rejected this proposal. <p>This will effect property prices. I would certainly not buy a property with restricted street parking.</p> <ol style="list-style-type: none"> 5) Encourage "queue jumping" on the A45 eastward, Burnsall Road/Canley Road, making one of the proverbial "Rat Runs"; 5) The VOTE
3	Canley Road	<p>Objector strongly disagrees with the proposed hours of enforcement.</p> <p>The objector feels that there is absolutely no need for it to be 24 hours a day, seven days a week.</p> <p>The objector has requested that consideration be given for restricted parking instead, to be for example, Monday to Friday, 06:00am till 18:00pm? Thereby, giving local residents the ability to have family and friends visit at evenings and weekends without the risk of incurring parking charges.</p> <p>The objector believes that the 6am to 6pm Mon to Friday option will save costs for the authorities responsible for monitoring any infringements, as no parking wardens would be required out of normal working hours.</p> <p>It walked also reduce the cost to some residents who may not be able to afford additional visitors permits</p>
4	Ingram Road	<p>The objectors believe that:</p> <ol style="list-style-type: none"> 1) It is fine as it is and these changes are not necessary. 2) The objectors frequently hold events at their property on Ingram road and do not want to have to record peoples' vehicle registrations (beyond their drive capacity) and place them online. This would be time consuming, and anti-social. They wish their guests to feel welcome and not restricted by parking regulations. 3) If parking restrictions are necessary, they would prefer limited or shared bays - Monday to Saturday 8am to 6pm with a stay no

		longer than 3 hours, no return within 2 hours. This would allow for residents and their guests to come and go as they please, and limit businesses and rail users leaving their cars there all day
5	Nightingale Lane	<p>The objector feels that when two cars need to pass in the area one car has to pull over into the side of a drive to let the other car pass. This has never caused problems as people who live in the area realise the restrictions caused by the narrow roads. The objector mentions that they have never known anyone to park in the Lane and leave their car causing a access problems for residents. People who live in the area have their own parking and do not need to park on the roads so why should it be a permit area?</p> <p>The objector says that they know there is a problem for people living on Sir Henry Parkes Road and Burnsall Road caused by the local factories but the proposal is to extend parking restrictions far beyond the area where there is a no problem. There are no parking problems in Nightingale Lane so why do they need to pay for permits?</p>
6	Sir Henry Parkes Road	The objector says that she does not own a car but her mother visits her on a Sunday every six weeks and stays for around three hours. The objector feels that this does not justify her paying £20 for three years for a visitor permit and that Cov Press should be accountable for their employees.
7	Canley Road	<p>The objector is objecting on the following points:</p> <p>1) Displacement - I am not aware that alternative provision has been made for people who park on the streets when they go to work. Therefore I expect people from the businesses on Burnsall Road/Sir Henry Parkes Road will begin to park on Prior Deram Walk. This area is already subject to increased traffic due to the housing developments and additional on street parking could become chaotic and dangerous for both drivers and pedestrians. Displacement of a problem cannot be an effective outcome of a parking scheme.</p> <p>2) Economic impact - whilst I recognise that road traffic legislation is about safety and usability of roads, the council does have wider economic responsibilities. How will the railway station and the businesses be sustained if opportunities to access them are reduced? How will people get to work? A parking solution for these facilities to replace the lost on street parking would make a valuable contribution. Without this to accompany the scheme, the scheme will negatively affect the economic wellbeing of the area and people who live nearby.</p> <p>4) Continued difficulties for pedestrians - residents on Canley Road continue to park across the whole pavement and to double park (ie on both sides of the road), and they will still be able to do this when the scheme is in place. It is difficult and dangerous to keep crossing the street or walking in the road with my child to get round parked cars belonging to residents who choose not to use their drives. I had hoped parking could be restricted to one side only if the scheme went ahead. As it stands the objectives of the order to improve safety will not be met.</p> <p>3) Consultation process irregularities - after the formal consultation closed we, and our neighbours, were visited by supporters of the scheme who told us that the 60% threshold had not been reached. They asked us to sign a document in support of the scheme next to our address. Their stated intention was to</p>

		submit this to the council to challenge the results of the formal consultation. This seems most irregular and give a me cause for concern about how the decision to implement the scheme was reached.
8	Ingram Road	<p>The objector agrees that there is an issue with parking Monday-Friday 8-6pm but cannot see any issues on weekends and evenings. The objector wants to know if it would be more sensible to have restricted parking during weekdays 8-6pm, which would deter the cars parking there and then getting the train. The objector feels that having restrictions on weekends and evenings would massively inconvenience the residents who have limited car parking on their own property.</p> <p>The objector would like to know if there is any close by land that the council owns that could be converted into additional car parking for the station.</p>
9	No address	<p>The objector has objected as follows:</p> <ol style="list-style-type: none"> 1. The objector does not see how any more than perhaps double yellow lines on the very corner of these roads where they meet Canley Road can be justified, certainly not parking permits for the residents of these roads. These roads between Canley Road and Ainsbury Road, and Ainsbury road itself, are too narrow to park on (with no pavements and limited road width, only just allowing two cars to pass each other slowly/if one eases onto a driveway). Consequently there is no issue with parking on them at present. But nor would there be, if parking restrictions were introduced on Canley Road or Sir Henry Parkes Road - because of their limited width, as above parking is not possible on these roads. 2. All the houses on these parallel roads seem to have driveways that can take more than one car, and most have garages; consequently it is only necessary for us to park a vehicle on the road (Canley Road) very occasionally if tradesmen are visiting or delivering materials, etc. It would be unfair to make people living in these roads pay for a parking permit when they cannot physically park on their own road and might only be parking on an adjacent road once or twice a year if at all. 3. If the problem experienced by some houses along the wider roads Sir Henry Parkes and Canley Road, is owing to commuters, then surely only a weekday scheme can be justified.
10	Ainsbury Road	<p>The objector wishes following objections to the proposed Residents Parking Scheme for the Canley Road area.</p> <ul style="list-style-type: none"> • Ainsbury Road, Bott Road, Ingram Road, Lynbrook Road & Nightingale Road are all of a width that any vehicle parked on them is parked illegally as it would contravene the Road Traffic Act (1988) section 22, and the Road Vehicles (Constructions and Use) Regulations (1986) section 103. Any parked vehicle would effectively block the road. • The Permit parking scheme is therefore superfluous for these streets. Any efforts put to enforcement of the parking scheme could equally be put to enforce the laws which already prohibit parking on such narrow roads.

		<ul style="list-style-type: none"> • It therefore seems that the proposed scheme for the roads mentioned would produce no benefit for residents. In fact such a scheme would suggest that parking on the streets is appropriate because residents have a permit allowing it. However, such parked vehicles would be blocking the road and therefore be parked illegally. • Pilkington Road is excluded from the existing scheme (according to published maps). There seems no logical reason for this. In fact it will be the only unrestricted parking in the area which may well encourage parking on that street. No-one parks on this street at the moment (not least because it is not possible to park there without blocking the highway). The proposed scheme is likely to produce a negative impact on residents of Pilkington Road and of Ainsbury Road who use Pilkington Road to access their properties. • Whilst there is a need for the parking issues of Canley Road, Sir Henry Parkes road and Burnsall Road to be addressed, a blanket 24 hours permit scheme for the whole area seems unnecessary, and in fact as it is proposed is likely to encourage inappropriate and illegal parking on many streets which currently are entirely free of on-street parking The objector hopes that the Project Team will look again at these proposals and come up with a scheme which deals with the very real issues of residents of Sir Henry Parkes Road and others, without inadvertently creating new problems for other local residents
11	Ingram Road	The objector would like to lodge an objection to the proposed parking scheme and feels that a Monday-Friday 8-6 operating time would be far more sensible. There is no parking issues during the evenings or weekends and having a scheme operating during these times will be massively inconvenient for the objector and other residents.
12	Ingram Road	The objector feels that by giving the residents parking you are giving free rein to people to apply for permits and therefore park in the roads. This will mean that other vehicles including emergency ones will be unable to pass. At present people generally do not park on the roads in this area namely, Ainsbury, Lynbrook, Ingram, Bott, and Nightingale roads.



Cabinet Member for City Services

8 August 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, Cheylesmore, St Michael's, Wainbody, Woodlands

Title:

Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

Is this a key decision?

No - the report is for monitoring purposes only

Executive Summary:

In accordance with the City Council's procedure for dealing with petitions, those relating to traffic management, road safety and highway maintenance issues are considered by the Cabinet Member for City Services.

In June 2015, amendments to the Petitions Scheme, which forms part of the Constitution, were approved in order to provide flexibility and streamline current practice. This change has reduced costs and bureaucracy and improved the service to the public.

These amendments allow for a petition to be dealt with or responded to by letter without being formally presented in a report to a Cabinet Member meeting.

In light of this, at the meeting of the Cabinet Member for Public Services on 15 March 2016, it was approved that a summary of those petitions received which were determined by letter, or where decisions are deferred pending further investigations, be reported to subsequent meetings of the Cabinet Member for Public Services (now amended to Cabinet Member for City Services), where appropriate, for monitoring and transparency purposes.

Appendix A sets out petitions received relating to the portfolio of the Cabinet Member for City Services and how officers propose to respond to them.

Recommendations:

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 – Minute and Report: Amendments to the Constitution – Proposed Amendments to the Petitions Scheme

Copies of the minute and report are 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 to the 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 to the report.
- 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 September 2017.

5. Comments from Executive Director of Resources

5.1 Financial implications

There are no specific financial implications arising from the recommendations within this report.

5.2 Legal implications

There are no specific legal implications arising from this report.

6. Other implications

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

Not applicable

6.2 How is risk being managed?

Not applicable

6.3 What is the impact on the organisation?

Determining petitions by letter enables petitioners' requests to be responded to more quickly and efficiently

6.4 Equalities / EIA

There are no public sector equality duties which are of relevance

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

Report author(s)

Name and job title:

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Directorate:

Place

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Enquiries should be directed to the above person.

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Karen Seager	Head of Traffic and Network Management	Place	27/07/17	28/07/17
Caron Archer	Principle Officer - Traffic Management	Place	27/07/17	28/07/17

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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	Actions agreed	Target Date for Determination Letter / CM Report
38/16 - Parking Displacement Issues Affecting John Grace Street	23	Councillor Bailey	Holding	Parking surveys being conducted.	September
11/17 – Speeding in Swanswell Street	19	Councillor O’Boyle	Holding	CCTV monitoring of location to be undertaken at start of autumn college term.	October
65/16 - Wallace Road, State of the Grass Verges and Request for Parking Solution for the Shops	8	Councillor Williams	Determination	Location is on verge protection request list.	September
67/16 - Whitley Traffic Matters - Address Worsening Road Safety Problems Especially Around the 3 Schools	555	Councillors Bailey and Brown	Determination	Double yellow lines at junctions highlighted in petition to be advertised as part of next waiting restriction review; vehicle-activated sign (mobile) to be installed near junction with London Rd; maintenance work to be undertaken on school warning signs.	September
68/16 - Continuous Footpath at Junction of Lawley Close and Jobs Lane, Dropped Kerbs at Limbrick Court Junction	36	Councillor Ridley	Holding	Site visit to be arranged with petition organiser and sponsor.	September
2/17 - Request for Residents Parking, Merynton Avenue, Tutbury Avenue and Hilary Road	61	Councillor Blundell	Holding	Parking survey to be conducted in autumn university term.	September
E56 - Make Swan Lane Safer with a zebra crossing near to Frederick Bird Primary School	302	N/A	Holding	Site visit to be arranged in new school term.	October
8/17 - Request for Parking Restrictions at the Entrance to William Bree Road to Enable Weekly Bin Collections to Take Place	10	Councillor Ridley	Determination	Double yellow lines for junction protection to be advertised as part of next waiting restriction review.	September



Cabinet Member for City Services

7th August 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

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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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