

**Time and Date**

3.00 pm on Monday, 18th September, 2017

Place

Committee Room 2 - Council House

Public Business**1. Apologies****2. Declarations of Interests****3. Minutes** (Pages 3 - 6)

(a) To agree the minutes of the meeting held on 7th August, 2017

(b) Matters Arising

4. Petition - Double Yellow Lines at the Junction of Brandfield Road and Brownhill Green Road and Improving Safety along Kelmscote Road
(Pages 7 - 14)

Report of the Deputy Chief Executive (Place)

To consider the above petition bearing 126 signatures which has been submitted by Councillor Williams, a Bablake Ward Councillor, who has been invited to the meeting for the consideration of this item along with the petition organiser

5. Objections to Traffic Regulation Order - Proposed Revocation of Section of Bus Lane on Lockhurst Lane and Foleshill Road (Pages 15 - 26)

Report of the Deputy Chief Executive (Place)

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

6. Objections to Proposed Waiting Restrictions (Pages 27 - 50)

Report of the Deputy Chief Executive (Place)

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

7. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigation** (Pages 51 - 56)

Report of Deputy Chief Executive (Place)

8. **Outstanding Issues** (Pages 57 - 60)

Report of the Deputy Chief Executive (Place)

9. **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, 8 September 2017

Note: The person to contact about the agenda and documents for this meeting is Liz Knight / Michelle Salmon, Governance Services Officers Tel: 024 7683 3072 / 3065, liz.knight@coventry.gov.uk / michelle.salmon@coventry.gov.uk

Membership:

Councillors J Innes (Cabinet Member) and R Lakha (Deputy Cabinet Member)

By invitation: Councillor 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
Tel: 024 7683 3072 / 3065, liz.knight@coventry.gov.uk /
michelle.salmon@coventry.gov.uk

Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at 3.00 pm on
Monday, 7 August 2017

Present:

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

Other Members: Councillor A Andrews
Councillor R Bailey
Councillor G Williams

Employees (by Directorate):

Place C Archer, S Evans, R Parkes, M Salmon, K Seager

Apologies: There were no apologies

Public Business

10. Declarations of Interests

There were no disclosable pecuniary interests declared.

11. Minutes

The minutes of the meeting held on 26th June 2017 were agreed and signed as a true record.

There were no matters arising.

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

The Cabinet Member considered a report of the Deputy Chief Executive (Place) concerning objections that had been received to an Experimental Traffic Regulation Order in Burnsall Road, Sir Henry Parkes Road, and Canley Road area.

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 resulting in the majority of residents opting for the 24 hours a day, 7 days a week option.

On 8th June 2017 a Traffic Regulation Order 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). A summary of the proposed objections were set out in an Appendix to the report. All the respondents were invited to the meeting. Councillor Andrews, an Earlsdon Ward Councillor attended the meeting in respect of the proposed waiting restrictions in his Ward.

Councillor Andrews and local residents Alex Robinson and Tracey Windley attended the meeting and spoke on the parking issues in the area created by commuters, employees from nearby factories and travellers holidaying from Canley Train Station and Birmingham Airport, and their support for the Parking Scheme. They outlined their concerns relating to dangerous and inconsiderate parking, congestion and loss of parking for local residents.

Having considered the objections received to the traffic order and the representations made by those that attended the meeting, agreed that a 24 hours, six days a week (Monday to Saturday), residents parking scheme be implemented as an Experimental Traffic Regulation Order for a period of 9 Months.

The cost of introducing any scheme, if approved, would be funded from the Integrated Transport Budget.

RESOLVED that the Cabinet Member:

- 1) Approves that the revised proposal of a 24 hours a day, Monday to Saturday resident's parking scheme is implemented in Burnsall Road, Sir Henry Parkes Road, and Canley Road area, as an Experimental Traffic Regulation Order for the duration of 9 months.**
- 2) Agrees that if any objections are received during the first 6 months of the Experimental Traffic Regulation Order's operation, these are reported to the Cabinet Member for consideration and decision on how to proceed.**
- 3) Subject to consideration of any objections to the Experimental Traffic Regulation Order, if the order is made permanent, agrees 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.**

13. 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.

14. **Outstanding Issues**

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

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

There were no other items of public business.

(Meeting closed at 3.35 pm)

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Cabinet Member for City Services

18th September 2017

Name of Cabinet Member:

Cabinet Member for City Services – Councillor J Innes

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

Bablake

Title:

Petition – Double Yellow Lines at the Junction of Brandfield Road and Brownhill Green Road and Improving Safety Along Kelmscote Road

Is this a key decision?

No

Executive Summary:

A petition of 126 signatures has been received requesting double yellow lines at the junction of Brandfield Road and Brownhill Green Road and for improvements to road safety along Kelmscote Road and the junction of Keresley Road.

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

The determination letter advised of the action proposed and approved in response to each of the issues raised. On receipt of the determination letter the petition sponsor, Councillor Williams, advised he did not wish the petition to be progressed by letter and wanted the speed concerns to be considered at a Cabinet Member for City Services meeting.

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

Recommendations:

Cabinet Member for City Services is recommended to:

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

List of Appendices included:

Appendix A – Location Plan

Appendix B – Determination Letter

Background Papers

None

Other useful documents:

None

Has it been or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report title: Petition - Double Yellow Lines at the Junction of Brandfield Road and Brownhill Green Road and Improving Safety Along Kelmscote Road

1. Context (or background)

1.1 A petition of 126 signatures has been received requesting double yellow lines at the junction of Brandfield Road and Brownhill Green Road and for improvements to road safety along Kelmscote Road and the junction of Keresley Road. The petition is sponsored by Councillor Williams.

1.2 The petition advises:

'We the undersigned ask Coventry City Council to improve safety by putting double yellow lines on the Junction of Brandfield Road and Brownhill Green Road. Also to look at improving the general road safety along Kelmscote Road and the junction of Keresley Road'.

1.3 Kelmscote Road is a residential road, which connects Brandfield Road and Keresley Road. The road is not part of a bus route. A location plan is shown in Appendix A to the report.

1.4 A review of the personal recorded injury collision history of Kelmscote Road shows that in the last 3 years no personal injury collisions have been recorded.

1.5 In accordance with the City Council's procedure for dealing with petitions, those relating to road safety and waiting restriction requests 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 to the report) advised of the action proposed and approved in response to each of the issues raised. These actions were:

i) Parking restrictions - The junction of Brandfield Road and Brownhill Green Road will be added to the waiting restriction request list for consideration for the installation of double yellow lines (No Waiting At Any Time) as part of next review, which is due to be undertaken in August.

ii) Road safety on Kelmscote Road – requests for road safety schemes are prioritised utilising recorded personal injury collision data. As referred to in paragraph 1.4 above, no injury collisions have been recorded in the last 3 years, therefore Kelmscote Road does not meet the criteria for a local safety scheme. Contact details were also provided should residents wish to get involved in the Community Speed Watch initiative.

1.7 Since the determination letter has been issued, the legal procedure in regard to the proposal to install double yellow lines at the junction of Brandfield Road and Brownhill Green Road has commenced, the proposal being advertised on 17th August 2017.

1.8 In addition, since the receipt of the petition, double yellow lines have been installed at the Kelmscote Road/Brownhill Green Road/ Kipling Road junction.

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 (Appendix B to the report) and paragraph 1.6 above.

3. Results of consultation undertaken

- 3.1 The proposed traffic regulation order for double yellow lines at the junction of Brandfield Road and Browns Hill Green Road was advertised in the Coventry Telegraph on 17th August 2017, notices were also placed on street and letters sent to directly affected properties.

4. Timetable for implementing this decision

- 4.1 The process for the implementation of the proposed waiting restrictions, subject to the consideration of any objections, is already in progress.

5. Comments from Director of Finance and Corporate Services

5.1 Financial implications

Introducing Traffic Regulation Orders is 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 introduction of waiting restrictions, would contribute to the City Council's aims of ensuring that citizens, especially children and young people, are safe and the objective of working for better pavements, streets and roads.

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

No specific equalities impact assessment has been carried out.

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

Report author(s)

Name and job title:

Caron Archer
Team Leader (Traffic Management)

Directorate:

Place

Tel and email contact:

Tel: 024 7683 2062

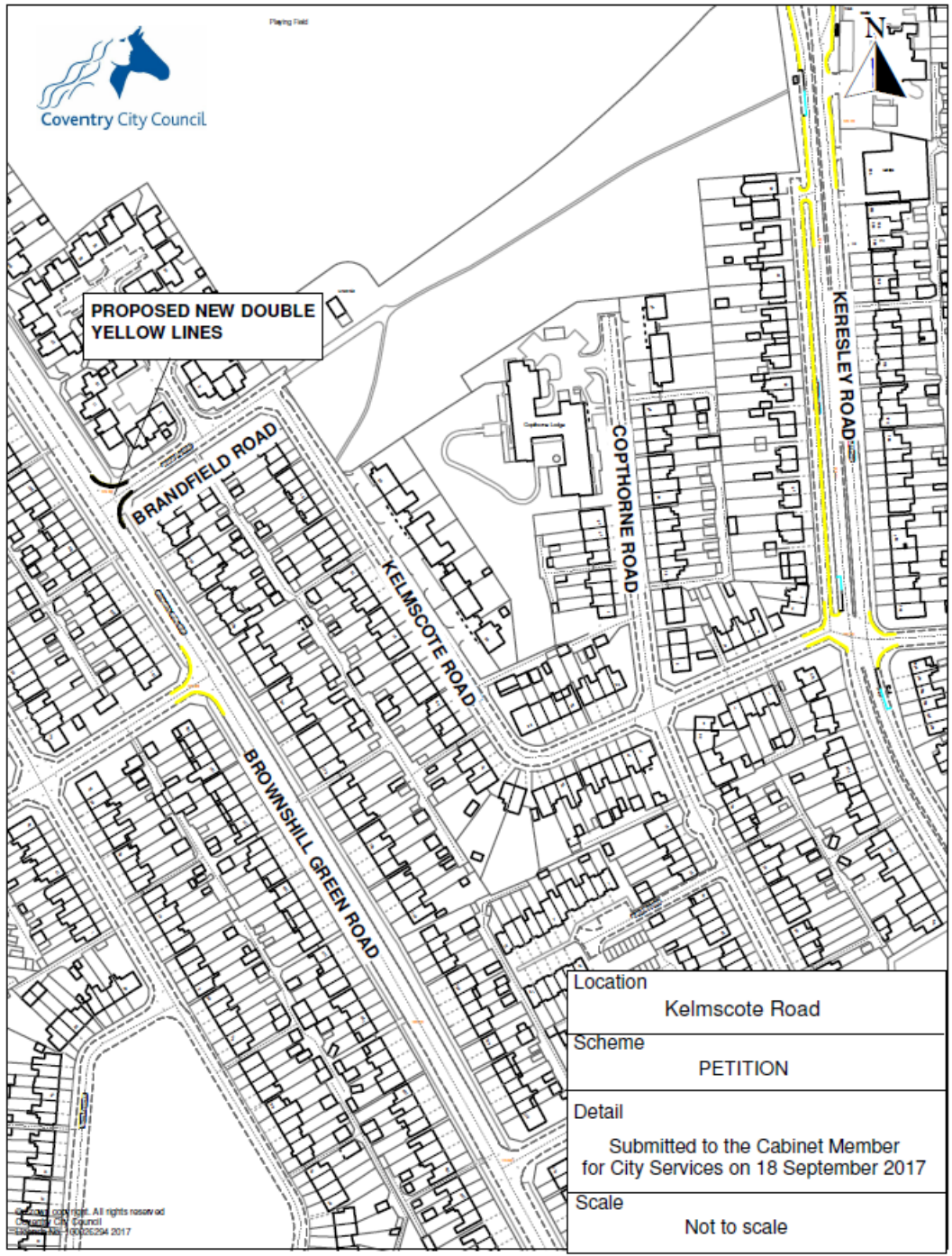
Email: caron.archer@coventry.gov.uk

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	04.09.2017	08.09.2017
Karen Seager	Head of Traffic and Network Management	Place	04.09.2017	-
Liz Knight	Governance Services Officer	Place	04.09.2017	04.09.2017
Names of approvers: (officers and Members)				
Graham Clark	Lead Accountant	Place	04.09.2017	04.09.2017
Rob Parkes	Commercial Lawyer, Legal Services	Place	04.09.2017	04.09.2017
Councillor J Innes	Cabinet Member for City Services	-	04.09.2017	04.09.2017

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Appendix A – Location plan



Appendix B – Copy of Text of Determination Letter

Re: Petition submitted on: 9 January 2017

Subject matter: Double Yellow Lines at the Junction of Brandfield Road and Brownhill Green Road, Improving Road Safety along Kelmscote Road

I am writing with regard to the above petition and your request for double yellow lines at the junction of Brandfield Road and Brownhill Green Road and measures to improve road safety on Kelmscote Road.

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

Parking restrictions

The junction of Brandfield Road and Brownhill Green Road will be added to the waiting restriction request list for consideration for the installation of double yellow lines (No Waiting At Any Time) as part of next review that is due to be undertaken in August. Please note that this is not a guarantee of their installation. Any new waiting restrictions or changes to existing restrictions are subject to a legal process which includes a 21-day period during which anyone may object. Any objections received are then considered by the Council's Cabinet Member for City Services.

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

Road safety on Kelmscote Road

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

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

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

I would be grateful if you could please confirm in writing, either by email or letter, as soon as possible, that you agree that the petition be progressed by way of this letter. 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.



Public report Cabinet Member Report

Cabinet Member for City Services

18th September 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 and Radford

Title:

Report – Objections to Traffic Regulation Order – Proposed Revocation of Section of Bus Lane on Lockhurst Lane and Foleshill Road.

Is this a key decision?

No

Executive Summary:

In Coventry over the last fifteen (15) years there has been a 20% increase in traffic on the City's road network. Traffic information company 'Inrix' analysed congestion over a four (4) year period in eighteen (18) urban areas and Coventry was reported as having one of the fastest rising levels of congestion due to population and economic growth.

The Traffic Management Act 2004 requires the Council to secure the expeditious movement of traffic on the authority's road network. In the face of increasing congestion and air quality issues the Council is reviewing the operation of bus lanes to effectively fulfil its statutory duties under this Act.

In response to the above, Atkins Ltd were commissioned to undertake junction capacity modelling to determine the impact of the removal of bus lanes along the Foleshill Road and Lockhurst Lane. The modelling showed that removal of the bus lanes along with creation of two continuous inbound lanes is beneficial to buses and general traffic.

On 10th August 2017, a Traffic Regulation Order ('TRO') proposing the revocation of sections of bus lane on Foleshill Road and Lockhurst Lane was advertised. Two (2) objections were received.

In accordance with the City Council's procedure for dealing with objections to TRO's 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 Integrated Transport Budget (ITB).

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 the implementation of the revocation Traffic Regulation Order as advertised - City of Coventry (Lockhurst Lane and Foleshill Road)(Bus Lane Revocation) Order 2017.

List of Appendices included:

Appendix A – Atkins Study Area Plan

Appendix B – Plan of sections of bus lane to be revoked on Foleshill Road and Lockhurst Lane

Appendix C – Summary of Objections

Background papers

None

Other useful documents:

Bus Lane Review Report - Cabinet 29th November 2016

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 – Objections to Traffic Regulation Order – Proposed Revocation of Section of Bus Lane on Lockhurst Lane and Foleshill Road.

1. Context (or background)

- 1.1 In Coventry over the last 15 years there has been a 20% increase in traffic on the City's road network. This increase is also reflected at a national level with annual motor vehicle traffic being at its highest level ever in the year ending March 2017, with a 1.7% increase in traffic on the road network in a one year period. The Department for Transport explains the upward trend in traffic volumes is likely to be a result of growth in the UK economy, with GDP 1.9% higher in the year ending March 2017 than in the previous year. Locally, Coventry is one of the fastest growing cities with an expanding economy, which is also putting pressure on the road network.
- 1.2 Further evidence of increasing problems on local roads was provided through the Inrix study for the Sunday Times. This showed congestion in Coventry to be rising faster than almost anywhere else; this is partly a product of roadworks such as those undertaken at Toll Bar, but is also due to the growth of the city and its economy. The Traffic Management Act 2004 requires the Council to secure the expeditious movement of traffic on the authority's road network.
- 1.3 A further concern associated with high levels of traffic and congestion is the impact this has on air quality. The Environment Act 1995 made local authorities responsible for assessing air quality in their area. In July 2017 Defra announced that Coventry is one of the cities that has to produce an Air Quality Action Plan (AQAP).
- 1.4 To help address these concerns, in June 2016 Atkins Ltd were commissioned to undertake junction capacity modelling, to determine the impact of the removal of bus lanes along Foleshill Road and Lockhurst Lane. Two options were considered by Atkins Ltd:

Option 1 - All bus lanes/gates removed with no other changes to the road layout

Option 2 - All bus lanes/gates removed with two continuous lanes inbound and one lane outbound
- 1.5 The results of the modelling showed that Option 1 is not recommended as it shows an overall increase in journey times for inbound bus journeys across the peak hours. However, Option 2 showed an overall improvement in average journey times for general traffic and buses.
- 1.6 Due to the results of the modelling it was decided to remove most of the bus lane. The TRO to enable the revocation was advertised on 10th August 2017, advising that any formal objections should be made in writing by 31st August 2017. Two (2) objections were received.
- 1.7 There are costs associated with implementing this TRO (and hence removing the bus lane). These are estimated at approximately £322k.

2. Options considered and recommended proposal

- 2.1 Two (2) objections were received. The objections are summarised in Appendix C to the report. Full objection details can be provided on request.
- 2.2 In considering the objections received, the options are to:
 - i. Make the order for the proposal as advertised
 - ii. Not to make the order relating to the proposal

- 2.3 Option (ii) not to make the order (do nothing) is not recommended given the duty to ensure the expeditious movement of traffic under the Traffic Management Act and the need to address air quality issues.
- 2.4 Option (i), to make the order as advertised, is the recommended proposal. This will result in the removal of the sections of bus lane, as detailed in Appendix B, together with the creation of two lanes for inbound traffic and one lane for outbound traffic.

3. Results of consultation undertaken

The proposed TRO for the revocation of sections of bus lane on Foleshill Road and Lockhurst Lane (as shown in Appendix B to the report) was advertised in the Coventry Telegraph on 10th August 2017; notices were also placed on street in the vicinity of the proposals. The responses received were two (2) objections, Appendix C to the report details the objections received.

4. Timetable for implementing this decision

- 4.1 Subject to approval, it is proposed to make the Traffic Regulation Order permanent on 29th September 2017; associated works would commence on 4th October 2017.

5. Comments from Director of Finance and Corporate Services

5.1 Financial implications

The cost of implementing the advertised TRO, if approved, will be funded from Highways and Transportation ITB funds (Integrated Transport Budget). The cost is estimated to be £322,000

5.2 Legal implications

The recommendations in this report and all subsequent actions can be undertaken using the Council's statutory powers as the Highway Authority. The Council has a statutory obligation under the Traffic Management Act 2004 (Section 16(1)), and specifically through the Network Management Duty that is placed upon it to ensure the following objectives:

- (a) Securing the expeditious movement of traffic on the authority's road network; and,
- (b) Facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

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

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

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

The Council has a duty under section 82 of the Environment Act 1995 to keep air quality within their area under review.

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.

Improving the environment and tackling climate change, by reducing the overall amount of delay on the transport network. The permanent removal of bus lanes on Foleshill Road and Lockhurst Lane should lead to an improvement in traffic flows and relieve congestion along Foleshill Road. A reduction in congestion levels, and the free flow of traffic on the City's highway network, can only have a positive impact on air quality.

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

No equality impact assessments have been undertaken. However, it is not expected that implementation of this proposal will have any adverse impact.

6.5 Implications for (or impact on) the environment

The (anticipated) reduced levels of congestion along Foleshill Road routes should result in improvements to air quality

6.6 Implications for partner organisations?

6.1 It is recognised that the bus operators providing bus services in Coventry will be impacted by the revocation of bus lanes on Foleshill Road and Lockhurst Lane.

6.2 Transport for West Midlands and Bus Operators are being consulted and have expressed no objections

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

Shamala Evans
 Highway and Network Management

Directorate:

Place

Tel and email contact:

Tel: 024 7683 1048
 Email: Shamala.evans@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 Planning, Transport and Highways	Place	05.09.2017	06.09.2017
Liz Knight	Governance Services Officer	Place	06.09.2017	07.09.2017
Names of approvers for submission: (officers and members)				
Graham Clark	Lead Accountant	Place	06.09.2017	06.09.2017
Rob Parkes	Place Team Leader, Legal Services	Place	06.09.2017	06.09.2017
Councillor J Innes	Cabinet Member for City Services	-	06.09.2017	06.09.2017

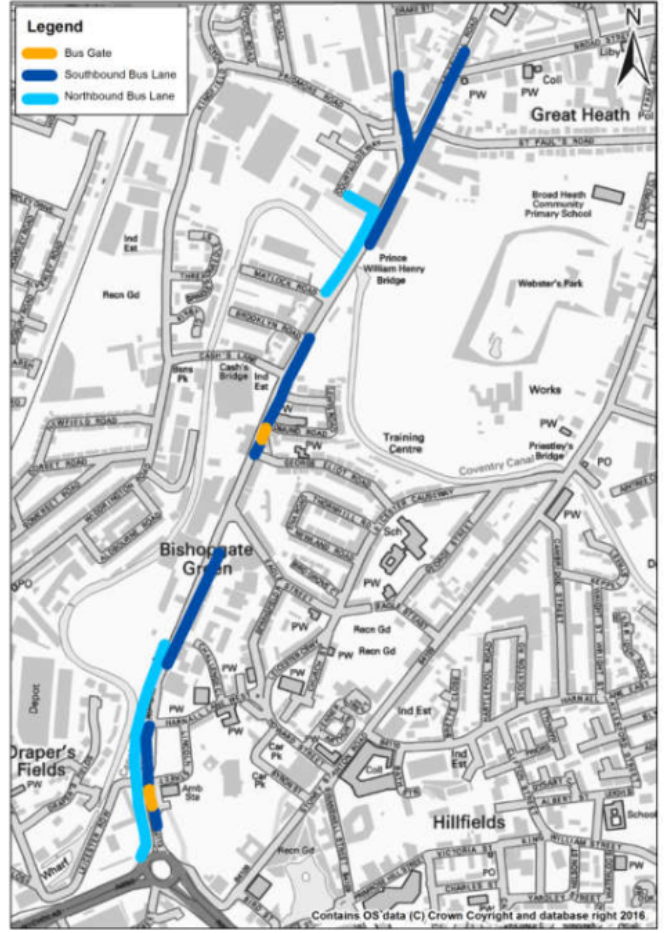
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Appendix A – Plan of Study Area (Atkins)

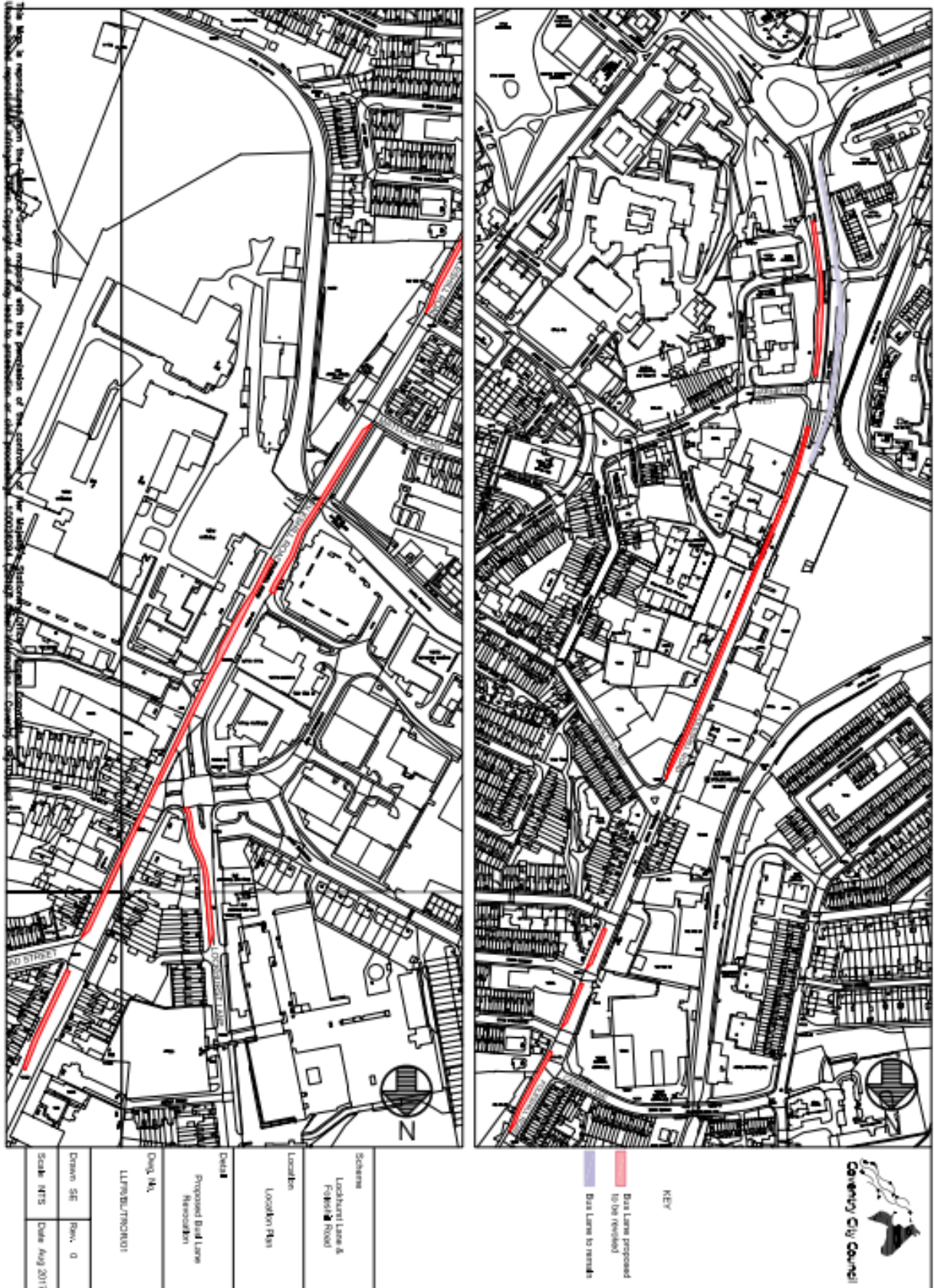
Figure 1 – Study Area



Figure 2 – Bus Lane Priority Measures



Appendix B – Plan of Bus Lanes to be Revoked on Foleshill Road and Lockhurst Road



Appendix B – Summary of Objection

Objection No	Summary of Objection	Comments
1	<p>The council is at fault in failing to consider the Strategic Transport Plan when making the order.</p> <p>In deciding to remove the bus lanes the council has failed in its duty to take into consideration its other policies and those in the local transport plan</p>	<p>Traffic modelling has been undertaken by Atkins Ltd for the Foleshill Road corridors and the creation of two continuous inbound lanes. The modelling results show that removal of the existing bus lanes, which are not continuous, will be beneficial to all vehicles including buses.</p> <p>The LTP is built on strategic principles, including Smarter Management – making the best use of our assets. It advises ‘we have to make better use of existing capacity for all modes and users’. The existing bus lanes are not continuous or wide enough to safely accommodate buses and cyclists thereby forcing buses and cyclist to merge with existing road traffic. The removal of the bus lanes mitigates this problem by allowing buses and cyclists to jointly use the new carriageway layout and eliminate merging issues at the end of the bus lane. Introduction of adaptive control methodology at the existing junctions will improve the efficiency of the junctions and facilitate safe cycle and pedestrian movements. This follows Traffic Management Act (TMA)2004 guidance that “measures to secure the expeditious movement of traffic should always be safe for all road users, particularly pedestrians, cyclists and motorcyclists”.</p> <p>Additionally, whilst TMA 2004 Guidance acknowledges the desire to make cycling and walking more attractive and the encouragement of public transport through, amongst other measures, bus priority and quality initiatives, these measures should not be seen as being in conflict with the principles of the duty. It is for the LTA to decide on the most appropriate approach for managing demand on their network. Improvements to traffic signal junction efficiency on Foleshill Rd also includes, where possible, the introduction of bus priority measures at each junction. The aim is to provide efficient progression for buses through the junction based on either provision of an extension to green period for an approaching bus or, providing a stage call for a bus approaching a red signal. The refurbished traffic signals on Foleshill Road will include enhanced crossing facilities.</p>
	<p>It [the Council] has also failed to “consult with residents when deciding which policies on network management to adopt”</p>	<p>The objection period for the advertised TRO allows everyone to voice their views, make comments and/or object to these proposals.</p>

<p>The council was at fault in failing to consider the existing evidence base before deciding to conduct an evidence based trial. This evidence base runs contrary to the council's assumptions</p>	<p>The proposals have been developed based on the traffic modelling referred to earlier. This shows implementing the recommended option is the correct way forward in tackling congestion on Foleshill Road. The outcome to date of the phase 1 bus lane trial have also been considered along with case studies from elsewhere in the UK.</p>
<p>The council have failed to fully consider the outcomes of the Liverpool bus lane trial. Particularly in relation to parking and cyclists</p>	<p>The Council has considered the outcomes of Liverpool bus lane trial. The Council undertook traffic modelling before making a decision to remove Foleshill Road bus lanes. The existing bus lanes on Foleshill Road are not wide enough to safely accommodate cyclist and buses travelling alongside. Parking provision on an arterial route is not a priority as The Traffic Management Act 2004 requires the Council to secure the expeditious movement of traffic on the authority's road network. However, where possible, the Council will be putting measures in place to provide a replacement parking facility such as between Eagle Street and George Elliot Road.</p>
<p>While a discussion on bus usage was held at the November meeting, no mention was made of the Bus Lane review/removal project. The Council has therefore failed to submit their proposals to the level of scrutiny which the scrutiny board requested</p>	<p>At the Cabinet meeting of 29th November 2016, a report regarding the Bus Lane Review was considered and the recommendations to commence the review approved. The Council is working on this review with (TfWM) and the bus operators. The Bus Lane Review report is in the public domain.</p>
<p>The bus lane removal is therefore contrary to the councils existing policy on Air Quality</p>	<p>In July 2017 Defra announced that Coventry has to produce an Air Quality Action Plan (AQAP). The proposals on Foleshill Road will form part of the mitigation measures towards this AQAP by reducing queueing traffic and minimising stop start conditions that makes a positive contribution to Air Quality Management.</p>
<p>In relation to Rapid Transit, the Council is at fault in failing to consider its long-term transport strategy when making the orders</p>	<p>An innovative research & development programme is underway with WMG (Warwickshire Manufacturing Group) to develop a new generation of 'Rapid Transit'. Until the nature of this new generation of Rapid Transit is developed and routes identified, it is not appropriate to delay important measures like these to address congestion and Air Quality.</p>

	The council failed to consider the safety of cyclists and pedestrians when making the order	The existing bus lanes are not continuous or wide enough to safely accommodate buses and cyclists thereby forcing buses and cyclist to merge with existing road traffic. The removal of the bus lanes mitigates this problem by allowing buses and cyclists to jointly use the new carriageway layout and eliminate merging issues at the end of the bus lane. Pedestrian access is taken care of via the upgrade of the existing signal junction pedestrian facilities along Foleshill Rd.
	The bus lane removal program is at odds with the governments cycling and walking investment strategy as it removes a cycling facility (bus lane) and fails to provide a replacement to an equivalent or higher standard	The existing bus lanes are not continuous or wide enough to safely accommodate buses and cyclists thereby forcing buses and cyclist to merge with existing road traffic. The removal of the bus lanes mitigates this problem by allowing buses and cyclists to jointly use the new carriageway layout and eliminate merging issues at the end of the bus lane. Whilst the Traffic Management Act 2004 Guidance acknowledges the desire to make cycling and walking more attractive and the encouragement of public transport through, amongst other measures, bus priority and quality initiatives these measures should not be seen as being in conflict with the principles of the duty and it is for the LTA to decide on the most appropriate approach for managing demand on their network.
	The proposed TRO is flawed as the bus lanes reduce private car usage while having no impact on overall traffic capacity of the Foleshill Road and Lockhurst Lane	In considering the options for improving traffic flow on Foleshill Rd the Council has taken a holistic approach to meeting its network management duty and must consider all road users including freight and commercial vehicles as well as the private car. The modelling results show that removal of the existing bus lanes, which are not continuous, will be beneficial to all vehicles including buses.
	At the very least the proposed TRO should be introduced as an experimental TRO so that the changes can be fully assessed before they are made permanent	To implement the recommended option of one lane outbound and two lanes inbound, changes to the existing carriageway layout needs to be undertaken. The changes have been fully modelled. However, once the scheme has been implemented, it will be monitored.
2	the idea of removing bus lanes is ill thought.	Traffic modelling has been undertaken by Atkins Ltd for the Foleshill Road corridors and the results show that removing the existing bus lanes are beneficial to all vehicles including buses.
	everything must be done to ease the flow of public transport, even if that compromises the flow of private cars	The modelling shows that removal of bus lanes on Foleshill road/Lockhurst Lane will benefit buses and contribute to journey time reliability and bus punctuality.

	One of the primary purposes of your committee should be to reduce the number of cars on the road, not make 'life' easier for them	The Traffic Management Act 2004 requires the Council to secure the expeditious movement of traffic on the authority's road network. Putting measures in place to help reduce congestion allows the Council to fulfil its Traffic Manager's role.
	air pollution and global warming	Putting measures in place to help reduce congestion will help air pollution in the City. The measures proposed for Foleshill Rd will reduce queuing traffic and stop/start conditions that will make a positive contribution to AQM (Air Quality Management).
	everything should be done to increase and improve safety and ease of travel for cyclists	The existing bus lanes are not continuous or wide enough to safely accommodate buses and cyclists thereby forcing buses and cyclist to merge with existing road traffic. The removal of the bus lanes mitigates this problem by allowing buses and cyclists to jointly use the new carriageway layout and eliminate merging issues at the end of the bus lane.

Cabinet Member for City Services

18th September 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:

Cheylesmore, Earlsdon, Holbrook, St Michaels, Sherbourne, Westwood, Whoberley, 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 17th August 2017, a Traffic Regulation Order (TRO) relating to proposed new waiting restrictions and amendments to existing waiting restrictions was advertised. 26 objections were received (25 individual objections and 1 petition), 1 objection was subsequently removed (by the objector). In addition, 1 letter of support to a proposal was also received.

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

The cost of introducing the proposed 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 at Ashington Grove/Abbey Road, Bakers Lane/Maudslay Road, Benedictine Road, Holbrook Lane, Laburnum Avenue/Barkers Butts Lane, Lichfield Road, Poppleton Close & Upper York Street, Rex Close, Sunnyside Close, Welgarth Avenue/Courtland Avenue;
- 3) Subject to recommendation 1 above, approve the implementation of a reduced scheme on Cadden Drive/Fir Tree Avenue, reducing the proposed extent of double yellow lines by 4

metres on Fir Tree Avenue on the eastern side of the junction and install the remainder as advertised;

- 4) Subject to recommendation 1 above, approve the implementation of a reduced scheme on Poplar Road/Newcombe Road, reducing the proposed extent of double yellow lines by 5 metres on Poplar Road on the northern side of the junction and install the remainder as advertised
- 5) Subject to recommendation 1 above, approve the implementation of the proposed restrictions on Holbrook Lane as advertised and that a consultation is undertaken regarding a possible change to the duration of the limited waiting restriction, any new proposals to be advertised as part of the next waiting restriction review;
- 6) Subject to recommendations 1 to 5 above, 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 17th August 2017, a Traffic Regulation Order (TRO) relating to proposed new waiting restrictions and amendments to existing waiting restrictions was advertised. 26 objections were received (25 individual objections and 1 petition), 1 objection was subsequently removed (by the objector). In addition 1 letter of support to a proposal was also received.
- 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 17th August 2017, advising that any formal objections should be made in writing by 7th September 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 26 objections were received (25 individual objections and 1 petition), 1 objection was subsequently removed (by the objector). In addition, 1 letter of support to a proposal was also received. 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.
- 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 17th August 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:
 - 26 objections (25 individual objections and 1 petition), 1 of the objections was subsequently removed (by the objector).
 - 1 letter of support to a proposal was also received
- 3.2 The number of objections received were:

- 3 to proposal for Ashington Grove/Abbey Road
- 1 to proposal for Bakers Lane/Maudslay Road
- 2 to proposal for Benedictine Road
- 4 to proposal for Cadden Drive/Fir Tree Avenue
- 5 to proposal for Holbrook Lane (4 individual objections and 1 petition)
- 1 to proposal for Laburnum Avenue/ Barkers Butts Lane
- 2 to proposal for Lichfield Road
- 1 to proposal for Poplar Road/Newcombe Road
- 3 to proposal for Poppleton Close & Upper York Street
- 1 to proposal for Rex Close
- 1 to proposal for Sunnyside Close
- 1 to proposal for Welgarth Avenue/Courtland Avenue

- 1 to proposal for Ashington Grove/Hill Fray Drive (subsequently removed)

- 3.3 1 letter of support was received to the proposal to make the existing parking bay outside 116 Earlsdon Avenue South part of the Earlsdon Residents' Parking scheme.
- 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

- 4.1 It is proposed to make the TRO and install the restrictions as approved by the end of November 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

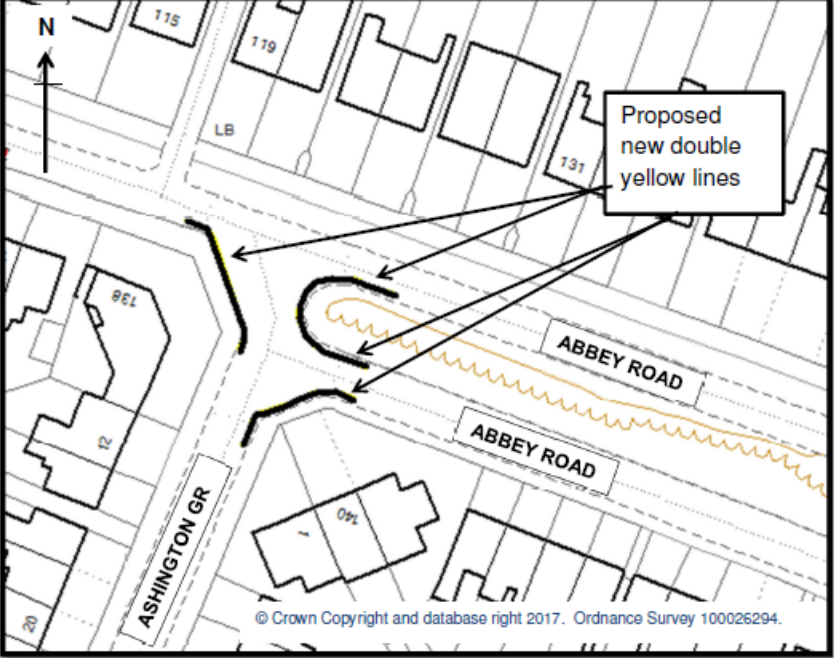
Email: caron.archer@coventry.gov.uk

Enquiries should be directed to the above person.

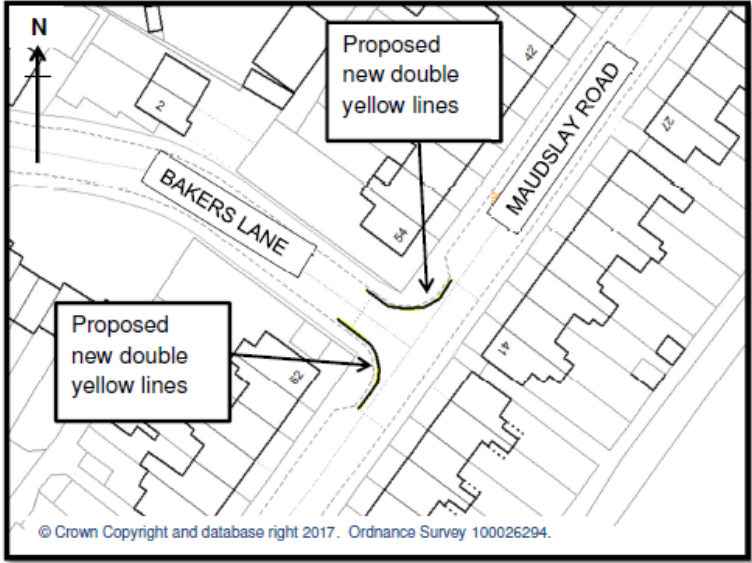
Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Colin Knight	Director of Transportation and Highways	Place	07.09.2017	08.09.2017
Karen Seager	Head of Traffic and Network Management	Place	-	
Liz Knight/Michelle Salmon	Governance Services Officer	Place	07.09.2017	08.09.2017
Names of approvers: (officers and members)				
Graham Clark	Lead Accountant	Place	07.09.2017	07.09.2017
Rob Parkes	Commercial Lawyer, Legal Services	Place	06.09.2017	06.09.2017
Councillor J Innes	Cabinet Member for City Services	-	07.09.2017	07.09.2017

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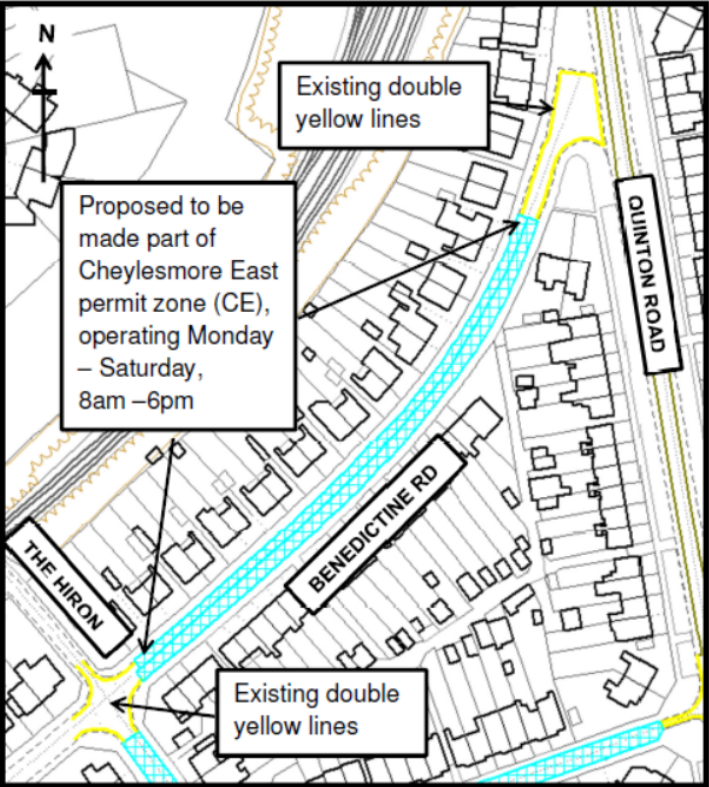
Appendix A – Summary of proposed restrictions, objections, letters of support and responses

<p>Location (Ward)</p>	<p>Ashington Grove/ Abbey Road (Cheylesmore)</p>
<p>Original Request</p>	<p>Request for double yellow lines due to safety concerns raised by residents (petition)</p>
<p>Proposal</p>	<p>Installation of double yellow lines for junction protection</p> 
<p>Objection 1</p>	<p>Have lived at [Abbey Road] for a number of years and only seen a very small number of bumps at the junction, do not believe anyone has been injured. There are problems parking in this area due to driveways and consider the lines will serve no purpose, only to cause dispute between visitors to the 3 schools and residents; as any traffic moved by the restriction will only cause more problems in other roads. [Refers to difficulties due to ill health if have to park elsewhere due to proposed lines] Would never object to a safety concern. Have not been approached by police, Whitley Residents Association or any other body to express opinion on this matter. Agree were problems when the ‘Jaguar’ works were being undertaken, but this has calmed since the works have been completed.</p>
<p>Objection 2</p>	<p>Whitley is an old estate and as such was not built to accommodate the amount of vehicles that each household now has. I live on [Abbey Road] since [] and can only recall one accident on this road in all the time I have lived here so I do not believe that the use of yellow lines is warranted. All they will do is reduced the amount of car parking available to the local residents, possible resulting in the parking on the grass verges, which will be even worse. I did not sign the petition as I firmly believe that the negatives out way any positives.</p>

<p>Objection 3</p>	<p>Firstly, I am not very happy that only the houses the lines will be directly in front of we given a letter. They will affect everyone on the road not just those. Secondly having yellow lines will cause a massive problem for the residents. The parking situation at the moment is terrible enough as it as there is not enough space for the residents cars. Lines will only reduce that space, making it impossible for everyone to park.</p> <p>[Refers to difficulties for visitor, due to ill health, if have to park elsewhere due to proposed lines causing parking to transfer to in front of their property]</p> <p>I understand somebody has petitioned for them, however it is of my understanding that it wasn't a large petition. More people will be upset and negatively impacted by the lines than those who signed the petition.</p> <p>The parked cars on the road are not a danger to anyone, particularly as the rest of the road is full of cars anyway!</p>
<p>Response to objection</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'. A further site visit has been undertaken, but it is not proposed to reduce the length of the proposed double yellow lines.</p> <p>The Council undertakes additional measures to advise of proposed waiting restrictions, by writing to directly affected residents, this measure is not a requirement of the TRO process.</p> <p>Recommendation – Install restrictions as advertised.</p>

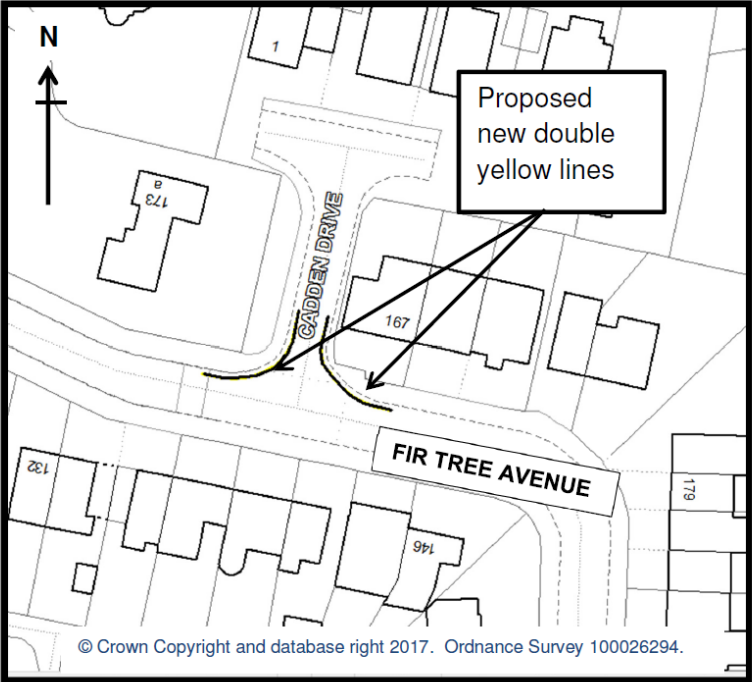
<p>Location (Ward)</p>	<p>Bakers Lane / Maudslay Road (Whoberley)</p>
<p>Original Request</p>	<p>Request for double yellow lines due to safety concerns raised by residents supported by Councillor</p>
<p>Proposal</p>	<p>Double yellow lines for junction protection.</p> 

Objection 4	<p>The land where the lines are due to be put is land that was given to me in order for me to use as a parking space. Are the council now intending to reclaim this small piece of land? Or do they intend to purchase it from me? To be honest I am a bit confused by this letter and do not understand what is the purpose of what you are trying to achieve? I have lived at this address for [] years without any need to change parking arrangements and surely I am entitled to park outside my property therefore do oppose these lines as I use this space and it is on land that has been allocated to me for this purpose .</p>
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'. This is to provide visibility at a junction.</p> <p>It is not a duty of the City Council to provide on street parking. The area in front of the property is adopted highway and the build out provided as part of a junction treatment and not to provide an area for parking. A vehicle parked on the build out would affect visibility. The TRO applies to the adopted highway to the back of the footway.</p> <p>Recommendation – Install restrictions as advertised.</p>

Location (Ward)	Benedictine Road (Cheylesmore)
Original Request	Request for residents' parking scheme (petition)
Proposal	<p>To include Benedictine Road (from its junction with The Hiron/Carthusian Road to its cul de sac end) in the Cheylesmore East Residents' Parking Scheme, which operates Monday to Saturday, 8am-6pm.</p>  <p>The map shows Benedictine Road running from The Hiron in the southwest to Quinton Road in the northeast. A cyan hatched area along Benedictine Road is labeled 'Proposed to be made part of Cheylesmore East permit zone (CE), operating Monday - Saturday, 8am - 6pm'. Two yellow lines are labeled 'Existing double yellow lines'. A north arrow is in the top left corner.</p> <p>© Crown Copyright and database right 2017. Ordnance Survey 100026294.</p>

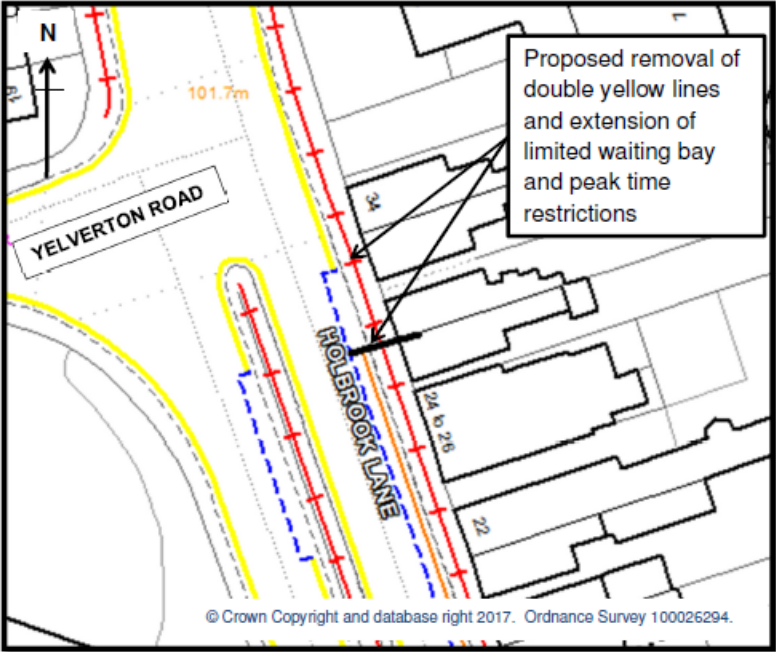
<p>Objection 5</p>	<p>I feel that the council are trying to 'bulldoze' this proposal through, by asking for a vote on a very regular basis. I'm sure we have been asked to vote on this 'issue' at least 3 times in the last couple of years, and everyone that I know personally, including myself and my husband, are against the proposal.</p> <p>I think that it is unconstitutional to take a vote on Benedictine Road, and then split the road in two parts to force through a 'yes' vote on one part of it. We are one road and all votes should be cast and counted as one road. I feel like the council are so determined to get this permit scheme up and running that they are haranguing residents to make (yet another) vote and then 'splitting the vote' in this case, until the whole street capitulates. I feel that the council, for reasons best known to themselves (profit dare I say?) are pushing this scheme through in whichever way they can, in areas where they clearly want a scheme in place. In the case of the road in question, going so far as to split the votes to force the proposal through at one end of the road, if not at the other end until the next vote of course, probably in a couple of months.</p>
<p>Objection 6</p>	<p>Leaving vehicles unattended is a breach of the Road Traffic Act, by their size they obstruct the highway and prevent a clear view of the traffic. It is important to get a clear view before attempting to cross the road, this will not be possible with cars parked on either side of this narrow road.</p> <p>Charging for parking permits means the Council are obtaining a pecuniary advantage by deception (i.e. saying you can leave a car on the public highway when the law says you can't).</p> <p>No powers the Council may think it has can take precedent over existing law. The Council are committing a criminal offence by encouraging individuals to break the law.</p> <p>No request has been made by residents in Benedictine Road for such a scheme as there is not a parking problem.</p> <p>Benedictine Road as a whole again rejected the scheme for a third time and the Council are now trying to split the vote. This is highly doubtful, the figures are being fiddled as they have in other roads.</p> <p>It is the Council who wish to introduce the money making scam, not the residents.</p> <p>Parking restrictions have an adverse effect on house prices.</p> <p>These objections are required to be reviewed independently by a qualified lawyer with experience in Civil & Criminal Law and not by an in house Council Whitewashing.</p>
<p>Response to objection</p>	<p>The proposal is in response to a petition requesting a residents' parking scheme. The Council only proposes these types of scheme at the request of residents, or where a new development may affect parking in a residential area. Even when proposed due to a new development, if residents do not want a scheme of this type it would not be progressed.</p> <p>The whole of Benedictine Road and The Monks Croft was consulted about a possible scheme, the response to the consultation was 53% in favour. A scheme is considered for implementation when 60% of the households are in favour of a scheme. We were requested to see if there was a difference in the responses received as Benedictine Road has a 'natural break' resulting in 2 sections of road. To the northeast of its junction with The Hiron 63% of households were in favour of a scheme, to the southwest 41% were in favour. The proposal was therefore advertised as shown above, the advertisement giving residents the opportunity to object if they do not want a scheme.</p> <p>The Road Traffic Regulation Act 1984 allows the Council to make a Traffic Order (as advised in 5.2).</p> <p>Drivers should not park in a manner that causes a danger or obstruction.</p>

	<p>The Local Authorities' (Traffic Orders) (Procedure) (England & Wales) Regulations 1996 sets out that before making a TRO the Council shall consider all objections made. The Council's Constitution is such that objections to TROs are considered by the Cabinet Member for City Services for a decision on how to proceed with the TRO.</p> <p>Recommendation – Install restrictions as advertised.</p>
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Location (Ward)	Cadden Drive/Fir Tree Avenue (Westwood)
Original Request	<p>Concerns raised about parking on the junction and also damage to footway caused by pavement parking</p>
Proposal	<p>Installation of double yellow lines for junction protection</p> 
Objection 7	<p>I had complained several times about the parking on the right hand corner (as you look out of Cadden Drive) and on the pavement in Cadden Drive where the paving slabs are quite badly damaged and consequently become large puddles after it has rained. Wheelchair residents [] cannot get along that pavement because of the selfish manner in which non-residents of Cadden Drive park along there so the request was to do something about that corner NOT the left hand corner</p> <p>Can you please revise your plans if you are using yellow lines, and just apply them on the right hand side?</p> <p>The left hand side is never an issue as there is a dropped kerb immediately on the corner for that particular house and it makes no sense applying yellow lines in front of that property where not only is it not a problem, but this is where the owner of that property parks his vehicle and should continue to be able to do so.</p> <p>Having spoken to the other residents in Cadden Drive we all agree the only issue is on the right hand side as previously discussed.</p>

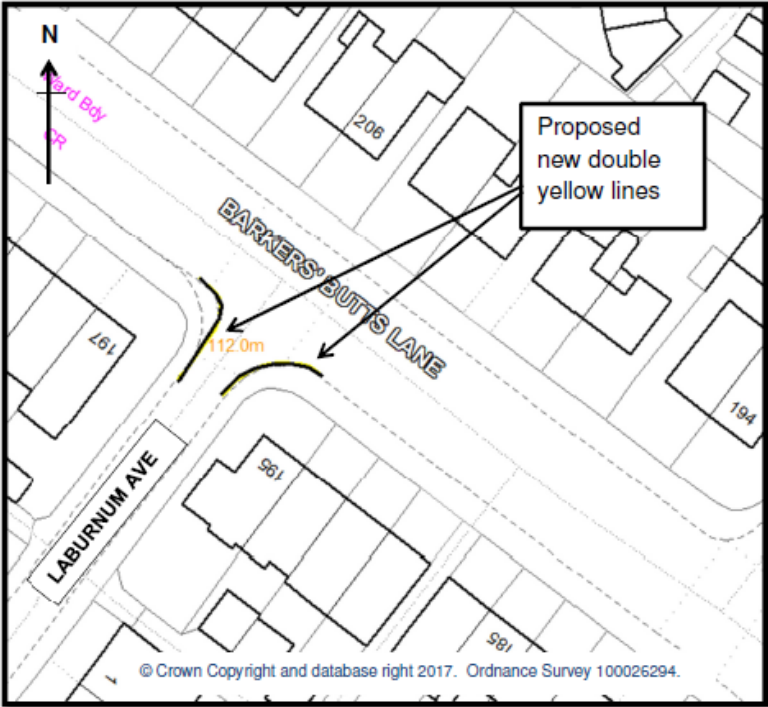
<p>Objection 8</p>	<p>Please could you elude as to why such proposal of no waiting at any time is deemed to be appropriate. Being a resident at [] I shall be directly affected by such proposal, and do not understand as to why there is issue.</p> <p>I would like to object to the proposal on grounds as follows;</p> <p>I have lived [] for [] years, and the parking directly in front of my property has been utilised in the same manner for all the time that I have resided; therefore I would feel it prudent that the president of space utilization has been set, and to my knowledge has not posed a safety risk, please confirm if such risk has occurred.</p> <p>By restricting waiting times via double yellow lines will cause further parking issues, which I feel already compromised. There is limited off-street parking due to the nature of the housing, there is a HMO (house of multiple occupation, two doors down 171 who shall also shall be penalised), meaning on-street parking is required to facilitate residents.</p> <p>With such proposal, comparing to similar situations, it is likely to devalue the property, meaning I shall be financially burdened.</p> <p>We have installed an approved dropped curb to the rear of the property, for access and storage of a caravan. In order to maneuver the caravan we have often had to park the caravan and vehicle, albeit temporarily along the length of Cadden Drive, adjacent to our property in order to close gates, and lock the house. By imposing the parking restrictions I shall be penalised and restricted. The dropped curb has been installed for over 10 years and I feel sets precedence on usage.</p>
<p>Objection 9</p>	<p>I would like to register my disapproval at the proposed yellow lines in Cadden Drive.</p> <p>I cannot understand the need for yellow lines in this small road. I set myself the task of monitoring the close this week. My [] parked there last Wednesday night, no one else parked there until this Tuesday and Wednesday when 2 vans parked there as they were working on the house whose back gateway is on the drive.</p> <p>I'd like to make the point that there are only 4 bungalows there and only two have cars, they have drives and plenty of road space in the front of their properties.</p> <p>[Describes situation when visitors to property park in Cadden Drive]</p> <p>I can't understand the need for the yellow lines on this safe, small road that hasn't even got houses on it. If the council were monitoring safety the blind corner on Fir Tree Ave would be a far more important consideration. Or the resurfacing the road on this part of Fir Tree which has only been done once since I have lived here.</p>
<p>Objection 10</p>	<p>As a resident I do not feel any necessity for restrictions to be placed at the junction.</p> <p>At one time there was a problem mainly caused by the multiple occupancy of 171 Fir Tree Avenue. This was solved by polite reminders to these occupants to refrain from parking in this area. I am not aware of any recent problems.</p>
<p>Response to objection</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. However, a further review has been undertaken and it is proposed to reduce the length of proposed double yellow lines in front of 167 Fir Tree Avenue by approximately 4m. This would result, if implemented, in the double yellow lines still extending in front of the vehicle access (dropped kerb) to the property, but not past this point on Fir Tree Avenue.</p> <p>It is not a duty of the Council to provide on street parking and continued parking in a location on the highway does not mean the location becomes a guaranteed parking place.</p>

	<p>A vehicle crossover (dropped kerb) is provided to gain access. There is no guarantee currently that there will be available space for parking adjacent to the crossover.</p> <p>Recommendation – Reduce the proposed double yellow lines by 4 metres on Fir Tree Avenue on the eastern side of the junction and install the remainder as advertised.</p>
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Location (Ward)	Holbrook Lane (Holbrooks)
Original Request	Request to increase available parking (received as an objection to proposal to remove a section of limited waiting parking and replaced it with double yellow lines).
Proposal	<p>Removal of double yellow lines and extension of existing 30 minute limited parking bay with associated peak time no waiting and no loading restriction.</p>  <p>Limited Waiting Restriction Monday to Friday, 9am – 4pm & Saturday to Sunday, 7am-6.30pm 30 minutes no return in 1 hour</p> <p>Peak time restriction No Waiting and No Loading, Monday to Friday, 7am-9am & 4pm -6.30pm</p>
Objections 11-14	<p>Due to the similarity of the 4 objections they have been grouped together highlighting the main reasons for objecting to the proposal.</p> <p>Running a Hair Salon located on Holbrook Lane, but with no direct parking outside and whilst parking bays are provided, these have a 30 minute limited waiting period, which unfortunately is not long enough for clients who can require up to 2 hours.</p> <p>There are no other long term spaces, other than Yelverton Road, which is limited at times due to residents parking direct outside their properties.</p>

	<p>Parking in Yelverton Road also results in people having to cross a busy road to get from Holbrook Lane to their cars.</p> <p>If longer stay parking bays were provided, it would make it easier and generally stop people parking where they could cause accidents and danger to other people.</p> <p>There was a clearway restriction which for many years has not been adhered to and there has really been no need for it. Cars parked on the bridge before 9am over the last few years have had very little effect on traffic flow. The restriction from 4pm to 6.30pm is even worse.</p> <p>Would be grateful for a review of restrictions. One hour limited waiting would be better.</p> <p>Extend the limited waiting time to 2 hours</p>
Objection 15 - Petition	<p>A petition of 13 signatures has been received (some petitioners are also individual objectors). The petition requests:</p> <p>Increase the waiting time on Holbrook Lane from 30 minutes to 1 hour</p> <p>Cancel the no waiting clearway i.e. before 9am & between 4pm and 6.30pm</p> <p>Increase the parking spaces from 2 to 4.</p>
Response to objections	<p>The proposal is in response to an objection received to a TRO which was to remove a section of limited waiting parking bay (at the south eastern end of the parking bay) and replace it with double yellow lines. These works have now been implemented. At the time, no reference was made to the duration of the limited waiting (1/2 hour) restriction. Vehicle tracking was undertaken to determine the maximum length the bay could be extended; this was the proposal advertised. It is not possible to extend the bay further than proposed.</p> <p>It is proposed that a consultation is undertaken in regard to a change in the duration of the limited waiting restriction (currently 1/2 hour). A consultation is proposed as different times have been requested, due to the differing needs of customers visiting different businesses. It is not suggested to have a bay divided into different waiting times, as this could be confusing to drivers.</p> <p>Recommendation – Install restrictions as advertised and undertake a consultation in regard to a change (increase) in duration of limited waiting.</p>

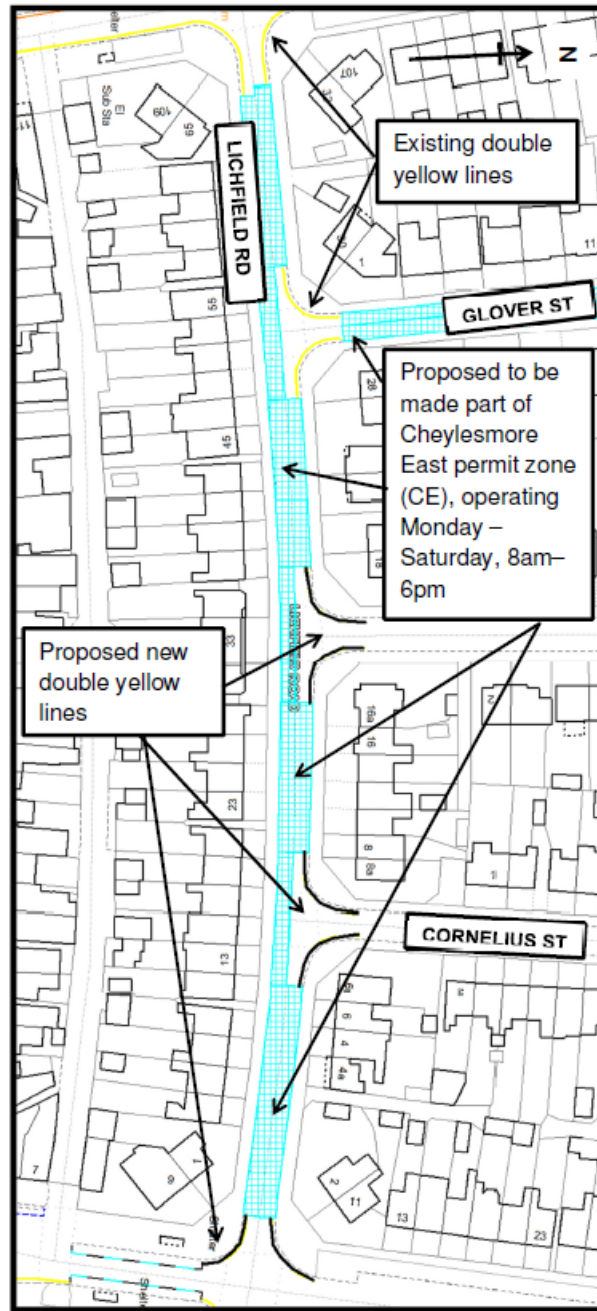
Location (Ward)	Laburnum Avenue/ Barkers Butts Lane (Sherbourne)
Original Request	Request for double yellow lines due to safety concerns raised by residents supported by Councillor

<p>Proposal</p>	<p>Double yellow lines for junction protection.</p> 
<p>Objection 16</p>	<p>We have not incurred any problems with parking on our side of the road. There is one particular long wheel base van which parks on the opposite side of the road after 6pm sometimes making it difficult to have a two way stream of traffic, and we feel that the proposed waiting restrictions are penalising all the other residents for one particular persons inconsiderate parking. We think it is a waste of tax payers money to put double yellow lines on the junction, especially as we are intending to make an application for a drop curb outside our property, on Laburnum Avenue.</p>
<p>Response to objections</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 a duty of the City Council to provide on street parking.</p> <p>Recommendation – Install restrictions as advertised.</p>

<p>Location (Ward)</p>	<p>Lichfield Road (Cheylesmore)</p>
<p>Original Request</p>	<p>Request for residents parking scheme (petition)</p>

To include Lichfield Road in the Cheylesmore East Residents' Parking Scheme, which operates Monday to Saturday, 8am-6pm and install double yellow lines for junction protection

Proposal



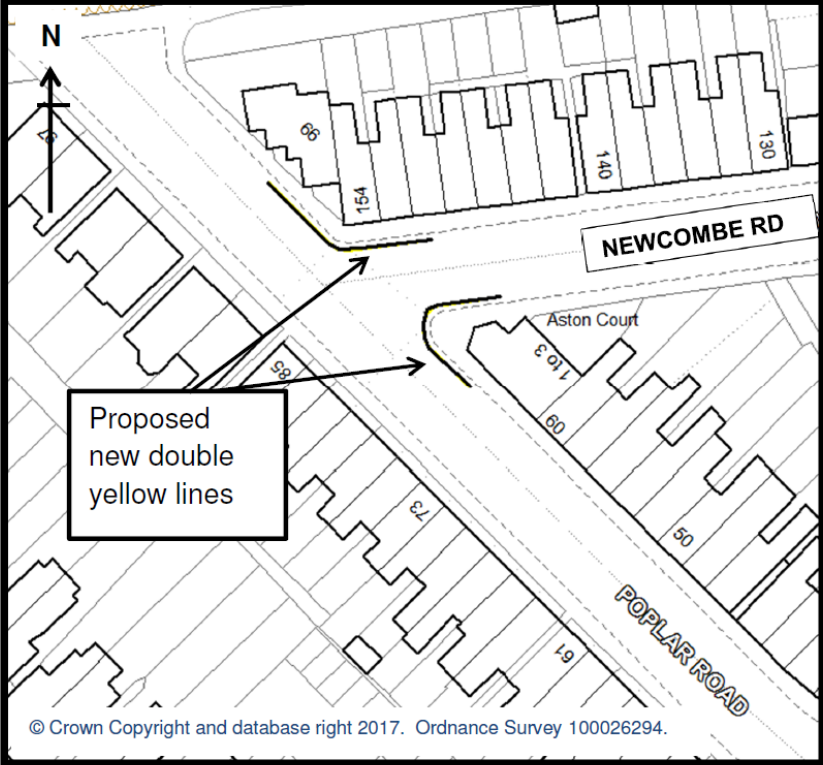
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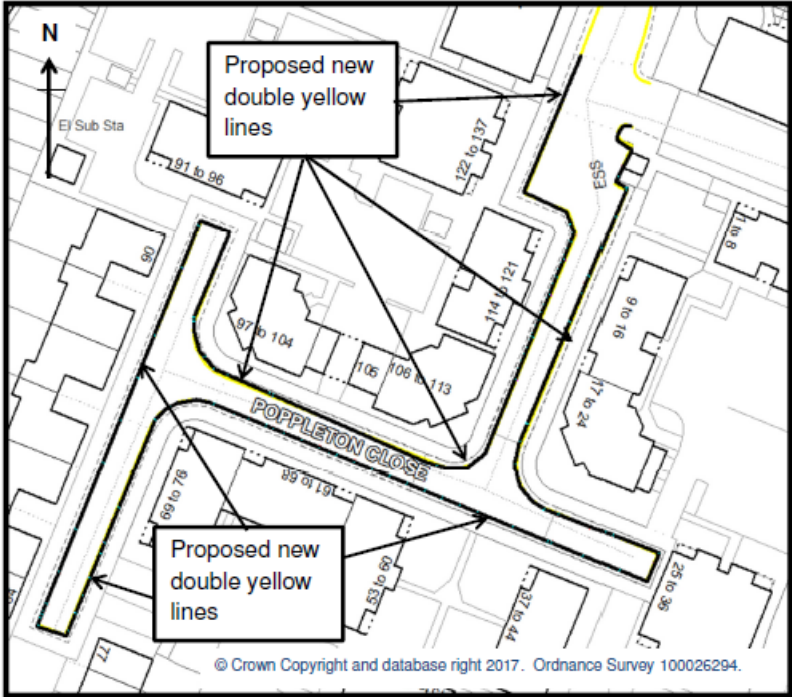
Objection 17

I note the residents not being keen on their road being full of cars which are not their own, but has your department even thought of the knock on effect of lack of parking for customers to Daventry Rd? Forgetting about staff of shops, I am very concerned about where people can park to just come to the bank and shop in their lunch break parking in front of the shops is a nightmare, and if clients can't park nearby, they will go elsewhere all small shops are struggling, we have 4 units empty now, I wonder how many more in say 2 years time, I feel so sad that this parade once known as Coventry's own golden mile is surely going to fold due to lack of foresight on landlords and council

Objection 18	<p>Object to the proposal on the following grounds:</p> <p>1- The vote at the conclusion of the consultation process failed to reach the 60% threshold.</p> <p>Throughout the consultation period it was stated in all literature that it would require 60% of residents to vote in favour of the proposal in order for the scheme to be carried forward. In Lichfield Road, 29 votes in favour from 52 issued letters were received which equates to 55.7% in favour. As this falls short of the “60% rule” I believe it would be a breach of the council’s trust to pursue implementation of the scheme any further.</p> <p>2 - There is no protection regarding the cost of future parking permits to residents.</p> <p>Whilst the initial proposed cost to residents could be described as ‘nominal’, I am aware that neighbouring Birmingham and Solihull council areas have among the highest cost of resident parking schemes in the United Kingdom with costs up several hundred pounds per vehicle per annum, and am concerned that in future Coventry City Council may follow suit in the future.</p>
Response to objections	<p>The proposal is in response to a petition requesting a residents’ parking scheme. Residents were surveyed in regard to the proposal and the response to the Lichfield Road consultation was 56% in favour, no responses were received which were not in favour. The proposal was therefore advertised as shown above, due to the closeness of the result, the advertisement giving residents the opportunity to object if they do not want a scheme. Advertising a TRO does not mean that a scheme will automatically be implemented.</p> <p>There is no ‘protection’ in regard to future cost increases for permits. Currently the cost of a permit is £20 for 3 years. Any changes to the cost of permits would go through the political approval process.</p> <p>Parking is available for the shops in the service road in front of the premises and also on Quinton Parade. The parking has a limited waiting restriction to provide a turnover of spaces. Further parking bays were created in this area by formalising parking, where possible, on the ‘splitter island’ located between the service road and Daventry Road.</p> <p>Recommendation – Install restrictions as advertised.</p>

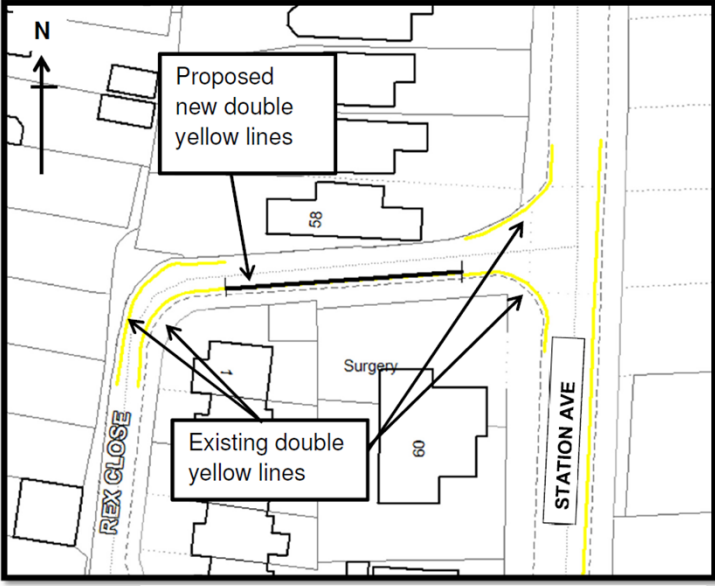
Location (Ward)	Poplar Road/ Newcombe Road (Earlsdon)
Original Request	Problems with refuse collection due to parking on junctions

<p>Proposal</p>	<p>Double yellow lines for junction protection.</p> 
<p>Objection 19</p>	<p>I absolutely agree that double yellow lines should be introduced on the corner outside the flats as people park with little courtesy sometimes dangerously blocking the corner on what is a tight bend.</p> <p>However, I completely disagree with the proposal to place double yellow lines on the road opposite. If the double yellow lines are implemented on the other side of the road the turning circle even for a refuse vehicle will be easily achievable. These extra lines will place an unnecessary strain on the parking arrangements on the road.</p> <p>A revised scheme with one set of double yellows would solve the refuse vehicle challenges and avoid worsening the already tight parking arrangements.</p>
<p>Response to objection</p>	<p>The proposal is in response to an issue raised by residents about missed refuse collection.</p> <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'. This is to provide visibility at a junction. However, a further review has been undertaken and it is proposed to reduce the length of proposed double yellow lines by 5 metres on Poplar Road on the northern side of the junction and install the remainder as advertised.</p> <p>Recommendation – install a reduced scheme, reducing the proposed extent of double yellow lines by 5 metres on Poplar Road on the northern side of the junction and install the remainder as advertised.</p>

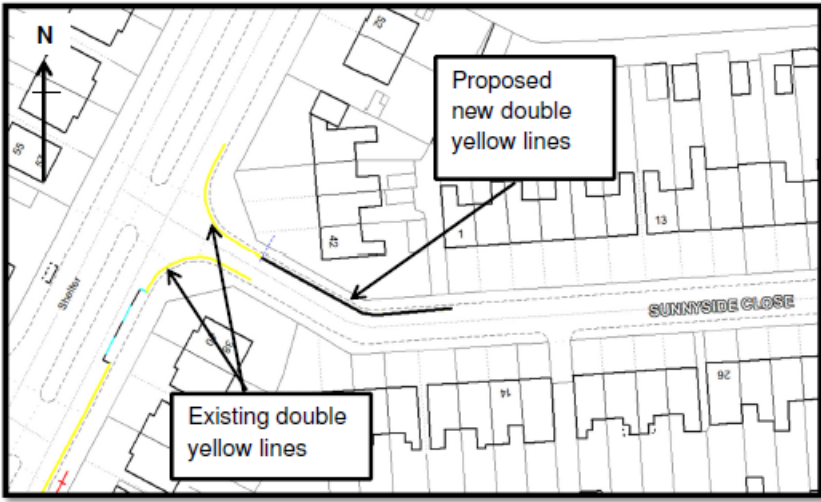
Location (Ward)	Poppleton Close/ Upper York Street (St Michaels)
Original Request	The proposed restrictions are on an area of road which is currently not adopted highway, but is intended to be adopted. Originally a scheme was proposed which provided a combination of double yellow lines and No Waiting Monday to Saturday, 8am-6pm (as agreed with the developer). However, 21 objections were received to original proposal, 18 of which requested double yellow lines throughout the area.
Proposal	<p>Double yellow lines throughout the area.</p>  <p>© Crown Copyright and database right 2017. Ordnance Survey 100026294.</p>
Objection 20	<p>As many of the residents here at Poppleton Close, me and my partner both own a car but only have access to one car park. For the last 3 years, we parked on-street in Poppleton Close like many of our neighbours. Although I appreciate it is not ideal, it didn't seem to cause any issue. It felt like the road obstructions were more of an issue at the main entrance of Upper York street where restaurants customers park on both sides of the road limiting access to one lane and restricting visibility.</p> <p>Considering no alternative parking solution has been made available to Poppleton Close residents, double yellow lines throughout the development feel a little excessive. Please, would it be possible to consider the following proposals:</p> <ul style="list-style-type: none"> • Offer on-street car park after working hours (for instance, after 4pm and before 8am) • Limit on-street car parks to permit owners, and give parking permits to Poppleton Close residents • Alternatively, provide directions to a free suitable car park in the area where residents could park

<p>Objection 21</p>	<p>Following the retraction of the previous waiting restrictions that were proposed by the council after contention from the residents and I, the newly reviewed proposal appears to be even worse.</p> <p>The previous proposal was for part of the roads to be single yellow lines with time restrictions applied. However, the review of our street has brought up the suggestion to double yellow the entire street, disallowing anyone to park at any times.</p> <p>This goes completely against the reasons why the first objections were made (see attached) and just further hinders the parking situation, or lack thereof, on the street.</p> <p>I had appeared at the meeting to ensure that our points were made to the council and that we were perfectly accepting of a location based restriction as it was understood that access for entrances and emergency services was totally warranted.</p> <p>The main objection made was against the time restrictions on where residents were allowed to park as this stops both residents and visitors from parking nearby should they need to. By restricting the locations as well as the times we have taken a step backwards. It appears that the reasons for the previous objections and also any recommendations that might have been made have been met with deaf ears.</p> <p>What is the process in place here when objections are made? Are there steps to accommodate residents feedback or are there steps for all the roads changes en masse, in that if an objection is made against single yellow lines, they are then downgraded to double yellow?</p>
<p>Objection 22</p>	<p>I am terribly disappointed with your new proposal for parking restrictions on Poppleton close. Rather than a new improved proposal from the last one, somehow it has been made much worse.</p> <p>There is plenty of space that can be used for parking whilst not interfering with emergency services and residents arriving and leaving the premises. Having only one parking space for each household creates several problems in social life and dynamics at home. Do you not find it unfair to deny every single person that lives in these lovely flats the right to ever have any visitors ever?</p> <p>This parking issue has brought up several heated discussions with my partner about who gets to use our single car parking space when we both have cars. I feel that if the parking around this area gets any worse I am likely to leave this property. The parking situation in this area could understandably lead to less people wanting to live in this area and the reduction of this property value. This in turn will affect landlords and homeowners alike, overall bringing less money into Coventry's economy.</p> <p>There are several viable solutions to the problem. There is no denying cars shouldn't be parked on corners or opposite car entrances or to cause narrowing of the road so as to reduce safety. There's no harm in single yellow lining partial suitable areas of the road and double yellow lining the rest. You can have time restrictions. You can have free resident parking permits. You can have paid resident parking permits. You can even have paid parking such as pay and display. Some of these options are more favourable than others yet they are all more suitable than the proposed double yellow lines throughout this residential area.</p> <p>Please consider changing the proposal to a less extreme decision. It would really improve the quality of life in this area. This is a big problem that affects me and my family on a daily basis, so please find it in your heart to alter it so that some sensible compromise can be made.</p>

<p>Response to objections</p>	<p>The proposal is in response to objections received when a previous proposal (agreed with the Developer) was proposed. The original proposal provided a combination of double yellow lines and No Waiting Monday to Saturday, 8am-6pm. However, 21 objections were received to original proposal, 18 of which requested double yellow lines throughout the area. The issue has also been discussed with Ward Councillors.</p> <p>It is not a duty of the City Council to provide on street parking. The previous proposal was trying to create some on street parking which could be used in the evening. However, a large number of objections were received to this proposal.</p> <p>Recommendation – Install restrictions as advertised.</p>
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<p>Location (Ward)</p>	<p>Rex Close (Woodlands)</p>
<p>Original Request</p>	<p>A Ward Councillor raised concerns regarding parking on Rex Close outside the surgery and requested double yellow lines to be installed on one side of the road between the existing double yellow lines at the junction and on the bend</p>
<p>Proposal</p>	<p>Double yellow lines on the southern side of Rex Close between the existing double yellow lines</p> 
<p>Objection 23</p>	<p>By putting the lines on that segment of road (Both Sides?), the problem will simply roll further around Rex Close. Cars will just park on the equally (or more) narrow part outside my house. So the problem is not solved, it just moves twenty yards.</p> <p>ie Emergency vehicles, Bin Lorries still cannot pass. Pedestrians will still be walking in the middle of the road, etc, etc.</p> <p>Worse.....the distance between the individual driveway's dropped kerbs is not enough to legally park a car. You HAVE to park partially on a dropped kerb. (The more daft individuals can actually block off two dropped kerbs, thus annoying two households in one fell swoop)! This will hem/block the residents in and cause a lot of friction.</p> <p>You also have to park partially on the pavement or you will close off the road. (Illegal but is practice on this road).</p> <p>So I think a bit more thought is required on this. Perhaps reconsider the plan, perhaps double yellows <u>all the way</u> on the narrow part of Rex Close? Or all the way on Rex Close?</p>

	Any parking on the Narrow part of Rex Close WILL result in residents not being able to use their own driveways. So, nip it in the bud comes to mind. As such, may I formally object to this plan in its current form.
Response to objections	<p>The proposed double yellow lines are a direct response to an issue raised.</p> <p>Drivers should not park in a manner which causes a danger and obstruction. The Council's Civil Enforcement Officers are able to take action, without the need for double yellow lines, if a vehicle is parked across a vehicle crossing.</p> <p>Recommendation – Install restrictions as advertised. Additional restrictions can be installed in the future.</p>

Location (Ward)	Sunnyside Close (Sherbourne)
Original Request	Residents raised concerns regarding problems with refuse collection due to parking
Proposal	<p>Extending existing double yellow lines on northern side of Sunnyside Close an additional 35 metres.</p>  <p>© Crown Copyright and database right 2017. Ordnance Survey 100026294.</p>
Objection 24	<p>We live on Four Pounds Avenue, our house is situated [], by installing the proposed double yellow lines we will have to park our vehicles on Four Pounds Ave itself, which if we didn't have a family would not be an issue for us but [describes personal circumstances and disability issue] to get [] into the car which is parked on a busy dual carriage way would be very dangerous and could result in a serious accident, not to mention the increased levels of anxiety and stress we rely on parking on Sunnyside Close where the road is a lot quieter and easier []to get in and of the car.</p> <p>I acknowledge that in late 2016 and also early 2017 there was issues regarding the collection of general waste on Sunnyside Close whether this was due to parked cars on the street at the time is debatable as the recycling lorry and also the garden waste lorry have never had any issues reversing down the close it is only the general waste collections that struggled to reverse down the street! but in the last 6 months i have not seen any issues with lorries getting down the close.</p> <p>If you still feel it is must to install some measurements to aid the bin collections may i suggest introducing parking restrictions only on a tuesday from 7am to 3pm or whatever time the bin men finish their rounds this would make sure the road is clear for the refuse collections and would also allow us to park safely</p>

	off the dual carriage way the rest of the time or if this isn't not possible i suggest only placing the double yellow lines on the bend itself rather than from the junction of four pounds avenue thus leaving space to park 1 or 2 cars to park and still allowing room for the bin lorry to reverse
Response to objections	<p>The proposals are to address an issue raised in a 52 signature petition. 5 refuse collections have been missed in the last 12 months. The proposals only prevent parking on one side of the road. The restriction prevents parking both on the approach to a bend and on the bend itself. A restriction which only operates on set days is not proposed as refuse collection arrangements may change.</p> <p>Recommendation – Install restrictions as advertised.</p>

Location (Ward)	Welgarth Avenue/ Courtland Avenue (Sherbourne)
Original Request	Request for double yellow lines due to safety concerns raised by residents supported by Councillor
Proposal	<p>Double yellow lines for junction protection</p>
Objection 25	<p>The problem with parking in Welgarth Avenue is - Parents for Coundon Primary School park in our road to drop off their children Those who live in Courtland Avenue park on Welgarth Avenue White vans, particularly one individual (who I have spoken to on several occasions) who has calls out habitually dangerously parks on the corner making it dangerous for drivers turning right / left. He is the main culprit making this junction dangerous. I see the solution for the individual in the white van that his company be fined until he commences to park it safely. Again he lives on Courtland Avenue.</p>

Response to objections	<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>Recommendation – Install restriction as advertised</p>
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Cabinet Member for City Services

18 September 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:

Cheylesmore, Lower Stoke, 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 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 - Report: Amendments to the Constitution – Proposed Amendments to the Petitions Scheme

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

Has it been or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report title: Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

1. Context (or background)

- 1.1 In accordance with the City Council's procedure for dealing with petitions, those relating to traffic management, road safety and highway maintenance issues are considered by the Cabinet Member for City Services.
- 1.2 Amendments to the Petitions Scheme, which forms part of the Constitution, were approved by the Cabinet Member for Policing and Equalities on 18 June 2015 and Full Council on 23 June 2015 in order to provide flexibility and streamline current practice.
- 1.3 These amendments allow a petition to be dealt with or responded to by letter without being formally presented in a report to a Cabinet Member meeting. The advantages of this change are two-fold; firstly it saves taxpayers money by streamlining the process and reducing bureaucracy. Secondly it means that petitions can be dealt with and responded to quicker, improving the responsiveness of the service given to the public.
- 1.4 Each petition is still dealt with on an individual basis. The Cabinet Member considers advice from officers on appropriate action to respond to the petitioners' request, which in some circumstances, may be for the petition to be dealt with or responded to without the need for formal consideration at a Cabinet Member meeting. In such circumstances and with the approval of the Cabinet Member, written agreement is then sought from the relevant Councillor/Petition Organiser to proceed in this manner.

2. Options considered and recommended proposal

- 2.1 Officers will respond to the petitions received by determination letter or holding letter as set out in Appendix A of this report.
- 2.2 Where a holding letter is to be sent, this is because further investigation work is required of the matters raised. Details of the actions agreed are also included in Appendix A.
- 2.3 Once the matters have been investigated, a determination letter will be sent to the petition organiser or, if appropriate, a report will be submitted to a future Cabinet Member meeting, detailing the results of the investigations and subsequent recommended action.

3. Results of consultation undertaken

- 3.1 In the case of a petition being determined by letter, written agreement is sought from the relevant Petition Organiser and Councillor Sponsor to proceed in this manner. If they do not agree, a report responding to the petition will be prepared for consideration at a future Cabinet Member meeting. The Petition Organiser and Councillor Sponsor will be invited to attend this meeting where they will have the opportunity to speak on behalf of the petitioners.

4. Timetable for implementing this decision

- 4.1 Letters referred to in Appendix A will be sent out by October 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

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:				
Caron Archer	Principle Officer - Traffic Management	Place	7/9/17	8/7/17

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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	Determination	Parking survey conducted 12 July 2017; results show 40% of spaces available during daytime. Therefore, this part of criteria for a residents' parking scheme is met. There is a cul-de-sac off John Grace Street (Hermit's Croft). Therefore, residents of Hermit's Croft will be consulted on whether they wish to be included in a scheme, before initiating the legal process.	October
E52 - Measures to Improve Safety on Road and Pavements by St John Fisher Primary School, Wyken	238	N/A	Determination	School Crossing Patrol, flashing school warning signs and parking restrictions are in place. Does not meet criteria for the Safety Scheme programme (3 Personal Injury Collisions in last 3 years, none involving pedestrians). Additional patrols by Parking Enforcement will be requested.	October
9/17 - Traffic Calming for Siddeley Avenue	52	Councillor McNicholas	Determination	Does not meet criteria for the Safety Scheme programme (no Personal Injury Collisions in last 3 years). Perceived Safety Scheme utilising road humps proposed in 2009 did not proceed after Fire Service objected due to potential effect on emergency response times. Existing vehicle-activated sign to be checked.	September
15/16 - Make Humber Road Safer	397	Councillor McNicholas	Determination	Does not meet criteria for the Safety Scheme programme (no Personal Injury Collisions in last 3 years). Funding for a School Crossing Patrol is a matter for local schools. Request for pedestrian phase at traffic lights will be considered by the Urban Traffic Management Control Team for inclusion in a future year's programme. Dept. for Transport regulations do not permit the installation of 30mph repeater signs.	October



Cabinet Member for City Services

18th September 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	<p>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 – 15th December 2015)</p>	To be confirmed - further report to be submitted when update information is available	Deputy Chief Executive (Place) Graham Hood	To be discharged	The City Centre Review is now linked in with the overall Streetpride and Greenspace Restructure Post Implementation Review and has been included in the consultation. The review is nearly complete and implementation will take place in October
2	<p>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 – 15th March 2016)</p>	To be confirmed	Deputy Chief Executive (Place) Caron Archer	To be discharged	Scheme has addressed the traffic concerns raised in the original petition
3	<p>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 – 14th November 2016)</p>	To be confirmed	Deputy Chief Executive (Place) Ian Lewis	To be discharged	Issue to be considered as part of the larger development proposals for Whitley Business Park and the area of Baginton in connection with the expansion of JLR. The consultants working on the planning application have been

					asked to take this into account
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* Identifies items where a report is on the agenda for your meeting