

**Time and Date**

3.00 pm on Monday, 4th June 2018

Place

Committee Room 2 - Council House

Public Business**1. Apologies****2. Declarations of Interests****3. Minutes** (Pages 5 - 6)

- (a) To agree the minutes of the meeting held on 23rd April 2018
- (b) Matters Arising

4. Petition - 20mph Zone for a Safer and Healthier Tile Hill Village
(Pages 7 - 14)

Report of the Deputy Chief Executive (Place)

To consider the above petition, bearing 314 signatures (303 paper and 11e-signatures) which has been submitted by Councillor D Skinner, a Westwood Ward Councillor, who has been invited to the meeting for the consideration of this item along with the petition organiser.

5. Petition - Improve the Road Markings Outside Parkhill Primary School
(Pages 15 - 22)

Report of the Deputy Chief Executive (Place)

To consider the above petition, bearing 196 signatures (70 paper and 126 e-signatures), which has been submitted by Councillor J Lepoidevin, a Woodlands Ward Councillor, who has been invited to the meeting for the consideration of this item.

6. **Petition - Requests for Parking Permits for Momus Boulevard**
(Pages 23 - 30)

Report of the Deputy Chief Executive (Place)

To consider the above petition, bearing 13 signatures, which has been submitted by Councillor R Singh, a Lower Stoke Ward Councillor, who has been invited to the meeting for the consideration of this item along with the petition organiser.

7. **Objections to Experimental Traffic Regulation Order - Bus Lane Review Phase 1** (Pages 31 - 56)

Report of the Deputy Chief Executive (Place)

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

8. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations** (Pages 57 - 62)

Report of the Deputy Chief Executive (Place)

9. **Outstanding Issues**

There are no outstanding issues for consideration

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

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

Private Business

Nil

Martin Yardley, Deputy Chief Executive (Place), Council House, Coventry
Wednesday, 16 May 2018

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, Email: 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 Sawdon (Shadow Cabinet Member)

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

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

Liz Knight / Michelle Salmon

Governance Services Officers

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Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at
2.30 pm on Monday, 23 April 2018

Present:

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

Employees (by Directorate):

Place C, Archer, P Bowman, R Goodyer, L Knight, J, Logue,
R Parkes, K Seager

Apologies: Councillor T Sawdon

Public Business

48. Declarations of Interests

There were no disclosable pecuniary interests.

49. Minutes

The minutes of the meeting held on 12th March 2018 were agreed and signed as a true record.

There were no matters arising.

50. Objections to Experimental Traffic Regulation Order (TRO) - Cannon Park Road and Fairlands Park Residents Parking Scheme

The Cabinet member considered a report of the Deputy Chief Executive (Place), which set out objections to the Experimental Traffic Regulation Order – Cannon Park Road and Fairlands Road Residents' Parking Scheme.

A resident's Parking Scheme came into operation on Cannon Park Road and Fairlands Road on 8th May 2017. The scheme operates Monday to Friday for one hour in the morning (10am-11am) and one hour in the afternoon (2pm-3pm). In addition, double yellow lines (no waiting at any time) were introduced for junction protection. The scheme was introduced in response to residents' concerns about student parking in the area. When residents were consulted on the proposal, significant support was received (over 80%).

The scheme was introduced as an Experimental Traffic Regulation Order (ETRO) to enable monitoring to be undertaken, especially in terms of whether displacement parking occurred and for residents to see how the scheme worked before making comments or objections.

4 objections had been received in relation to the Order, which were set out in the Appendix to the report. All of the objections received were from non-residents. In addition, all objections received were from University of Warwick students. 3 of the objectors advise that they park on Cannon par Road as they could not afford to

park on the University Campus car park. The other objection was received from an objector who parks on Cannon Park Road for convenience, as it is in close proximity to the University and lecture theatres. The Cabinet Member noted that the objectors had been invited to the meeting, but did not attend.

The restrictions installed had been designed to prevent verge parking at the junction of Cannon Park Road with Cannon Hill Road. Parking on the grass verge could cause damage and this could result in deep rutting, water ponding and, in many cases, mud from the verge may be transferred onto the road and into nearby properties. Mud on the road could also be a hazard and may result in an increase in road traffic collisions. In addition, vehicles parked at junctions restrict the inter-visibility between drivers and also between drivers and vulnerable road users, which significantly increases the likelihood of road traffic collisions.

After consulting residents and local Councillors, it was highlighted that if restrictions were only installed at the Cannon Park Road junction and Cannon Hill Road, that problem parking would simply migrate further into the affected roads. Subsequently, to avoid further disruption to residents by non-resident parking, a full residents' parking scheme was introduced.

Taking into account the objections raised, and the considered response, it was recommended that the ETRO be made permanent.

RESOLVED that the Cabinet Member for City Services:-

- 1. Considered the objections to the Experimental Traffic Regulation Order.**
- 2. Approves that the Experimental Traffic Regulation Order, City of Coventry (Canon Park Road and Fairlands Park) (Residents Parking Zone) (Experimental) Order 2017 is made permanent.**

51. Outstanding Issues

The Cabinet Member considered a report of the Deputy Chief Executive (Place), which contained a list of outstanding issue items that had been requested by the Cabinet Member.

It was reported that, in respect of item 1, Costain remained on the Council's list of contractors but that any future works would be prescriptive regarding what was expected and close monitoring would take place in relation to any works undertaken by Costain.

RESOLVED that the outstanding issues report be noted.

52. Any other items of Public Business

There were no other items of public business.

(Meeting closed at 2.45 pm)



Cabinet Member for City Services

4th June 2018

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:

Westwood

Title:

Report - Petition – 20mph Zone for a Safer and Healthier Tile Hill Village

Is this a key decision?

No

Executive Summary:

A petition of 314 signatures (303 paper signatures and 11 e-petition signatures) has been received requesting a number of roads in Tile Hill Village become a 20mph zone together with traffic calming measures and a pedestrian crossing.

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

The determination letter advised of the action proposed and approved in response to the issue raised. On receipt of the determination letter the petitioner has confirmed they do not wish the petition to be solely progressed by letter and want the safety 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 paragraph 1.8 of the report) are undertaken, noting that Planning Committee have since resolved that the grant of planning permission be

delegated to the Head of Planning and Regulation in respect of Application OUT/2016/1874 subject to conditions and subject to the completion of a satisfactory Section 106 Agreement to secure the contributions and obligations listed within the report and the Late Representation document.

List of Appendices included:

Appendix A – Location Plan
Appendix B – Determination letter

Background Papers

None

Other useful documents:

Planning Committee - Thursday, 15th February, 2018 - Application OUT 2016 1874 – Land to the west of Cromwell Lane.
<http://democraticservices.coventry.gov.uk/ieListDocuments.aspx?CId=147&MId=11430&Ver=4>

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 – 20mph Zone for a Safer and Healthier Tile Hill Village

1. Context (or background)

1.1 A petition of 314 signatures (303 paper signatures and 11 e-petition signatures) has been received requesting a number of roads in Tile Hill Village become a 20mph zone together with traffic calming measures and a pedestrian crossing. The petition is supported by Councillor Skinner.

1.2 The petition advises:

‘For the following roads in and around Tile Hill Village to become 20mph zones using signs and other physical traffic calming measures such as road narrowings and/or central islands: Station Avenue, Cromwell Lane, Tanners Lane, Duggins Lane and possibly Nailcote and Conway Avenue which may become rat runs, to install a pedestrian crossing on Station Avenue.’

1.3 The area referred to is an extensive area, which includes a fuel garage, local shops and a pub, in addition to residential properties. Some of the roads are part of bus routes. A location plan is shown in Appendix A to the report.

1.4 In 2014 the Cabinet Member for Public Services committed to the aspiration that Coventry becomes a 20mph city. However, it was also noted at this time that not all roads are suitable for a 20mph zone or 20mph limit.

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

1.8 The determination letter (copy provided in Appendix B to the report) advised of the review undertaken and actions proposed and approved in response to the petition. This included advising in regard to the safety scheme criteria and also that negotiations are currently underway with housing developers regarding proposals in the local area. The planning process includes the possibility of securing mitigation measures such as traffic calming and improvements to signalised junctions. Any proposals will be subject to local consultation.

1.9 Since the determination letter, Planning Committee have resolved to delegate planning approval for the development, subject to conditions and a Section 106 agreement. The Section 106 agreement process is now ongoing, and as detailed in the Planning Report, contributions for highway mitigation measures are in the process of being agreed.

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 (copy provided in Appendix B to the report). As referred to in 1.9, since the determination letter the Section 106 agreement process is now ongoing, and as detailed in the Planning Report, contributions for highway mitigation measures are in the process of being agreed.

3. Results of consultation undertaken

3.1 No consultation has been undertaken.

4. Timetable for implementing this decision

4.1 This will be dependent on the planning process/finalisation of section 106 agreements.

5. Comments from the Director of Finance and Corporate Services

5.1 Financial implications

There are no financial implications of the recommended proposal.

5.2 Legal implications

There are no legal implications of the recommended proposal.

6. Other implications

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

Securing mitigation measures such as traffic calming and improvements to signalised junctions as part of the planning process 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

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:

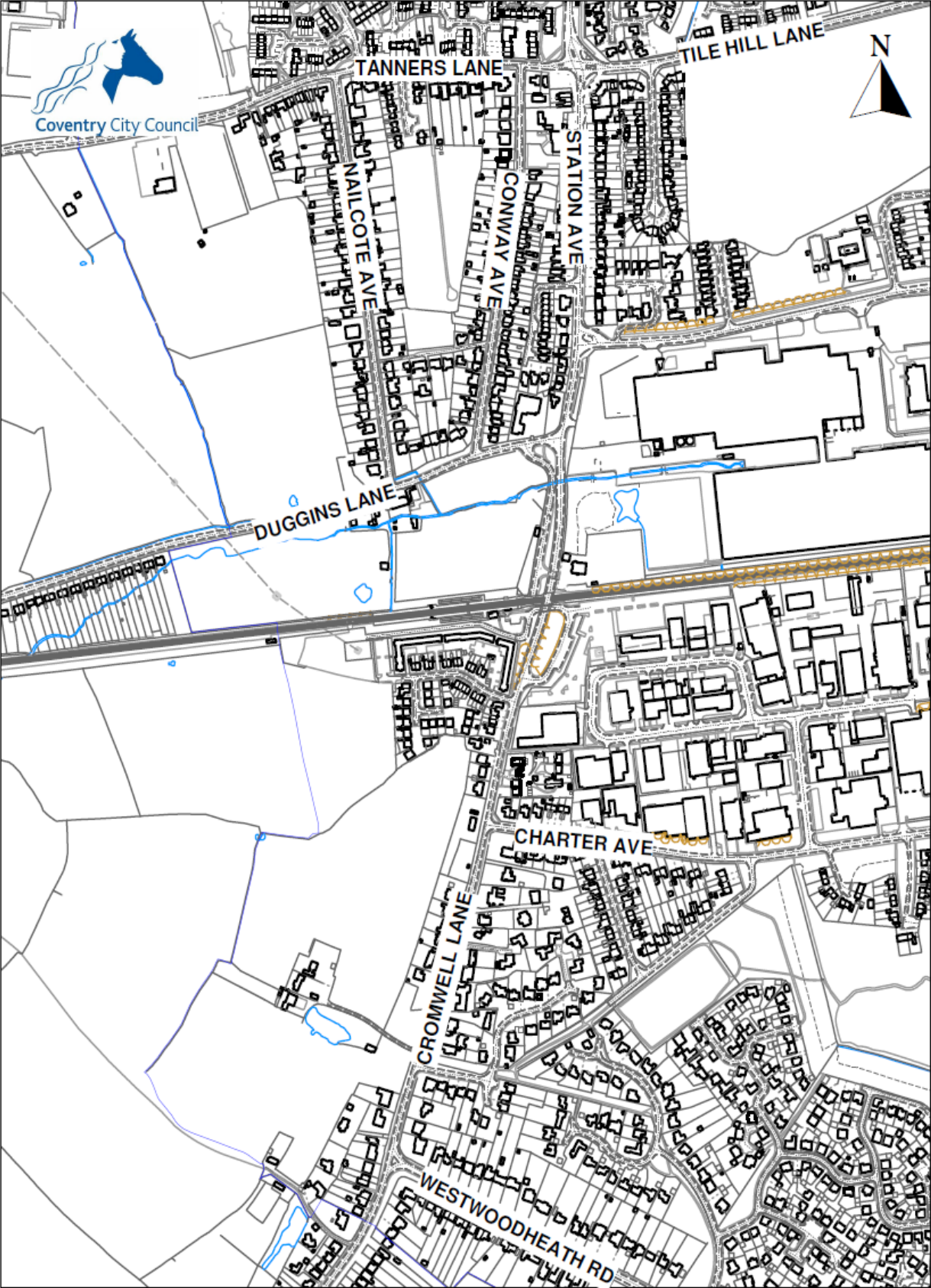
Tel: 024 7683 2062,
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Enquiries should be directed to the above person.

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Colin Knight	Director (Transportation and Highways)	Place	25.04.2018	27.04.2018
Karen Seager	Head of Traffic and Network Management	People	25.04.2018	30.04.2018
Rachel Goodyer	Traffic and Road Safety Manager	Place	25.04.2018	
Colin Whitehouse	Highways Development Manager	Place	25.04.2018	27.04.2018
Michelle Salmon	Governance Services Officer	Place	25.04.2018	25.04.2018
Names of approvers: (Officers and Members)				
Graham Clark	Lead Accountant	Place	25.04.2018	25.04.2018
Rob Parkes	Commercial Lawyer	Place	25.04.2018	29.04.2018
Councillor J Innes	Cabinet Member for City Services	-	26.04.2018	30.04.2018

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Appendix A – Location Plan



Appendix B – Copy of Text of Determination Letter

Re: Petition submitted on: 23 August 2017

Subject matter: 20mph Zone for a Safer and Healthier Tile Hill Village

I am writing with regard to the above petition and your request for 20mph Zone for Tile Hill Village.

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. This means your issue can be dealt with more quickly.

It is important that we prioritise road safety measures in the city. We do this using personal injury collision data to ensure the funding we have is targeted carefully.

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 our safety scheme programme. The personal recorded injury collision history for the area has been reviewed which showed there were five personal injury collisions in the last three years. Therefore, the area does not meet the safety scheme criteria.

However, negotiations are currently underway with housing developers regarding proposals in the local area. The planning process includes the possibility of securing mitigation measures such as traffic calming and improvements to signalised junctions. Any proposals will be subject to local consultation.

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Cabinet Member for City Services

4th June 2018

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:

Woodlands

Title:

Report - Petition – Improve Road Markings and Dropping Off Facilities Outside Parkhill Primary School

Is this a key decision?

No

Executive Summary:

A petition of 196 signatures (70 paper signatures and 126 e-petition signatures) has been received requesting the road markings outside Parkhill Primary School are improved to create a safe crossing area and to improve the space available for vehicles to safely stop when dropping off and collecting children.

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

The determination letter advised of the action proposed and approved in response to the issue raised. On receipt of the determination letter the petitioner has confirmed they do not wish the petition to be solely progressed by letter and want the safety concerns to be considered at a Cabinet Member for City Services meeting.

The cost of renewing existing road markings and making changes to 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 paragraph 1.6 of the report) are undertaken.

List of Appendices included:

Appendix A – Location Plan
Appendix B – Determination letter

Background Papers

None

Other useful documents:

None

Has it been or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report title: Petition – Improve Road Markings and Dropping off Facilities outside Parkhill Primary School

1. Context (or background)

1.1 A petition of 196 signatures (70 paper signatures and 126 e-petition signatures) has been received requesting the road markings outside Parkhill Primary School are improved to create a safe crossing area and to improve the space available for vehicles to safely stop when dropping off and collecting child.

1.2 The petition advises:

'We the undersigned request Coventry City Council to improve the road markings outside Parkhill Primary School in order to create a safe crossing area and to improve the space available for vehicles to safely stop when dropping off and collecting children. Remedial work is required to create a safer place for children to cross the road. Faded road markings need to be removed and replaced to improve safer areas to drop off and pick up children.'

1.3 Parkhill Primary School is located on Lower Eastern Green Lane. The area outside the school is within a 20mph zone, there is a School Keep Clear Marking located outside the school by the pedestrian exit and a school time no waiting restriction on the opposite side of the road. The road is also part of a bus route. A location plan is shown in Appendix A.

1.4 The existing Traffic Regulation Orders create an area where parking is prevented at school entry and exit times, which assists to improve safety as it provides an area with good visibility where parents and children can cross the road, i.e. when crossing they are not stepping out from between parked cars.

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

1.6 The determination letter (copy provided in Appendix B to the report) advised of the review undertaken and actions proposed and approved in response to the petition. This included advising in regard to the reason for the existing waiting restrictions and that any arrangements for the refreshing of faded markings will be made. The School Keep Clear outside the school and the single yellow line opposite has been refreshed.

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 (copy provided in Appendix B to the report). Since the determination letter the School Keep Clear Marking and single yellow line opposite have been refreshed.

3. Results of consultation undertaken

3.1 No consultation has been undertaken.

4. Timetable for implementing this decision

4.1 The road markings have already been refreshed.

5. Comments from Director of Finance and Corporate Services

5.1 Financial implications

The cost of renewing existing road markings was funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

5.2 Legal implications

There are no legal implications of the recommended proposal.

6. Other implications

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

The refreshing of the road markings, 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

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

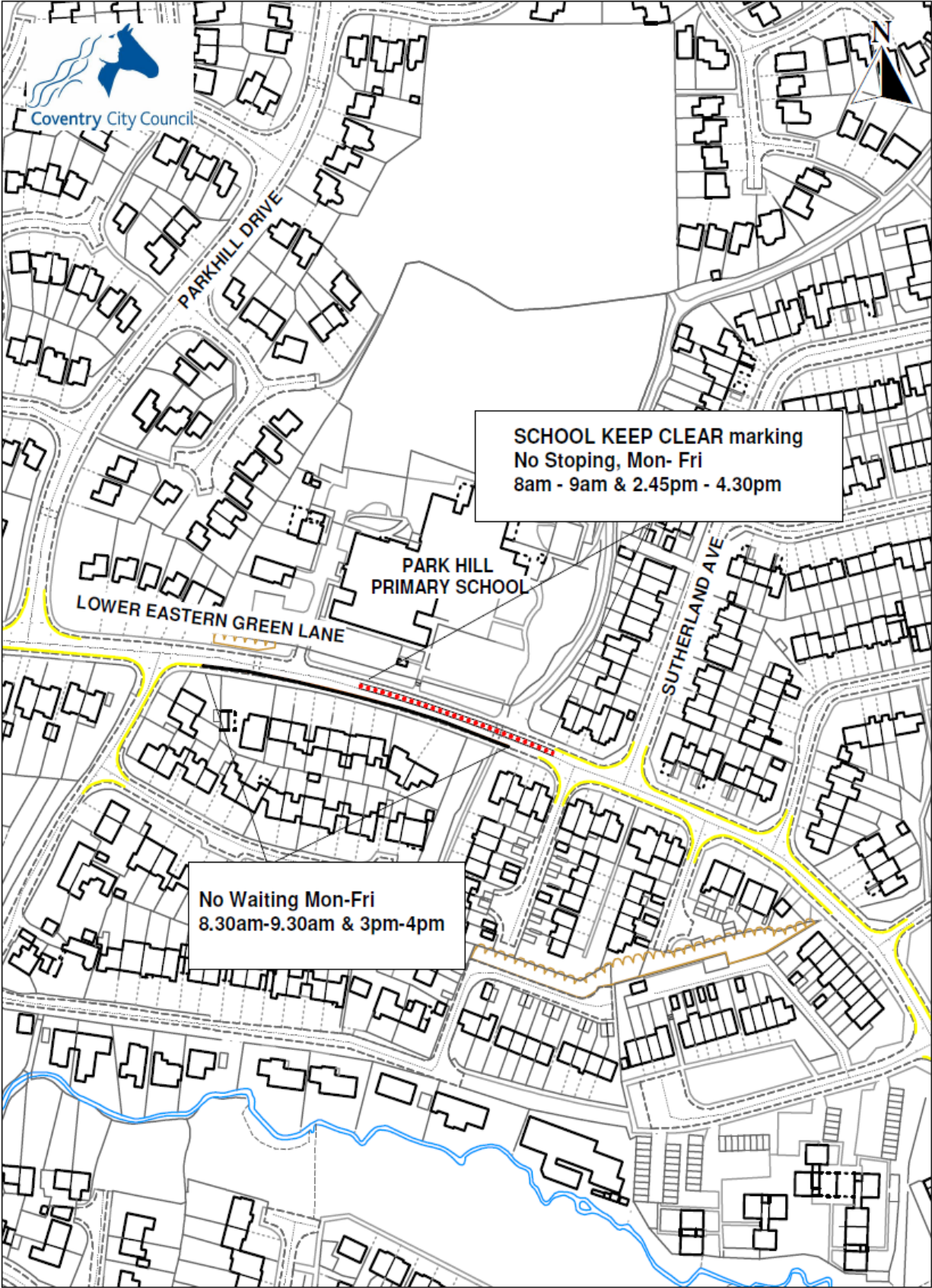
Email: caron.archer@coventry.gov.uk

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	27.04.2018	27.04.2018
Karen Seager	Head of Traffic and Network Management	People	27.04.2018	30.04.2018
Rachel Goodyer	Traffic and Road Safety Manager	Place	27.04.2018	30.04.2018
Michelle Salmon	Governance Services Officer	Place	27.04.2018	30.04.2018
Names of approvers: (Officers and Members)				
Graham Clark	Lead Accountant	Place	27.04.2018	27.04.2018
Rob Parkes	Commercial Lawyer, Legal Services	Place	27.04.2018	29.04.2018
Councillor J Innes	Cabinet Member for City Services	-	27.04.2018	28.04.2018

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Appendix A – Location Plan



Appendix B – Copy of Text of Determination Letter

Re: petition submitted on 17 December 2017

Subject matter: Improve Road Markings and Dropping-off Facilities outside Parkhill Primary School

I am writing with regard to the above petition and your request for improved road markings and dropping off facilities outside Parkhill Primary School on Lower Eastern Green Lane. The matter was discussed with Councillor Innes, Cabinet Member for City Services, who has requested that this be dealt with by way of letter rather than a formal report being submitted to a future meeting.

The School Keep Clear markings with associated No Stopping restriction outside the school and school-time waiting restrictions on the opposite side of Lower Eastern Green Lane are in place for road safety reasons to prevent parking and provide greater visibility to assist pedestrians to cross more safely. For this reason, no changes to the extent of the current restrictions are proposed. Arrangements will be made for faded markings to be refreshed.

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.

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Cabinet Member for City Services

4th June 2018

Name of Cabinet Member:

Cabinet Member for City Services – Councillor J Innes

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

Lower Stoke

Title:

Report - Petition – Request for Residents' Parking Scheme on Momus Boulevard

Is this a key decision?

No

Executive Summary:

A petition of 13 signatures has been received requesting a residents' parking scheme on Momus Boulevard outside houses 1-27.

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

The determination letter advised of the action proposed and approved in response to the issue raised. Councillor R Singh, on behalf of the petitioner, has confirmed they do not wish the petition to be solely progressed by letter and want the request for parking permits to be considered at a Cabinet Member for City Services meeting.

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

Recommendations:

Cabinet Member for City Services is recommended to:

1. Note the petitioners concerns.
2. Endorse that the actions confirmed by determination letter to the petition spokesperson (as detailed in paragraph 1.5 of the report) are undertaken.
3. Approve that a reduction in the double yellow line (as detailed in paragraph 2.2 of the report) is advertised as part of the next waiting restriction review.

List of Appendices included:

Appendix A – Location Plan

Appendix B – Determination letter

Background Papers

Other useful documents:

None

Has it been or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report title: Petition – Request for Residents’ Parking Scheme on Momus Boulevard

1. Context (or background)

1.1 An e-petition of 13 signatures has been received requesting a residents’ parking scheme on Momus Boulevard outside houses 1-27. The petition is supported by Councillor R Singh.

1.2 The petition advises:

‘Petition for parking permits – Momus Boulevard, Coventry, CV2 5LL – House numbers 1-27.’

1.3 Momus Boulevard is a residential street which runs parallel to the Binley Road, the houses are located on the northern side of the road only. Houses 1-27 are located in the short cul de sac end of Momus Boulevard, which is separated from the rest of the road by Anthony Way. Double yellow lines are located in the turning head of the cul de sac and at the junction with Anthony Way. A location plan is shown in Appendix A.

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

1.5 The determination letter (copy provided in Appendix B to the report) advised of the review undertaken and actions proposed and approved in response to the petition. This included that a parking survey had been undertaken along the whole length of Momus Boulevard, which showed the location did not meet the criteria for a residents’ parking scheme due to the level of available parking spaces. It also advised that the section of Momus Boulevard, where houses 1 -27 (odds) are located, is too small for a parking scheme of this type.

1.6 The Residents’ Parking Scheme criteria includes that a scheme will not be undertaken where on-street surveys demonstrate that there are sufficient spaces available i.e. if there are more than 40% of spaces available. The surveys on Momus Boulevard were undertaken at 3 different time periods, in the morning, afternoon and evening. During the daytime, the surveys showed that on the section outside numbers 1-27 more vehicles tended to park on the side of the road opposite the houses, leaving more spaces directly outside the houses.

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 (copy provided in Appendix B to the report).

2.2 Whilst the criteria for a residents’ parking scheme is not met, it is possible to increase the availability of on street parking by reducing the double yellow lines (by approx. 16m) on the side of the road opposite the houses at the junction with Anthony Way, this would still leave double yellow lines for junction protection in accordance with guidance in the Highway Code.

3. Results of consultation undertaken

3.1 No consultation has been undertaken.

4. Timetable for implementing this decision

- 4.1 Subject to approval, changes to the length of double yellow lines (no waiting at any time) on Momus Boulevard could be advertised in the next waiting restriction review, which is scheduled for July 2018.

5. Comments from the Director of Finance and Corporate Services

5.1 Financial implications

The cost of installing new or changes to existing waiting restrictions 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)?

Changes to waiting restrictions 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:

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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 (Transportation and Highways)	Place	27.04.2018	30.04.2018
Karen Seager	Head of Traffic and Network Management	People	27.04.2018	30.04.2018
Rachel Goodyer	Traffic and Road Safety Manager	Place	27.04.2018	
Michelle Salmon	Governance Services Officer	Place	27.04.2018	30.04.2018
Names of approvers: (Officers and Members)				
Graham Clark	Lead Accountant	Place	27.04.2018	30.04.2018
Rob Parkes	Commercial Lawyer, Legal Services	Place	27.04.2018	29.04.2018
Councillor J Innes	Cabinet Member for City Services	-	27.04.2018	30.04.2018

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Appendix A – Location Plan



Appendix B – Copy of Text of Determination Letter

Re: Petition submitted on 26 February 2018

Subject matter: Request for Parking Permits on Momus Boulevard

I am writing with regard to the above petition and your request for a Residents' Parking Scheme for nos. 1-27 Momus Boulevard.

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

The section of Momus Boulevard for which a Residents' Parking Scheme has been requested is too small for such a parking scheme. A parking survey of the whole of Momus Boulevard showed that spaces were available to park on-street and due to the level of available spaces, it did not meet the criteria for a Residents' Parking Scheme. Therefore, no further action is proposed.

On hearing the above decision, Councillor Singh has advised that you would like a report to be heard in response to the petition. I can confirm that a report will be prepared for consideration at the next available meeting of the Cabinet Member for City Services which is currently proposed to take place on Monday 14 May 2018. You will receive an invitation to attend the meeting where you will have the opportunity to speak on behalf of the petitioners.

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Public report Cabinet Member Report

Cabinet Member for City Services

4th June 2018

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:

Westwood, Earlsdon, Foleshill, Cheylesmore, Binley & Willenhall, Lower Stoke, Upper Stoke, Wyken, Holbrook's, Whoberley, St Michael's, Sherbourne and Radford

Title:

Report – Objections to Experimental Traffic Regulation Order – Bus Lane Review Phase 1

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, the Council proposed to review the operation of all of its bus lanes to effectively fulfil its statutory duties under this Act. It was proposed that an evidence based trial would be carried out within Phase 1 containing about 2.6km of bus lanes in the City.

On 5th January 2017, an Experimental Traffic Regulation Order (ETRO) to suspend the Phase 1 bus lanes was advertised and on 13th January 2017, the advertised bus lanes were suspended. Further ETRO for additional short length of bus lane on Foleshill Road (inbound between its junction with King Georges Avenue and Old Church Road) was included in Phase 1 of the Bus Lane Review and this ETRO came into effect on 20th January 2017. Three (3) objections were received.

In accordance with the Cabinet report approved on 29th November 2016 and the City Council's procedure for dealing with objections to ETRO's, they are reported to the Cabinet Member for City Services for a decision as to how to proceed. The first ETRO is due to expire on 12 July 2018 and the second ETRO is due to expire on 19th July 2018.

Recommendations:

Cabinet Member for City Services is recommended to:

1. Consider the objections received to the making permanent of the Phase 1 of the Experimental Traffic Regulation Order.
2. Subject to recommendation 1 above, approve the making permanent of the Experimental Traffic Regulation Order thereby permanently removing the bus lanes in phase 1.

List of Appendices included:

Appendix A – List of bus lanes for trial suspension
Appendix B – Phase 1 Trial Bus Lane Suspension Plan
Appendix C – Summary of objections
Appendix D – Bus Lane Review Phase 1 Summary Review

Background Papers

None

Other useful documents:

Cabinet 29th November 2016 - Bus Lane Review Report
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: Objections to Experimental Traffic Regulation Order – Bus Lane Review Phase 1

1. 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 by the INRIX annual Global Traffic Scorecard that was also published in the Sunday Times. This showed congestion in Coventry, during 2016, 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. Additionally, the Traffic Management Act 2004 places a statutory undertaking on 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, Coventry City Council embarked on a review of all of its bus lanes. Data from other local authorities who had suspended bus lanes suggested that there were potential benefits to traffic flow with minimal impact on buses. Following consultation with bus operators and TfWM, the first Phase of suspension took place in January 2017. Data collection commenced from March 2017 following the completion of physical infrastructure changes that were under taken during January and February 2017.
- 1.5 The review looked at the journey time data for buses and all other vehicles between March 2017 and March 2018 that has been collected and evaluated against pre-trial suspension journey time data. To ensure a robust evidence base data collection, the City Council purchased journey time data from INRIX. This permitted journey time comparisons with comparable months in previous years. Analysis is taken over the following periods: AM Peak: 07:30 – 09:30; Off Peak: 09:30 – 15:30; PM Peak: 15:30 – 19:00. In the monthly reports each period is broken down into Journey Time Periods (each of 30 minutes duration) that reflect the average changes in journey times for buses and all vehicles.
- 1.6 To allow a comparison of bus journey times, National Express have provided their data for 2016 and 2017. The 2017-2018 data has been collected using the same system.
- 1.7 During the trial period Bus Selected Vehicle Detection (SVD) priorities and improvements have been provided at 10 traffic signal junctions located in the sections of suspended bus lanes. This technology is designed to deliver efficient progression for buses through the junctions that provides either:
 - An extension to the current green period for an approaching bus
 - A Stage call for a bus approaching a red signal

- 1.8 As part of this process each junction has also been subject to a validation process to ensure the signals are operating efficiently. Journey time graphs have been generated for each section of suspended bus lanes. The data comprises all vehicle journey times derived from INRIX data and bus journey time derived from the VIX ACIS RTP1 system operated by National Express West Midlands. For comparison purposes the data is presented for the current month and the same month the previous year to provide a before and after data comparison. A map of the route section is also provided for reference in each monthly report.
- 1.9 After collecting this comparable data over a twelve month period (March 2017 to March 2018) and reviewing this data on a monthly basis, further consultation with Transport for West Midlands and the bus operators was undertaken and agreed that Phase 1 ETRO is made permanent. It was also agreed that Coventry City Council and Transport for West Midlands will work together to help promote and improve public transport in the City.

2. Options considered and recommended proposal

- 2.1 Three (3) 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 Phase 1 ETRO order permanent as advertised
 - ii. not to make the Phase 1 ETRO order permanent relating to the proposal
- 2.3 Option (i), to make the Phase 1 ETRO order permanent as advertised, is the recommended proposal. This will result in the removal of the sections of bus lane, as listed in Appendix A to the report.
- 2.4 Option (ii) not to make the Phase 1 ETRO 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.

3. Results of consultation undertaken

The proposed ETRO for the suspension of the bus lanes, listed in Appendix A to the report, was advertised in the Coventry Telegraph on 5th and 12th January 2017; notices were also placed on street in the vicinity of the proposals. The responses received were 3 objections during the 6 months objection period. 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 Phase 1 ETRO permanent on 12th and 19th July 2018 and any 'suspension signs' associated with this ETRO to be removed.

5. Comments from the Director of Finance and Corporate Services

- 5.1 Financial implications

There is no further cost of making the ETRO permanent except the advertisement. This will be funded from the remaining funds from this project. The cost is estimated to be £3k.

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 an ETRO 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 to monitor and allow members of public to object over a six-month period.

In accordance with Section 122 of the Road Traffic Regulation Act 1984, when considering whether it would be expedient to make an Experimental 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 an Experimental Traffic Order has been made permanent, the permanent TRO can 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 in Phase 1 should lead to an improvement in traffic flows and relieve congestion. 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 listed bus lane routes will result in improvements to air quality.

6.6 Implications for partner organisations?

6.6.1 No objections have been received from the bus operators and the summarised report in Appendix D to the report demonstrates through data collected evidence that making the Phase 1 ETRO permanent does not adversely have an impact on bus operations on the listed routes in Appendix A to the report.

6.6.2 Transport for West Midlands and Bus Operators have been consulted and have expressed no objections to making the Phase 1 ETRO permanent.

Report author(s)

Name and job title:

Shamala Evans
Highway and Network Management

Directorate:

Place

Tel and email contact:

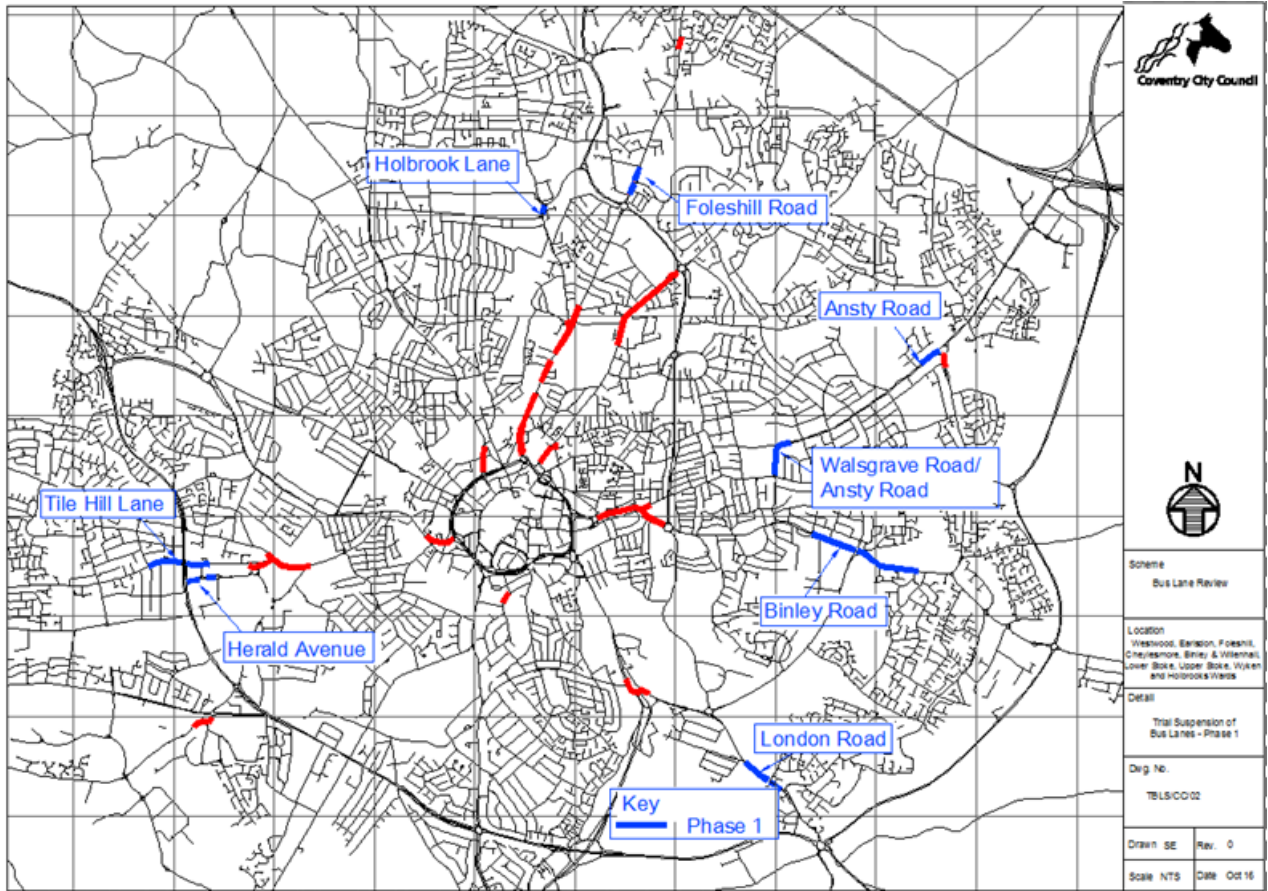
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Colin Whitehouse	Acting Head of Traffic and Network Management	Place	17.04.18	23.04.18
Rachel Goodyer	Traffic and Road Safety Manager	Place	17.04.18	23.04.18
Michelle Salmon	Governance Services Officer	Place	27.04.18	30.04.18
Names of approvers for submission: (Officers and Members)				
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Sunny Heer	Lead Accountant Business Partner - Capital Team	Place	17.04.18	20.04.18
Rob Parkes	Place Team Leader, Legal Services	Place	17.04.18	17.04.18
Councillor J Innes	Cabinet Member for City Services	-	23.04.18	26.04.18

Appendix A: List of Bus Lanes for Trial Suspension

Bus Lanes to be Removed/Suspended			
Road/Area	Length (m)	No of Signals Affected	Comments
Ansty Road outbound at Clifford Bridge Road	115	1	
Ansty Rd inbound at Burns Rd	332	2	
Binley Road	885	4	
Foleshill Road/Old Church Road (inbound 25m and outbound 165m)	195	1	Permanently removed in September 2017
Holbrook Lane outbound	50	0	
London Road outbound St James Lane	240	1	
Tile Hill Gyratory	695	4	
Foleshill Road (inbound between its junction with King Georges Avenue and Old Church Road)	135		
	2,647	13	

Appendix B – Phase 1 Trial Bus Lane Suspension



Scheme	
Bus Lane Review	
Location	
Westwood, Edington, Foleshill, Cheshamore, Binley & Welton, Lower Stoke, Upper Stoke, Wivenhoe and Holbrook/Wids	
Detail	
Trial Suspension of Bus Lanes - Phase 1	
Dwg No.	
TBLS/CC/02	
Drawn SE	Rev. 0
Scale NTS	Date Oct 16

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Appendix C – Summary of Objections

Objection No	Summary of Objection	Comments
1	The council is at fault in failing to consider the Strategic Transport Plan when making the order.	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”.
	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. It has also failed to consider the needs to “make walking and cycling safer”. It has also failed to “consult with residents when deciding which policies on network management to adopt.	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”. 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 the Phase 1 advertised routes also includes, the introduction of bus priority measures at each junction.

		<p>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.</p>
	<p>There is extensive evidence that bus lanes both improve the speed and reliability of bus services. In doing so also reduce congestion and improve air quality. List of 8 publications have been provided followed by; 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 provided 8 publication list varies between 1997 and 2016. 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". 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. On all the Phase 1 bus lane suspension routes, bus priority measures in the form of selected vehicle detection (SVD) has been installed on signals within this phase.</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 ETRO 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 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. Phase 1 suspension has been trailed on an experimental traffic regulation order and the permanency of this order will be based on evidence collected over a 12 month period.</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 1 bus lanes routes listed in Phase are not wide enough to safely accommodate cyclist and buses travelling alongside. Parking provision on any 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.</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 Transport for West Midlands (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 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>

	<p>The council failed to consider the safety of cyclists and pedestrians when making the order</p>	<p>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 any existing signal junctions in the Phase 1 routes.</p>
	<p>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</p>	<p>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</p>
2	<p>Binley Road resident: informed that they were shocked at the increasing boldness of cars speeding up to get through the traffic lights. Not only has the noise level risen but it is increasingly difficult to come out of our drive with the car. That at the moment there isn't even a 30mile-hour reminder.</p>	<p>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. Putting measures in place to help reduce congestion will help air pollution in the City. However, following receipt of this objection, 2 vehicle activated signs (VAS) have been installed reminding drivers that this road is a 30mph and displaying the speed they are driving at.</p>
3	<p>The idea of removing bus lanes is ill thought.</p>	<p>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.</p>

<p>Everything must be done to ease the flow of public transport, even if that compromises the flow of private cars</p>	<p>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. Putting measures in place to help reduce congestion will help air pollution in the City. 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.</p>
<p>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</p>	<p>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.</p>
<p>Air pollution and global warming</p>	<p>In July 2017 Defra announced that Coventry has to produce an Air Quality Action Plan (AQAP). The proposals 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. Putting such measures in place to help reduce congestion will help air pollution in the City. These measures will reduce queueing traffic and stop/start conditions that will make a positive contribution to AQM (Air Quality Management).</p>
<p>Everything should be done to increase and improve safety and ease of travel for cyclists</p>	<p>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.</p>

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Bus Lane Review Trial Suspensions

Phase 1 Summary Review

Coventry City Council and Transport for West Midlands

10th April 2018

Issue and Revision Record

Revision	Date	Originator	Checked	Approved	Description
V.1	03/04/2018	SG			Draft structure
V.2	09/04/2018	SG			Revision to V.2
V.3	10/04/2018	SG			Revision to V.3

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1. INTRODUCTION

This review summarises journey time data for buses and all other vehicles between March 2017 and March 2018 that has been collected and evaluated against pre-trial suspension journey time data. During this period monthly journey time data has been collated from the same month the previous year to provide the “before” data with 2017 providing the “after” data following the bus lane mitigation measures and suspension undertaken during January and February 2017. Analysis is taken over the following periods: AM Peak: 07:30 – 09:30; Off Peak: 09:30 – 15:30; PM Peak: 15:30 – 19:00. In the monthly reports each period is broken down into Journey Time Periods that reflect the average changes in journey times for buses and all vehicles.

2. BACKGROUND

The Bus Lane Review timeline is as follows:

- 29th November 2016 Cabinet Report Approved
- 8th December 2016 Journey Time Data supplier appointed (INRIX)
- 8th December 2016 Contractor for mitigation works appointed (CCC Highways)
- 5th January 2017 ETRO advertised
- 16th January 2017 Mitigation works commenced; completion end of February 2017
- 13th January 2017 Phase 1 Bus Lanes suspended
- 1st March 2017 Monthly Phase 1 reports commence

3. MITIGATION MEASURES

During the trial period Bus Selected Vehicle Detection (SVD) priorities and improvements have been provided at 10 traffic signal junctions located in the sections of suspended bus lanes. This technology is designed to deliver efficient progression for buses through the junctions that provides either:

- An extension to the current green period for an approaching bus
- Stage call for a bus approaching a red signal

As part of this process each junction has also been subject to a validation process to ensure the signals are operating efficiently.

4. ROUTE ANALYSIS

Journey time graphs have been generated for each section of suspended bus lanes. The data comprises of all vehicle journey times derived from INRIX data and bus journey time derived from the VIX ACIS RTPI system operated by NXWM. For comparison purposes the data is presented for the current month and the same month the previous year to provide a before and after data comparison. A map of the route section is also provided for reference.

Analysis is taken over the following time periods:

AM Peak	07:30 – 09:30
Off Peak	09:30 – 15:30
PM Peak	15:30 – 19:00

INRIX Performance Chart Metrics Definitions:

For each road segment in a corridor, the travel time is simply the segment length divided by the segment speed.

$$\text{travelttime}_n = \frac{\text{segment length}_n}{\text{segment speed}_n}$$

The travel time metric for the entire corridor is calculated as the sum of the travel times for all the segments in the corridor.

NXWM:

Travel time represents the 80th percentile of journeys, Monday to Friday.

5. CONTEXT

Interpretation of the results must take into account that bus timing points are taken from bus top locations at the start and end of each section and do not relate directly to the route timing points taken for the all vehicle data. However, this discrepancy is kept close as possible between the two systems. Other factors to take into account are:

- The year by year comparisons cannot take into account the annual growth in traffic across the routes.
- The dwell time for buses as they pick up and set down passengers at bus stops between their timing points
- The journey time data can be adversely affected by road works either on the route or adjacent to it.
- Certain routes can be adversely affected by incidents on the Motorway network that generate abnormally high levels of traffic on the urban network.

Direct comparison between bus and all vehicle journey times does not provide a true like for like comparison as the bus timing points are taken from bus top locations at the start and end of each section and do not relate directly to the route timing points taken for the all vehicle data. However, this discrepancy is kept close as possible between the two systems. Other factors to take into account are:

- The year by year comparisons cannot take into account the annual growth in traffic across the routes.
- The dwell time for buses as they pick up and set down passengers at bus stops between their timing points
- The journey time data can be adversely affected by road works either on the route or adjacent to it.
- Certain routes can be adversely affected by incidents on the Motorway network that generate abnormally high levels of traffic on the urban network.
- Any negative impact recorded on journey time generally translates to a very small change in journey time that is typically less than 30 seconds over relatively short distances

Equally, the year by year comparisons cannot take into account the annual growth in traffic across the routes. To put this in context the Department for Transport (DfT) released the following update on traffic growth for the year ending in March 2018:

- The provisional figure of 324.3 billion vehicle miles (bvm) travelled on Great Britain's roads in the year ending March 2018 was 1.7% higher than the previous year and 3.2% higher than the pre-recession peak in the year ending February 2007.
- DfT reported that rolling annual motor vehicle traffic has now increased in each quarter in succession for four years.
- Although the number of cars on the roads rose during the year by 1.4% to a record 252.9 bvm, van traffic rose three times as fast, increasing by 4.5% to a new peak of 49.6 bvm.
- For the last four years, van traffic has increased on average by 4.8% a year and has been the fastest growing traffic type (in percentage terms) over this time. While lorry traffic fell over the year by 0.8% to 16.6 bvm, DfT officials said HGV traffic is 7.5% higher than four years ago, making it the second fastest growing traffic type in this period.

Generally, the journey times follow existing traffic patterns where we experience the most congested periods during the Autumn and Winter months (where adverse weather and the run up to Xmas create high traffic levels) and lighter traffic conditions in the Spring and Summer months (due to holiday periods and better weather conditions)

6. ROUTE COMMENTS

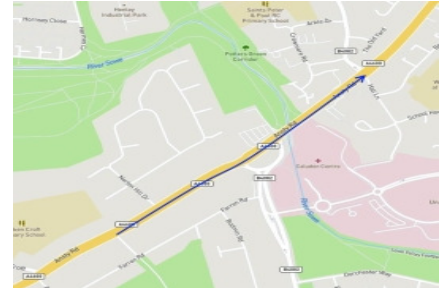
The following table provides general comments on each route based on analysis of data between March 2017 and March 2018.

Route	Comments
Ansty Road/Clifford Bridge Road Outbound	<i>This route has generally provided some inconsistent results, possibly reflecting the influence of Motorway incidents affecting this route. Results from July to February have shown improvements in journey times however, further monitoring is required to check these improvements are consistent.</i>
Ansty Road/Burns Road Inbound	<i>This route has generally provided inconsistent results, possibly reflecting the influence of Motorway incidents affecting this route. Results from July to February have shown improvements in journey times however, further monitoring is required to check these improvements are consistent.</i>
Binley Road Outbound	<i>This route continues to provide good results in terms of improved journey times for all vehicles and consistent journey times for buses. Bus JT has improved from June 2017 onwards by approx. 1 minute with this gain being maintained.</i>
Foleshill Road/Old Church Road Inbound	<i>All vehicle JT is consistent, Bus journey time now similar to all vehicle times. Results from August 2017 onwards show improved Bus times although November, December, January and February AM peak delivered a higher JT. This can be expected at this time of year as traffic flow is generally higher in this winter period and is also more prone to adverse weather situations.</i>
Foleshill Road/Old Church Road Outbound	<i>All vehicle JT is consistent, Bus journey time now similar to all vehicle times. Results from August to February show more consistent Bus times; further monitoring is required. Bus 2017 JTs are tracking 2016 JT with the exception of the PM peak period for January and February where the 2017 JT is slightly higher.</i>
Holbrook Lane Outbound	<i>Bus journey time is consistent, but this is a very short journey time. All vehicle journey time shows improvement and is becoming more consistent but still has a high PM peak JT. Bus JT for December, January and February are slightly higher, but this can be expected at this time of year as traffic flow generally increases in the winter period</i>
London Road/St James Outbound	<i>This route continues to provide good results in terms of improved journey times for all vehicles and consistent journey times for buses</i>
Tile Hill Gyratory/Herald Avenue Outbound	<i>Inconclusive results due to disruption from NPIF upgrades affecting signalised junctions during May, June and July 2017. Post works journey times are improving for all vehicles, November, December January and February AM and PM peak periods for Buses were higher than 2016 values, but this may be due to higher than normal traffic levels and weather disruption.</i>
Tile Hill Gyratory/Tile Hill Lane	<i>Inconclusive results due to disruption from NPIF upgrades affecting signalised junctions during May, June and July. Post works journey times are improving for all vehicles, but from November through to February Bus JT has increased but is still consistent with 2016 JT values.</i>

7. ANSTY ROAD/CLIFFORD BRIDGE ROAD OUTBOUND

March/April/May: Bus JT very much in a “settling down” mode following infrastructure changes made in Jan/Feb. Initial JT average for this period mainly between 3-4 mins but with some odd peaks shown particularly in the PM peak period.

June/July/August: The average JT for this period varies from 2 to 4 mins (min 2 / max 3.8 mins) with JT improving from July onwards in comparison with 2016 JT. November JT generally lower due to Holiday period but AM peak period is similar to previous months.



September/October/November: The average JT for this period varies from 2.5 to 3.5 mins (min 2.9 / max 3.6 mins) with JT improving during this period in comparison with 2016 JT.

December/January/February/March: The average JT for this period varies from 3 to 4 mins (min 3.1 / max 3.9 mins) with JT remaining consistent during this period in comparison with 2016 JT.

8. ANSTY ROAD/BURNS ROAD INBOUND

March/April/May: Bus JT very much in a “settling down” mode following infrastructure changes made in Jan/Feb. Initial JT average for this period mainly between 2-3 mins (min 2.1 / max 2.9 mins) with 2017 JT showing an improvement over 2016 JT month on month.

June/July/August: The average JT for this period varies from 2 to 3 mins (min 2.3 / max 3 mins) with JT improving from June onwards in comparison with 2016 JT.



September/October/November: The average JT for this period varies from 2 to 3 mins (min 2.4 / max 2.9 mins) with JT stabilising during this period with AM peak period improving in comparison with 2016 JT.

December/January/February/March: The average JT for this period varies from 2 to 4 mins (min 2.5 / max 3.5 mins). The AM peak JT during January was much higher, up to 2 mins max, during this period which accounts for the rise in average JT during this period.

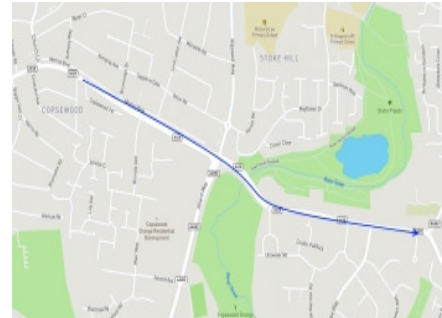
9. BINLEY ROAD OUTBOUND

March/April/May: Bus JT very much in a “settling down” mode following infrastructure changes made in Jan/Feb. Initial JT average for this period mainly between 4-5mins (min 4 / max 4.9 mins) with 2017 JT generally showing an improvement over 2016 JT month on month.

June/July/August: The average JT for this period varies from 2 to 3 mins (min 2 / max 2.9 mins) with JT improving from June onwards in comparison with 2016 JT.

September/October/November: The average JT for this period varies from 2 to 3 mins (min 2.2 / max 2.5 mins) with 2017 JT stabilising during this period in comparison with 2016 JT.

December/January/February/March: The average JT for this period varies from 2 to 3 mins (min 2.1 / max 2.7 mins) with JT generally tracking 2016 values with some small improvements.



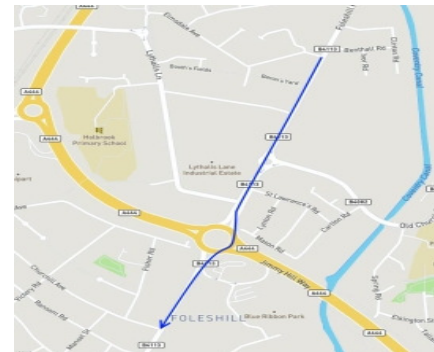
10. FOLESHILL ROAD/OLD CHURCH ROAD INBOUND

March/April/May: Bus JT very much in a “settling down” mode following infrastructure changes made in Jan/Feb. Initial JT average for this period mainly between 2-3 mins (min 2.5 / max 3.7 mins) with 2017 JT either tracking or showing a small improvement over 2016 JT in April and May.

June/July/August: The average JT for this period varies from 2.5 to 3.5 mins (min 2.8 / max 3.3 mins) with 2017 JT again either tracking or showing a small improvement over 2016 JT.

September/October/November: The average JT for this period varies from 2.5 to 4 mins (min 2.7 / 3.8 max mins) with 2017 JT stabilising during this period and generally tracking 2016 JT. The November AM peak period shows an increase in JT but this can be expected at this time of year as traffic flow generally increases in the November/December period

December/January/February/March: The average JT for this period varies from 2.5 to 4 mins (min 2.9 / max 3.5 mins). 2017 JTs are tracking 2016 JT with the exception of the AM peak period where 2017 JT is slightly higher.



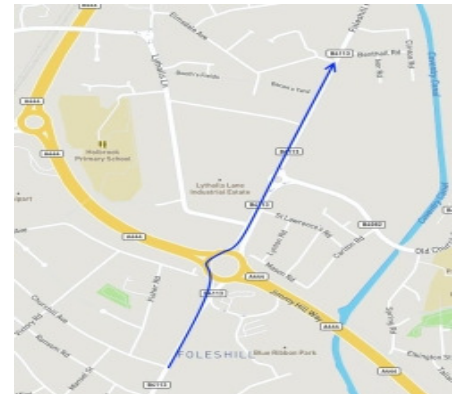
11. FOLESHILL ROAD/OLD CHURCH ROAD OUTBOUND

March/April/May: Bus JT very much in a “settling down” mode following infrastructure changes made in Jan/Feb. Initial JT average for this period mainly between 2-3 mins (min 2.6 / max 3.7 mins) with 2017 JT generally showing some improvement over 2016 JT month on month. PM Peak period JT seems to be worst affected compared to 2016 JT.

June/July/August: The average JT for this period varies from 2 to 4 mins (min 2.7 / max 3.7 mins) with JT generally becoming more consistent with the exception of the July off peak period which was unusually high. However, this does just appear to be a one-off occurrence.

September/October/November: The average JT for this period varies from 2 to 4 mins (min 2.1 / max 3.4 mins) with 2017 JT stabilising during this period and generally tracking 2016 JT.

December/January/February/March: The average JT for this period varies from 2 to 4 mins (min 2.8 / max 3.7 mins) 2017 JTs are tracking 2016 JT with the exception of the PM peak period for January and February where the 2017 JT is slightly higher.



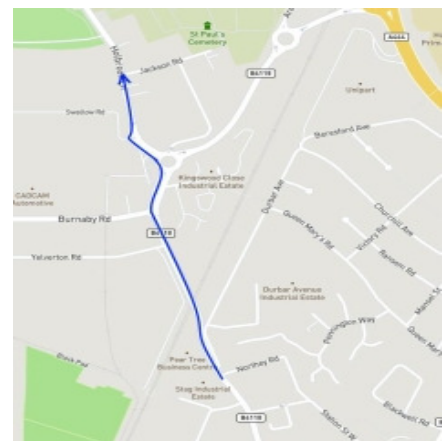
12. HOLBROOK LANE OUTBOUND

March/April/May: Bus JT very much in a “settling down” mode following infrastructure changes made in Jan/Feb. This is a very short JT for Buses with the initial JT average for this period mainly around 1 minute (min 0.7 / max 1.6 mins) with 2017 JT generally showing a small improvement over 2016 JT in April and May.

June/July/August: The average JT for this period varies from 0.7 to 0.8 mins (min 0.7 / max 0.8 mins) with JT being very consistent during this period.

September/October/November: The average JT for this period varies from 0.7 to 0.8 mins (min 0.7 / max 0.8 mins) with JT continuing to be very consistent during this period.

December/January/February/March: The average JT for this period varies from 0.7 to 2 mins (min 0.7 / max 1.9 mins). JT for December and January are slightly higher, but this can be expected at this time of year as traffic flow generally increases in the November/December period



13. LONDON ROAD/ST JAMES OUTBOUND

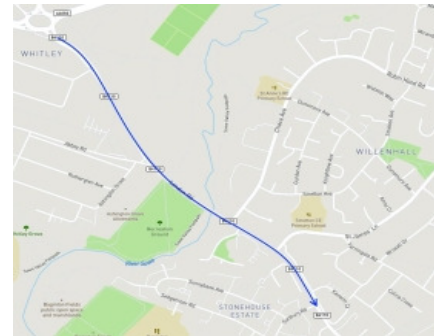
March/April/May: Bus JT very much in a “settling down” mode following infrastructure changes made in Jan/Feb. Initial JT average for March mainly between 1-2 mins (min 1.4 / max 1.9 mins) with 2017 JT generally showing a small improvement over 2016 JT in April and May.

June/July/August: The average JT for this period varies from 1 to 2 mins (min 1.3 / max 1.8 mins) with JT generally becoming more consistent and showing small improvements over 2016 JT.

September/October/November: The average JT for this period varies from 1 to 2 mins (min 1.3 / max 1.8 mins) with 2017 JT continuing to be very consistent during this period and still showing small improvements over 2016 JT.

December/January/February/March

The average JT for this period varies from 1 to 2 mins (min 1.3 / max 1.7 mins). JT continues to be consistent and tracks 2016 JT values.



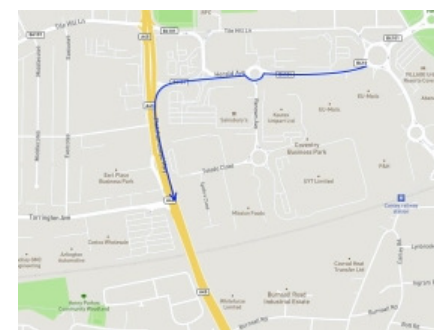
14. TILE HILL GYRATORY/HERALD AVENUE OUTBOUND

March/April/May: Bus JT very much in a “settling down” mode following infrastructure changes made in Jan/Feb. Initial JT average for this period mainly between 1-2 mins (min 1.3 / max 2.3 mins) with 2017 JT generally not showing improvement over 2016 JT in April and May.

June/July/August: The average JT for this period varies from 2 to 3 mins (min 2.1 / max 2.6 mins) with JT generally becoming more consistent but slightly higher than 2016 values. However, this is most likely as a result of disruption caused by improvement works to traffic signal upgrade works during this period.

September/October/November: The average JT for this period varies from 2 to 3 mins (min 2.1 / max 3 mins). In the AM and PM peak periods the 2017 JT is higher than 2016 JT but this can be expected at this time of year as traffic flow generally increases in the November/December period.

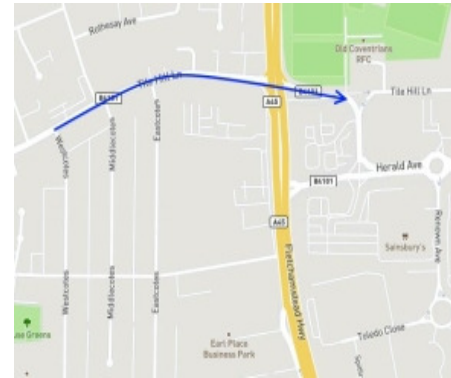
December/January/February/March: The average JT for this period varies from 2 to 3 mins (min 2.1 / max 3.1 mins). 2017 JTs are tracking 2016 JT with the exception of the AM and PM peak periods for December, January and February where the 2017 JT is slightly higher. However, February AM peak period has since returned to match 2016 JT values.



15. TILE HILL GYRATORY/TILE HILL LANE

March/April/May: Bus JT very much in a “settling down” mode following infrastructure changes made in Jan/Feb. Initial JT for this period mainly between 2-3 mins (min 2.7 / max 3.4 mins) with 2017 JT generally showing a small improvement over 2016 JT month on month.

June/July/August: The average JT for this period varies from 2 to 3 mins (min 2.6 / max 3.2 mins) with JT generally becoming more consistent but slightly higher than 2016 values. However, this is most likely as a result of disruption caused by improvement works to traffic signal upgrade works during this period.



September/October/November: The average JT for this period varies from 2 to 4 mins (min 2.3 / max 6.8 mins). In the AM and PM peak periods the 2017 JT is higher than 2016 JT, but this can be expected at this time of year as traffic flow generally increases in the November/December period.

December/January/February/March

The average JT for this period varies from 5 to 7 mins (min 5.4 / max 7.4 mins) which is showing a rising trend in JT however, this trend is reflected in the 2016 JT figures too and is most likely to be a consequence of higher traffic flows as traffic flow generally increases in the November to February period and

16. CONCLUSIONS & RECOMMENDATIONS

Based on the Journey Time monitoring undertaken each month since March 2017 there is sufficient evidence to conclude that the suspension of Bus Lanes under the ETRO has not had a detrimental effect on bus journey times when compared on a like for like basis with bus journey time for the same period in 2016.

The introduction of Bus Selected Vehicle Detection (SVD) priorities and efficiency improvements that have been provided at 10 traffic signal junctions located in the sections of suspended bus lanes has also contributed to this outcome, but it is not possible to quantify this benefit. However, given that traffic growth increases year on year and many of the journey times measured now show similarity between 2016 and 2017 values it is fair to conclude that this efficiency gain has offset the effect of traffic growth.

Therefore, based on the contents of this report and the supporting detailed monthly reports, it is recommended that the Experimental TRO is made permanent and that the bus lanes are permanently removed.

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Cabinet Member for City Services

4th June 2018

Name of Cabinet Member:

Cabinet Member for City Services – Councillor J Innes

Director Approving Submission of the report:

Executive Director of Place

Ward(s) affected:

Bablake, Cheylesmore, Foleshill, Sherbourne

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:-

1. 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 June 2018.

5. Comments from Executive Director of Resources

5.1 Financial implications

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

5.2 Legal implications

There are no specific legal implications arising from this report.

6. Other implications

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

Not applicable.

6.2 How is risk being managed?

Not applicable.

6.3 What is the impact on the organisation?

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

6.4 Equalities / EIA

There are no public sector equality duties which are of relevance.

6.5 Implications for (or impact on) the environment

None.

6.6 Implications for partner organisations?

None.

Report author(s)

Name and job title:

Martin Wilkinson, Senior Officer - Traffic Management

Directorate:

Place

Tel and email contact:

024 7683 3265, 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:				
Karen Seager	Head of Traffic and Network Management	Place	27/4/18	30/4/18
Rachel Goodyer	Traffic and Road Safety Manager	Place	27/4/18	30/4/18
Caron Archer	Principle Officer - Traffic Management	Place	27/4/18	30/4/18

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

Petition Title (date received / closed)	No. of signatures	Councillor Sponsor	Type of letter to be sent to petition organiser(s) and sponsor	Actions agreed	Target date for issuing of letter
81/17 and e-petition - Parking Issues at Hollyfast Road, Westhill Road and Gaveston Road relating to Sporting Activities (9/2/18 and 16/4/18)	122	Councillor Williams	Holding	Planning application for bowls facility not yet submitted. Impact on parking would be considered as part of planning process. Further details of current problems being faced to be requested from petition organiser.	June
E99 - Request for Implementation of Road Safety Measures Around Manor Park School (09/02/18)	404	Councillor Bailey	Determination	Request for additional parking enforcement forwarded to Parking Services; does not meet criteria for safety scheme for traffic calming measures (3 personal injury collisions in last three years, none involving children or pedestrians); previous review in response to request from school showed that zebra crossing could not be accommodated outside school; SCP operating on Daventry Road; cannot justify installation of bollards at junctions further away from the school; Council has aspiration to become 20mph city; Ulverscroft Road to be added to programme for deployment of vehicle-activated sign; contact details for Community Speed Watch to be provided; currently working through school gate parking issues raised at Scrutiny Board on 28 March. Request to be included in future trial of initiatives to be noted.	June
43/17 - Make Holmsdale Road a One Way Road (6/3/18)	306	Councillor Kaur	Holding	Traffic counts to be conducted.	June
47/17 - Extension of the Residents Parking Scheme for the Remainder of Benedictine Road (29/3/18)	32	Councillor Bailey	Holding	Parking survey to be conducted.	June
E70 - Keep clear box to provide access to Seymour Close (11/9/17)	24	N/A	Holding	Weekday peak hour CCTV footage did not show significant blockage of junction. Additional monitoring to be undertaken at weekend.	June