



Agenda

Cabinet Member for City Services

Time and Date

2.30 pm on Monday, 23rd April, 2018

Place

Committee Room 3 - Council House

Public Business

1. **Apologies**
2. **Declarations of Interests**
3. **Minutes** (Pages 3 - 6)
 - (a) To agree the minutes of the meeting held on 12th March, 2018
 - (b) Matters Arising
4. **Objections to Experimental Traffic Regulation Order (TRO) - Cannon Park Road and Fairlands Park Residents Parking Scheme** (Pages 7 - 16)

Report of the Deputy Chief Executive (Place)

Note: The objectors have been invited to the meeting for the consideration of this item
5. **Outstanding Issues** (Pages 17 - 20)

Report of the Deputy Chief Executive (Place)
6. **Any other items of Public Business**

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

Private Business

Nil

Martin Yardley, Executive Director, Place, Council House Coventry

Friday, 13 April 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 T Sawdon (Shadow Cabinet Member)

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

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

**Liz Knight / Michelle Salmon, Governance Services Officers,
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Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at 3.00 pm on
Monday, 12 March 2018

Present:

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

Other Members: Councillor R Bailey

Employees (by Directorate):

C Archer, Place Directorate
R Goodyer, Place Directorate
G Hood, Place Directorate
L Knight, Place Directorate
R Parkes, Place Directorate

Public Business

41. Declarations of Interests

There were no declarations of interest.

42. Minutes

The minutes of the meeting held on 29th January, 2018 were signed as a true record.

Further to Minute 33/17 headed 'Petition - To Request that Coventry Council Landscape the Land at Whitley Common/ JLR Bridge over A444', Councillor Sawdon, Shadow Member asked whether Costain had been removed from the Council's list of contractor's and the Cabinet Member asked for this to be investigated and reported back at the next meeting.

43. Petition - Request for the Clearance of Land at the Rear of the Properties in Alfriston Road, Finham

The Cabinet Member considered a report of the Deputy Chief Executive (Place) concerning a petition, bearing 15 signatures, which had been submitted by Councillor Sawdon, a Wainbody Ward Councillor, who attended the meeting along with the petition organiser Mrs Stanley and they spoke on behalf of the petitioners. The petitioners were requesting that the Council cleared up the land in their ownership to the rear of the properties in Alfriston Road, Finham.

The report indicated that the area of land the subject of the petition was defined as Stonebridge Highway Spinney within the Council's Greenspace Strategy and included a range of mature trees including ash, pine, lime and poplar.

The Cabinet Member was informed that the Council owned and maintained 40 woodland areas and spinneys covering an area of approximately 296 hectares.

This made up 22% of all park and open space managed by the Council's Park Service. Characteristically these woodland and spinney areas supported an understory of vegetation including a range of plant species classified as semi-rural and were typical for sites like Stonebridge Highway Spinney. The understory was a food source for bees and wild animals.

The woodland and spinney areas were extremely popular and well visited by the City residents providing a range of recreational opportunities such as walking, dog walking and jogging as well as bringing people into contact with nature. A network of informal pathways was maintained through these areas allowing and encouraging access.

The report referred to the 2015 25% reduction to the Council's Greenspace and Streetpride Service budget. This reduction restricted the Services' ability to be able to undertake any additional low priority operations which were outside essential routine and scheduled maintenance works. Works to clear and dispose of the spinney understory were estimated at £6,000 and would need to be undertaken annually and would take both financial and staff resource away from more essential operations such as grass cutting and street cleansing.

The Cabinet Member was informed that previous requests to clear vegetation from other woodland and spinney sites had been rejected.

Mrs Stanley drew attention to the problems caused by nettles and brambles encroaching onto the paths, the issue of fly tipping and to the state of some of the trees which had been neglected. Councillor Sawdon informed that the petitioners wanted the paths to be cleared and were concerned about tree branches growing over resident's fences.

Councillor Innes requested that residents report issues of fly tipping to the Council so that the rubbish could be removed in line with the normal procedures.

RESOLVED that:

(1) The large number and area of similar woodlands and spinneys owned by the Council be noted.

(2) The resource implications of clearing the spinney at the rear of Alfriston Road be noted.

(3) The valuable wildlife habitat and resource provided by the spinneys and their undergrowth be noted.

(4) Officers be requested to investigate the state of the footpaths in the spinney and to undertake any necessary works to allow local residents to be able to use these footpaths.

44. Objection to Proposed Waiting Restrictions - Ashington Grove Hill Fray Drive

The Cabinet Member considered a report of the Deputy Chief Executive (Place) concerning an objection that had been received to a Traffic Regulation Order

advertised on 17th August, 2017 relating to proposed new waiting restrictions for Ashington Grove/ Hill Fray Drive. The objector was invited to the meeting but was unable to attend. Councillor Bailey, a Cheylesmore Ward Councillor, attended and spoke in support of the proposal. A copy of the objection was set out at an appendix to the report along with the Council's response and the origin of the proposed waiting restriction.

The report indicated that the objections received to the Traffic Regulation Order advertised last August were considered at the Cabinet Member meeting on 18th September, 2017. Unfortunately this objection concerning Ashington Grove/ Hill Fray Drive was not included in the process.

The request for double yellow lines at the Ashington Grove/ Hill Fray Drive junction had been received from local residents concerned about parking at the junction. The objector was concerned about the installation of double yellow lines in front of his dropped kerb. It was clarified that the no waiting at any time restriction would not restrict vehicular access to a driveway. It would prevent a vehicle being able to park across a driveway. The objection also referred to the issue of bin collections in the street.

RESOLVED that, having considered the objection to the proposed waiting restriction, the restrictions as advertised at the junction of Ashington Grove/ Hill Fray Drive be approved.

45. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations**

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

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

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

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

46. **Outstanding Issues**

There were no outstanding issues for consideration.

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

There were no additional items of public business.

(Meeting closed at 3.30 pm)



Cabinet Member for City Services

23rd April 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:

Wainbody

Title:

Report – Objections to Experimental Traffic Regulation Order - Cannon Park Road and Fairlands Park Residents' Parking Scheme.

Is this a key decision?

No

Executive Summary:

A Residents' Parking Scheme came in to operation on Cannon Park Road and Fairlands Park 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 (over 80%) was received.

The scheme was introduced as an Experimental Traffic Regulation Order (ETRO) to enable monitoring to be undertaken, especially in terms of whether displacement parking occurs and for residents to see how the scheme worked before making comments or objections. 4 objections have been received.

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

The cost of making permanent the experimental TRO, if approved, will be funded from section 106 funding.

Recommendations:

Cabinet Member for City Services is recommended to:

1. Consider the objections to the Experimental Traffic Regulation Order;

2. Subject to recommendation 1, approve that the Experimental Traffic Regulation Order, City of Coventry (Cannon Park Road and Fairlands Park) (Residents Parking Zone) (Experimental) Order 2017 is made permanent.

List of Appendices included:

Appendix A – Plan of experimental residents parking scheme as introduced.
Appendix B – Copy of objections

Other useful background papers:

None

Has it been or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report title: Report – Objections to Experimental Traffic Regulation Order - Cannon Park Road and Fairlands Park Residents’ Parking Scheme

1. Context (or background)

1.1 On 8th May 2017 an Experimental Traffic Regulation Order (ETRO) came into operation on Cannon Park Road and Fairlands Park. The ETRO introduced a residents’ parking scheme operating 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 installed for junction protection (See plan in Appendix A). The first 6 months of operation of the ETRO are an objection period. 4 objections were received.

2. Options considered and recommended proposal

2.1 Four objections were received, these are detailed in Appendix B.

2.2 In considering the options received, the options are to:

- i) Not make the ETRO permanent and return the roads to unrestricted parking; or
- ii) To make the ETRO permanent

2.3 Option i) is not recommended as a large number of residents in Cannon Park Road and Fairlands Park (over 80%) actively sought the introduction of a residents’ parking scheme in view of the problems they were experiencing due to verge parking and inappropriate parking in close proximity to the University of Warwick Medical School. Residents have made no objections to the operation of the scheme.

2.4 All objections received were from non-residents. In addition, all objections received were from University of Warwick students. 3 out of 4 objectors advise they park on Cannon Park Road as they cannot afford to park on the University Campus Car Park. The other objection was received from an objector that parks on Cannon Park Road for convenience, as it is in close proximity to the University and lecture theatres.

2.5 The restrictions installed have been designed to prevent verge parking at the junction of Cannon Park Road with Cannon Hill Road. Parking on the grass verge can cause damage and this can 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 can be a hazard and this may result in an increase in road traffic collisions. Additionally, vehicles parked at junctions restrict inter-visibility between drivers and also between drivers and vulnerable road users which significantly increases the likelihood of road traffic collisions.

2.6 After consulting residents and local Councillors, it was highlighted that if we only installed restrictions 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.

2.7 Taking into account the objections raised and the considered response, as detailed above, it is recommended that option ii (the making permanent of the ETRO) is approved.

3. Results of consultation undertaken

3.1 Residents were consulted on the possibility of introducing a residents parking scheme and significant support (over 80%) was received.

3.2 The ETRO for the waiting restrictions was advertised in the Coventry Telegraph on 8th May 2017 and notices were also placed on street in the vicinity of the proposals. Letters were also sent to various other consultees. The responses received were 4 objections.

3.3 Appendix B details the objections received.

4. Timetable for implementing this decision

4.1 Subject to approval, it is proposed to make the ETRO permanent by 7th May 2018

5. Comments from Director of Finance and Corporate Services

5.1 Financial implications

The cost of making permanent the ETRO, if approved, will be funded from S106 funds.

5.2 Legal implications

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

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

An experimental order takes effect 7 days after public notice is given and can remain in force for up to 18 months. The duration of this ETRO is 12 months. Objections may be made during the first 6 months of operation and any objections must be considered before any decision to make the order permanent.

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

6. Other implications

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

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

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

The making permanent of the experimental waiting restrictions will continue the existing situation of reducing obstruction of the carriageway, therefore increasing safety for all road users

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

Report author(s)

Name and job title:

Joel Logue
Traffic Management

Directorate:

Place

Tel and email contact:

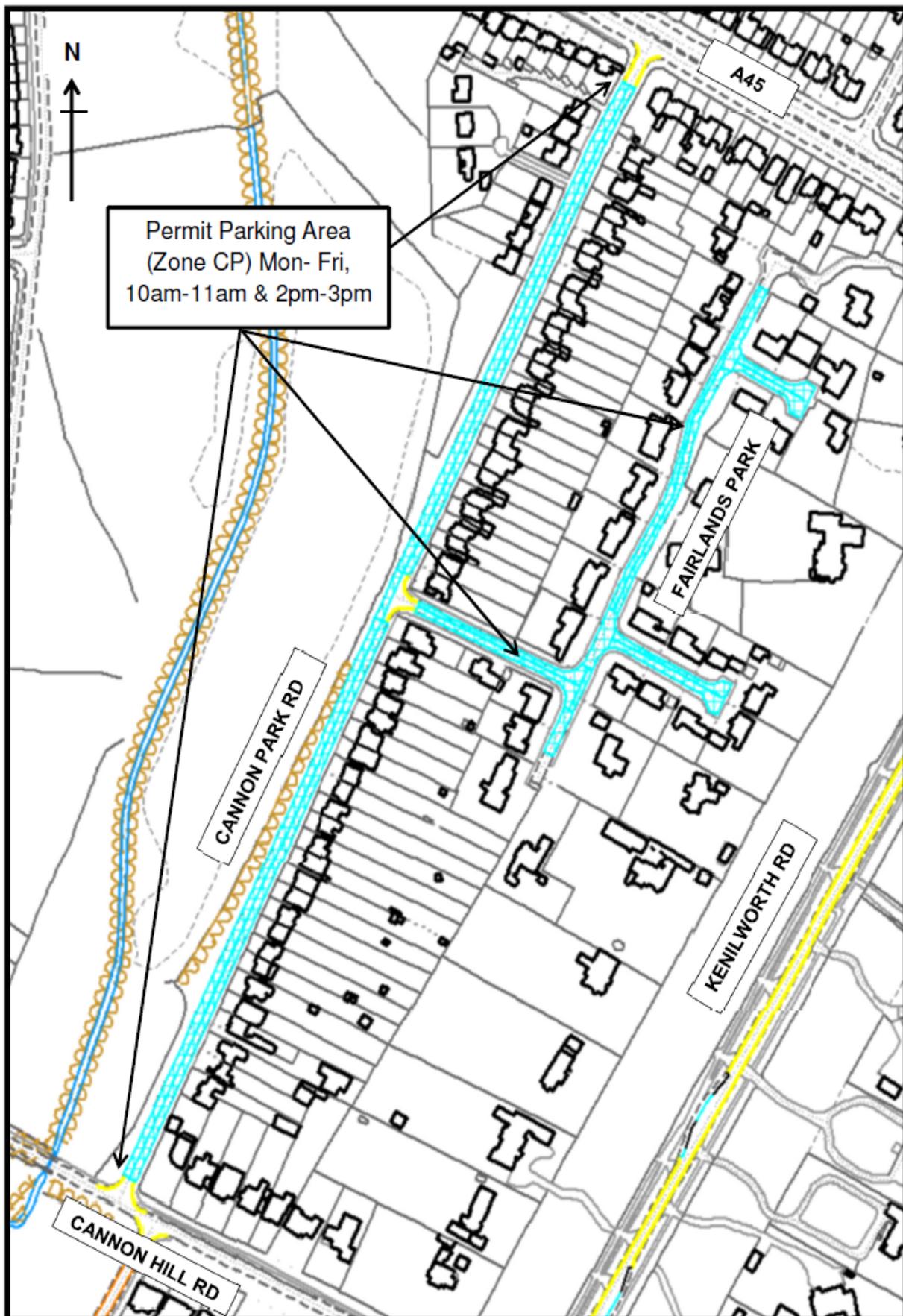
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Enquiries should be directed to the above person.

| Contributor/approver name | Title | Directorate or organisation | Date doc sent out | Date response received or approved |
|---|---|-----------------------------|-------------------|------------------------------------|
| Contributors: | | | | |
| Colin Knight | Director of Highways and Transportation | Place | 22.03.2018 | 25.03.2018 |
| Colin Whitehouse acting on behalf of Karen Seager | Head of Traffic and Network Management | Place | 22.03.2018 | 23.03.2018 |
| Rachel Goodyer | Traffic and Road Safety Manager | Place | 22.03.2018 | 23.03.2018 |
| Michelle Salmon/ Liz Knight | Governance Services Officer | Place | 22.03.2018 | 23.03.2018 |
| Names of approvers: (Officers and Members) | | | | |
| Graham Clark | Lead Accountant | Place | 22.03.2018 | 09.04.2018 |
| Rob Parkes | Commercial Lawyer | Place | 22.03.2018 | 23.03.2018 |
| Councillor J Innes | Cabinet Member for City Services | - | 22.03.2018 | 26.03.2018 |

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Appendix A – Plan of residents parking scheme as introduced experimentally in May 2017



Appendix B – Copy of Objections

Re: Cannon Park Parking Scheme

I am writing to formally record my objection to the experimental order related to the parking restrictions on Cannon Park Road, which come into effect on May 8th 2017.

I am a student at the University of Warwick who regularly parks on Cannon Park Road. This is a last resort as the parking at the University is not only insufficient for the number of students, but would also cost me approximately £600 a year (£4/day x 5 days x 30 weeks of term time). This is not affordable on a student loan, hence why myself and several other students park the mile away from campus at Cannon Park Road between the hours of 9.00 and 17.00 on a week day.

I believe that parking on that road is safe and unobtrusive for the residents on that road for the following reasons:

- The road is wide enough to accommodate parked cars on both sides of the road and allow two cars to pass each other safely with the parked cars present. It is wider than almost all of the residential roads in the Earlsdon area, none of which have parking restrictions such as the one proposed.
- The vast majority of students park on the non-residential side of the road, thus do not block residential driveways (due to the road's width) or obscure residents view when exiting their driveways. In addition, the cars being parked here does not obscure any pedestrian footpath
- The vast majority of the residencies on Cannon Park road have large driveways which could accommodate two or three vehicles for each property. In addition, the driveways are commonly empty for most of the hours in which students park on Cannon Park Road, meaning the additional cars are less likely to obstruct residents.

I would like to record that I do not object to the entire proposal. I do believe that the addition of double yellow lines at the junctions would provide a benefit to road safety as parked cars at a junction reduce visibility and increase risk taking. (This is something I have become accustomed with living in Earlsdon where there is little to no regulation of parking on junctions.)

However, I do not understand why the council believes that reducing the number of vehicles parking on this road will improve road safety. I believe that reducing the number of cars parked on the non residential side of the road may increase the risk of incidents on this road due to the nature of its layout. It is a long, straight, flat road which connects to a dual carriage way therefore may be at risk of becoming a 'run' for irresponsible drivers wanting to put their foot down. This becomes an even more worrying scenario if school children from Cannon Park Primary School are walking in the area. Furthermore, blocking parking for students on this road will not prevent them from moving to any other, potentially less suitable, roads in the area. This may decrease road safety in surrounding areas for residents and students alike, as the students will have more roads to cross to get to the University campus.

I have found that a freedom of information act request in January 2016 found that the council do not hold any information on the collisions or injuries sustained on the adjacent road Cannon Hill Road, however I would like to request similar information. Please can you advise the number, dates, injuries and damage involving vehicles and pedestrians on Cannon Park Road within the past two years and the five years preceding that. I hope this information will help me to understand the need to improve road safety in this area.

In addition to my objection I would like to propose an alternative, or alteration to the proposal. The addition of single white or yellow lines across the driveways of residents

would guarantee certain safe and obscured passage from their driveways to the road. This solves the issue of insufficient parking for students and guarantees an improvement in road safety. Alternatively, the addition of parking bays down the road would also improve road safety by spreading out cars and ensuring they do not park opposite or on junctions.

Thank you for considering my objection.

I look forward to hearing your response and answering any questions you may have about my statement.

Objector 2

I am writing to formally state my objection to the proposed experimental parking order at the junction of Cannon Park Road and Fairlands Park.

I am a student at Warwick University and currently park in this area to attend University. The reason I do so is twofold. Firstly, I cannot afford to park on campus (£4+ per day adds up to over 10% of my student finance loan on car parking alone and commuting by car is the only option available to me). Secondly, even if I could afford to pay the car parking charges, there are physically not enough car parking spaces on campus for everyone. These two reasons are why the large number of students who currently park on Cannon Park Road have continued to do so.

Clearly the intention of the changes to parking are specifically targeted at preventing students from parking in this area. However, since the parking costs and parking availability on campus remain unchanged, this will not solve the problem of University students parking on residential roads as they simply cannot park on campus; the students will just move en-mass elsewhere to another residential road.

Since students parking on residential roads is clearly going to happen regardless (at least in the medium term, I believe told that the University is currently looking at additional parking) I would humbly suggest that Cannon Park Road is the idea place for them to do so. I say this because the road is wide enough to safely accommodate cars parked on both sides of the road without causing a hazard or prevent traffic from using it and also because the residents along that road are all fortunate enough to have long driveways, so have minimal need for on-road parking. Even if they did require on-road parking, there is plenty of space for them to do so just a few metres down the road past the area where students park.

In summary, whilst I do sympathise with the residents in the area, the problem of students parking (which is inconvenient for the students themselves in not being able to park on campus anyway!) will simply be forced to park in another road if you go ahead with this (and this other road may well be less able to deal with the number of students forced to park there, causing even more problems than there are currently).

Thank you for your time,

Objector 3

Please use this email as a formal notification to my Objection to the Cannon Park Road and Fairlands Experimental Order. I frequently am required to use this road for parking during the week as a University of Warwick Medical Student due to closer parking restrictions between the huge area of land between the University and Cannon park road this is the closest one is able to now park to the University. Due to our placements in hospital and then requirement to return for lectures, we have no choice but to drive and as there is next to no parking available for us at the

University we are required to park offsite. With the introduction of this enforcement, it will make it nigh on impossible to make it on time to our placements and/or lectures.

Though I sympathise with the residents of Cannon Park Road, I do not believe this is the correct action as the road is only slightly congested at one end during the weekday the road remains safe and passable at all times. I feel like this is a discriminate move against the Warwick Students particularly when noting the times of the enforcement only between the hours of 1000-1100 and 1400-1500. I believe that there is ample parking around the whole of the University, that could be utilised well but due to an entire area of parking enforcement a small area has become very congested.

Objector 4

I am writing to formally state my objection to the proposed experimental parking order for "Cannon Park Road and Fairlands Park" and any plans to make it permanent.

I am a student at Warwick Medical School and I park on this road to attend university. I have to commute by car as I live far outside of Coventry and have no public transport options to travel in. The reason I park on this road is due to the cost of parking on campus and the lack of spaces for me to park on campus.

The introduction of this order seems to be specifically targeted at preventing students from parking in this area. However, given the lack of options on campus this order will simply mean that all those currently parking on Cannon Park Road will move to another residential street. I believe that Cannon Park Road is more suitable than any other residential roads in the area and that causing the movement of those parking there would cause major problems elsewhere. The road itself is wide enough to safely accommodate cars parked on both sides of the road without causing a hazard or preventing the small amount of traffic from using it without causing delay. The residents along that road have long driveways, and so have minimal need for on-road parking. Even if they did require on-road parking, there is plenty of space for them to do so just a few meters down the road past the area where students park. I am not clear myself how the parking of these cars causes a road safety problem on this particular road.

I do also feel that the public announcement of this order 11 days before its commencement gives little time for those who oppose the experimental or any permanent order to have their voices heard.

Whilst I do sympathise with the residents of the road, the problem of students parking will simply be moved to another, less suitable road, if you go ahead with this order.

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Cabinet Member for City Services

23rd April 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:

None

Title:

Outstanding Issues

Is this a key decision?

No

Executive Summary:

In May 2004 the City Council adopted an Outstanding Minutes System linked to the Forward Plan, to ensure that follow up reports can be monitored and reported to Elected Members. The appendix attached to the report sets out a table detailing the issues on which further reports have been requested by the Cabinet Member for City Services, so that she is aware of them and can monitor progress.

Recommendations:

The Cabinet Member for City Services is requested to consider the list of outstanding issues and to ask the Member of the Strategic Management Board or appropriate officer to explain the current position on those which should have been discharged at this meeting or an earlier meeting.

List of Appendices included:

Table of Outstanding Issues

Background papers:

None

Other useful documents:

None

Has it or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report author(s):

Name and job title:

Liz Knight / Michelle Salmon
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Directorate:

Place

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| Contributor/approver name | Title | Directorate or organisation | Date doc sent out | Date response received or approved |
|--|--------------|------------------------------------|--------------------------|---|
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| | | | | |
| Names of approvers: (Officers and Members) | | | | |
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| | Subject | Date for Further Consideration | Responsible Officer | Proposed Amendment to Date for Consideration | Reason for Request to Delay Submission of Report |
|---|--|---------------------------------------|--|---|---|
| 1 | Petition – Request the Council to Landscape the Land at Whitley Common/ JLR Bridge over A444 Members to be informed if Costain has been removed from the Council's list of contractors (Minute 33 of Cabinet Member for City Services refers – 29 th January 2018) | April, 2018 | Deputy Chief Executive (Place) Rachel Goodyer | | |

* Identifies items where a report is on the agenda for your meeting

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