

**Time and Date**

3.00 pm on Monday, 8th April, 2019

Place

Committee Room 2 - Council House

Public Business

1. **Apologies**
2. **Declarations of Interests**
3. **Minutes** (Pages 5 - 10)
 - (a) To agree the minutes of the meeting held on 25th February, 2019
 - (b) Matters Arising
4. **Petition - The Firs Cul-de-sac, Resurfacing of Pavements** (Pages 11 - 18)

Report of the Deputy Chief Executive (Place)

To consider the above petition, bearing 14 signatures, which has been submitted by Councillor Taylor, an Earlsdon Ward Councillor, who has been invited to the meeting for consideration of this item along with the petition organiser.
5. **Petition - To Improve Safety at the Junction of Abbey Road and London Road** (Pages 19 - 26)

Report of the Deputy Chief Executive (Place)

To consider the above petition, bearing 212 e-signatures, which is being supported by Councillor Bailey, a Cheylesmore Ward Councillor, who has been invited to the meeting for consideration of this item along with the petition organiser.

6. **Petition - Derwent Road, Condition of Pavements** (Pages 27 - 32)

Report of the Deputy Chief Executive (Place)

To consider the above petition, bearing 51 signatures, which has been submitted by Councillor J S Birdi, a Bablake Ward Councillor, who has been invited to the meeting for consideration of this item along with the petition organiser.

7. **Section 278 and Section 38 Fees** (Pages 33 - 40)

Report of the Deputy Chief Executive (Place)

8. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations** (Pages 41 - 48)

Report of the Deputy Chief Executive (Place)

9. **Outstanding Issues**

There are no outstanding issues

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

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

Private Business

Nil

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

Friday, 29 March 2019

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 P Hetheron (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, 25 February 2019

Present:

Members: Councillor P Hetherton (Cabinet Member)
Councillor R Lakha (Deputy Cabinet Member)
Councillor T Sawdon (Shadow Cabinet Member)

Other Members: Councillors R Bailey and G Williams

Employees:

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

Public Business

59. Declarations of Interests

There were no declarations of interest.

60. Minutes

The minutes of the meeting held on 21st January, 2019 were signed as a true record. There were no matters arising.

61. Petition - Adopt the Roads of Burlywood Close, Seashell Close and Mistyrose Close, Allesley Grange

The Cabinet Member considered a report of the Deputy Chief Executive (Place) concerning a petition, bearing 38 signatures, which had been submitted by Councillor Williams, a Bablake Ward Councillor, who attended the meeting and spoke on behalf of the petitioners. The petition organiser was invited but was unable to attend. The report had been requested by Councillor Williams following the receipt of the determination letter. The petitioners were requesting that the Council adopt the roads of Burlywood Close, Seashell Close and Mistyrose Close, Allesley Grange.

The report indicated that the roads were residential streets off Browns Lane in Allesley. A location plan was set out at an appendix to the report.

The determination letter had advised that it was not the Council's intention to proceed with the adoption of the roads for a number of reasons. The main consideration was that any request for an un-adopted highway to be adopted by the Highway Authority could only be requested by the freehold owner(s) of the land. In addition the request would need to be made by notice pursuant to the

requirements of Section 37(1) of the Highways Act 1980. In the case of Burlywood Close, Seashell Close and Mistyrose Close, the roads were not offered for adoption by the original developer and therefore the design and construction had not been agreed or approved by the Highway Authority.

The Cabinet Member was informed that should the residents wish to pursue the request for the City Council to consider the adoption of the roads, they would need to approach the freehold owner(s) and ask for them to pursue the request through the correct legal procedure. A copy of the determination letter was set out at a second appendix.

Councillor Williams highlighted the resident's concerns about having to pay Council tax and a fee to the current Management Company to cover the costs of maintaining the grassed area and repairing the roads and footpaths. In addition, the utility companies wouldn't provide broadband because the roads hadn't been adopted. He indicated that he had been in discussion with the Management Company about the adoption issue.

RESOLVED that:

(1) The petitioners' concerns be noted.

(2) It be endorsed that the actions confirmed by determination letter to the petition spokesperson, as detailed in paragraph 1.5 of the report, are undertaken.

(3) Councillor Williams be requested to consult with residents and to raise the request for the roads to be adopted with the freehold owners of the land asking that they follow the necessary legal procedure.

62. Petition - Residents Parking at Radford House, Brownhill Green Road

The Cabinet Member considered a report of the Deputy Chief Executive (Place) concerning a petition, bearing 11 signatures, which had been submitted by Councillor Williams, a Bablake Ward Councillor, who attended the meeting along with the petition organiser Craig Morgan and they spoke on behalf of the petitioners. The report had been requested by the petition organiser following the receipt of the determination letter. The petitioners were requesting a residents parking scheme on the road outside Radford House, Brownhill Green Road.

The report indicated that Radford House was a block of 12 flats located on Brownhill Green Road between Radford Road and Holloway Field. Brownhill Green Road was a long local distributor road running from Radford Road to Coundon Wedge Drive. The majority of the road was residential. Holloway Field was local residential road. A location plan was set out at an appendix to the report. The plan also showed the extent of the adopted highway. There were 17 garages owned by Whitefriars Housing located adjacent to Radford House. These garages were let separately from the flats.

The determination letter had advised that the Council was not able to propose a residents' parking scheme on the public highway for residents of Radford House as there were no large attractors nearby that would generate high levels of all-day

parking by non-residents. If additional parking was required, the petitioners would need to direct their request to Whitefriars Housing who owned the block of flats and the adjacent garages and land. A copy of the determination letter was set out at a second appendix.

Attention was drawn to a the recently advertised traffic regulation order for the installation of double yellow lines at the junctions of Brownhill Green Road with Holloway Field and with Brackenhurst Road. This was proposed in response to road safety concerns raised by residents regarding visibility issues at the Holloway Field junction due to cars being parked close to the junction. A 30-signature petition was received objecting to the proposals, advising of the limited parking in the area. The decision was made at the Cabinet Member for City Services meeting on 21st January 2019 not to continue with the double yellow line proposal until this petition requesting residents' parking had been considered.

Craig Morgan informed of the parking issues in the vicinity of Radford House and how residents parking would solve these problems. It was agreed that a meeting be set up to discuss the resident's concerns.

RESOLVED that:

(1) The concerns of the petitioners be noted.

(2) The actions confirmed by determination letter to the petition spokesperson, as detailed in paragraph 1.5 of the report, be endorsed.

(3) Arrangements be put in place for a site visit with officers, Councillor Williams, representatives from Whitefriars and local residents to look at solutions to address the parking concerns.

63. Petition - Request for Speed Limit Reduction Measures on Gretna Road

The Cabinet Member considered a report of the Deputy Chief Executive (Place) concerning a petition, bearing 31 e-signatures. The petition organiser was invited to the meeting but was unable to attend. Councillor Sawdon, a Wainbody Ward Councillor, spoke in support of the petitioners. The report had been requested by the petition organiser following the receipt of the determination letter. The petitioners were requesting speed limit reduction measures on Gretna Road.

The report indicated that Gretna Road was a long straight residential road. As it was a cul-de-sac, it wasn't a through route and a number of vehicles tended to park on the street. A location plan was set out at an appendix to the report.

The determination letter had advised of the importance of targeting road safety measures in the city, highlighting that Coventry was continuing to work towards becoming a safer speed city and ensuring that funding was utilised carefully. A review of Gretna Road showed no personal injury collisions had been recorded in the last three years.

As the petitioners had raised concerns about speeding, they were advised of the Community Speed Watch initiative and provided with the relevant contact details. This initiative was a speed monitoring and awareness scheme that was co-ordinated by the Police and run by a group of local volunteers who used speed detection devices to monitor traffic and identify speeding drivers on a specific road or small area. A copy of the determination letter was set out at a further appendix to the report.

Councillor Sawdon drew attention to the night time speeding traffic, requesting the installation of traffic calming measures to address the problem. It was agreed that the mobile Vehicle Activated Sign could be utilised at the location.

RESOLVED that:

(1) The petitioners concerns be noted.

(2) It be endorsed that the actions confirmed by the determination letter to the petition spokesperson, as detailed in paragraphs 1.5 and 1.6 of the report, are undertaken.

(3) Arrangements be put in place for the mobile Vehicle Activated Sign to be located in Gretna Road.

64. Petition - Request that the Council Thins the Trees on London Road between Tonbridge Road and Abbey Road

The Cabinet Member considered a report of the Deputy Chief Executive (Place) concerning a petition, bearing 12 signatures, which had been submitted by Councillor Bailey, a Cheylesmore Ward Councillor, who attended the meeting along with the petition organiser Raymond Barker and they spoke on behalf of the petitioners. The petitioners were requesting that the Council thinned the trees on London Road between Tonbridge Road and Abbey Road and undertook street cleansing at the location, particularly in the autumn.

The report indicated that the trees in question were street trees that stood in the footway outside 260 – 290 London Road. They were Lime species and lined the verges of London Road on both sides of the road, providing valuable amenity to those who lived in the area and to those who travelled along the London Road, entering or exiting the city.

The Cabinet Member was informed that the requested works would have no positive effect on the way in which these trees on this section London Road affected the local residents who lived nearby. If the trees were pruned the regrowth would be quick and the new leaves that regrow within one growing season, would be larger than normal, there-by making the problem worse. This would then lead to more requests for pruning or possibly removal.

The trees did overhang the boundary garden walls of these properties, but this was normal for most street trees present in the city and for many trees in private ownership that stood near to a boundary. There was no duty on any land/tree owner to prevent trees from encroaching. The only duty was to keep them in good health and condition.

The Cabinet Member was informed that if agreement was given to action the request, this would set a precedent that couldn't be sustained. Adverse pruning to keep all trees within the confines of the highway across the city would be very expensive and the City Council did not have resources available to do this. The trees were pruned annually to remove the trunk growth that appeared each spring and could encroach onto the footway and road. This work removed all the growth up to 6m high.

The report also referred to the request for street cleansing. Reference was made to the 2016 review that had led to a reduction in cleansing operations across the City including street sweeping, litter collection, litter bin emptying and weed control amongst other activities. This had arisen following the reduction in Government funding. The area of London Road was cleansed all year round on a weekly basis through manual and mechanical cleansing methods. During the autumn when the leaves were falling, there was a specific team who cleared the leaves from footpaths between October and early January. The frequency of this was dependent on the weather conditions and the rate in which the leaves were falling, but areas were inspected on a fortnightly basis.

Mr Barker detailed his concerns about the trees that were overhanging his garden, including the issue that the trees were still growing. He informed that a wall was cracking because of the tree roots. It was clarified that residents could trim back branches that were overhanging their land. Councillor Bailey highlighted the requirement to clean the roads and footpaths, indicating that there was no evidence to suggest they were cleaned on a weekly basis.

RESOLVED that:

(1) Having considered the content of the petition, the concerns of the petitioners be noted.

(2) The request for tree works to thin the trees be declined.

(3) It be noted that the requested works will have no positive effect on the way in which these trees, on this section of London Road affect the local residents who live nearby.

65. 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.

It was 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.

The Cabinet Member was informed that petition e160 relating to Traffic Calming Measures on Barker Butts Lane and Moseley Avenue was to be removed from the appendix since further investigations were still to be undertaken. In addition, petitions e107 and 81/17 concerning parking issues at Hollyfast Road, Westhill Road and Gaveston Road needed to be added to the list, the agreed actions being proposed new double yellow lines at the junctions of Hollyfast Road/ Westhill Road, Gaveston Road/ Woodclose Avenue and Gaveston Road/ Welgarth Avenue to be advertised as part of the next review of waiting restrictions. A determination letter was to be issued.

RESOLVED that:

(1) The actions being taken by officers as detailed in the appendix to the report, in response to the petitions received, be endorsed.

(2) Petition e160 concerning traffic calming measures on Barker Butts Lane and Moseley Avenue be removed from the list to allow for further investigation.

(3) Petitions e107 and 81/17 concerning parking issues at Hollyfast Road, Westhill Road and Gaveston Road be added to the list and a determination letter be issued.

66. Outstanding Issues

There were no outstanding issues for consideration.

67. Any other items of Public Business

There were no additional items of public business.

(Meeting closed at 3.45 pm)

Cabinet Member for City Services

8th April 2019

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

Earlsdon

Title: Petition – The Firs Cul-de-sac, Resurfacing of Pavements

Is this a key decision?

No

Executive Summary:

This report responds to a petition containing 14 signatures which was submitted to Coventry City Council. The petition requests that the Council resurfaces the pavements at The Firs cul-de-sac.

In accordance with the City Council's procedure for dealing with petitions, those relating to highway maintenance are heard by the Cabinet Member for City Services. The Cabinet Member has considered this petition prior to the meeting and in response to the request made, 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 investigations undertaken, the action proposed and approved in response to the issues raised. On receipt of the determination letter the petitioner advised they did not wish the petition to be progressed by letter and wanted the issue to be considered at a Cabinet Member for City Services meeting.

The cost of carrying out highways maintenance, is funded from the Highways Maintenance and Investment Capital Programme budget.

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 point 1 of the determination letter set out in Appendix B to the report)

List of Appendices included:

Appendix A – Location Plan
Appendix B – Determination letter

Background Papers

None

Other useful documents:

None

Has it been or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report title: Petition – The Firs Cul-de-sac, Resurfacing of Pavements

1. Context (or background)

1.1 A petition of 14 signatures has been received requesting that the Council resurfaces the pavements at The Firs cul-de-sac. The petition is supported by Councillor Taylor.

1.2 The petition advises:

The pavements are dangerous and unsightly, and in a much poorer condition than many in the area, that have recently been refurbished. Residents have requested this over the last few years, but only patching work has been carried out.

1.3 The Firs cul-de-sac is a small no through road and the pavements provide local property access serving 8 properties. There is low pedestrian usage as there are no linking routes, either pedestrian or vehicular via this road. It is subject to parking restrictions by way of double and single yellow lines. A location plan is shown in Appendix A to the report.

1.4 In accordance with the City Council's procedure for dealing with petitions, those relating to highway maintenance issues 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. On receipt of the determination letter the petitioner advised they did not wish the petition to be progressed by letter and wanted the issue to be considered at a Cabinet Member for City Services meeting.

1.5 Records show that the last annual programmed safety inspection took place on the 17th July 2018 at which time only 2 minor defects were identified which required attention and repair.

1.6 Following receipt of the petition an engineer made a separate visit (25th September 2018) to make an assessment of the construction and overall condition of the pavements. It was noted that the pavements are 1 metre in width restricted to less at various locations by overhanging vegetation from the private properties. The pavements are predominately tarmac with some recent reinstatements. The pavements are somewhat aged and although not aesthetically pleasing at the time of inspection there were no intervention level defects identified.

2. Options considered and recommended proposal

2.1 Following the engineer's assessment, and given the current condition and usage the recommended treatment would be reconstruction of the pavements.

2.2 The recommended proposals regarding the issues raised have already been approved and are detailed in the determination letter (set out in Appendix B to the report)

3. Results of consultation undertaken

3.1 No consultation has been undertaken.

4. Timetable for implementing this decision

- 4.1 Future capital maintenance programmes and proposed treatments to carriageways and pavements are established on a 'worst first' basis across all road categories. The decision for inclusion in any year's programme will be taken by Cabinet at their meeting in March of any given financial year. It will be dependent on the level of funding that is made available for Capital Highway maintenance in that year and will further depend on the condition of the carriageway or pavement when compared to other similar roads citywide. Therefore, the actual scheduling of the works is based on priority of the scheme and funds available.

5. Comments from Director of Finance and Corporate Services

5.1 Financial implications

Undertaking the reconstruction of the pavements would be funded from any allocated Highways Capital Footway repair budget and is currently valued at approximately £13,000

5.2 Legal implications

Under section 41(1) of the Highways Act 1980, the Council has a duty to maintain those adopted highways that it is responsible for to a standard where they are reasonably passible to ordinary traffic. The scope of the duty at S.41(1) Highways Act 1980 is based on an objective standard and depends on the level of use of the highway in question.

6. Other implications

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

Highway Maintenance is part of Coventry City Council's vision for better pavements and roads which is a key objective. Completing this work would contribute to this objective.

6.2 How is risk being managed?

Financial risks are managed through regular monitoring meetings with the budget holder and the capital finance team. Risk assessments are carried out as part of the design process to ensure that risks are designed out and that construction takes place by approved contractors in a safe way.

6.3 What is the impact on the organisation?

The work would be delivered using existing resources.

6.4 Equalities / EIA

No specific equalities impact assessment has been carried out.

6.5 Implications for (or impact on) the environment

Positive impacts of carrying out Highway Maintenance schemes are to improve the road/pavement surface for driving or walking on.

6.6 Implications for partner organisations?

None specifically but all road users of The Firs would benefit from the improvement to the pavement surface.

Report author(s)

Name and job title:

Tracy Cowley
Highways Technical Services Manager

Directorate:

Place

Tel and email contact:

Tel: 024 7683 2746

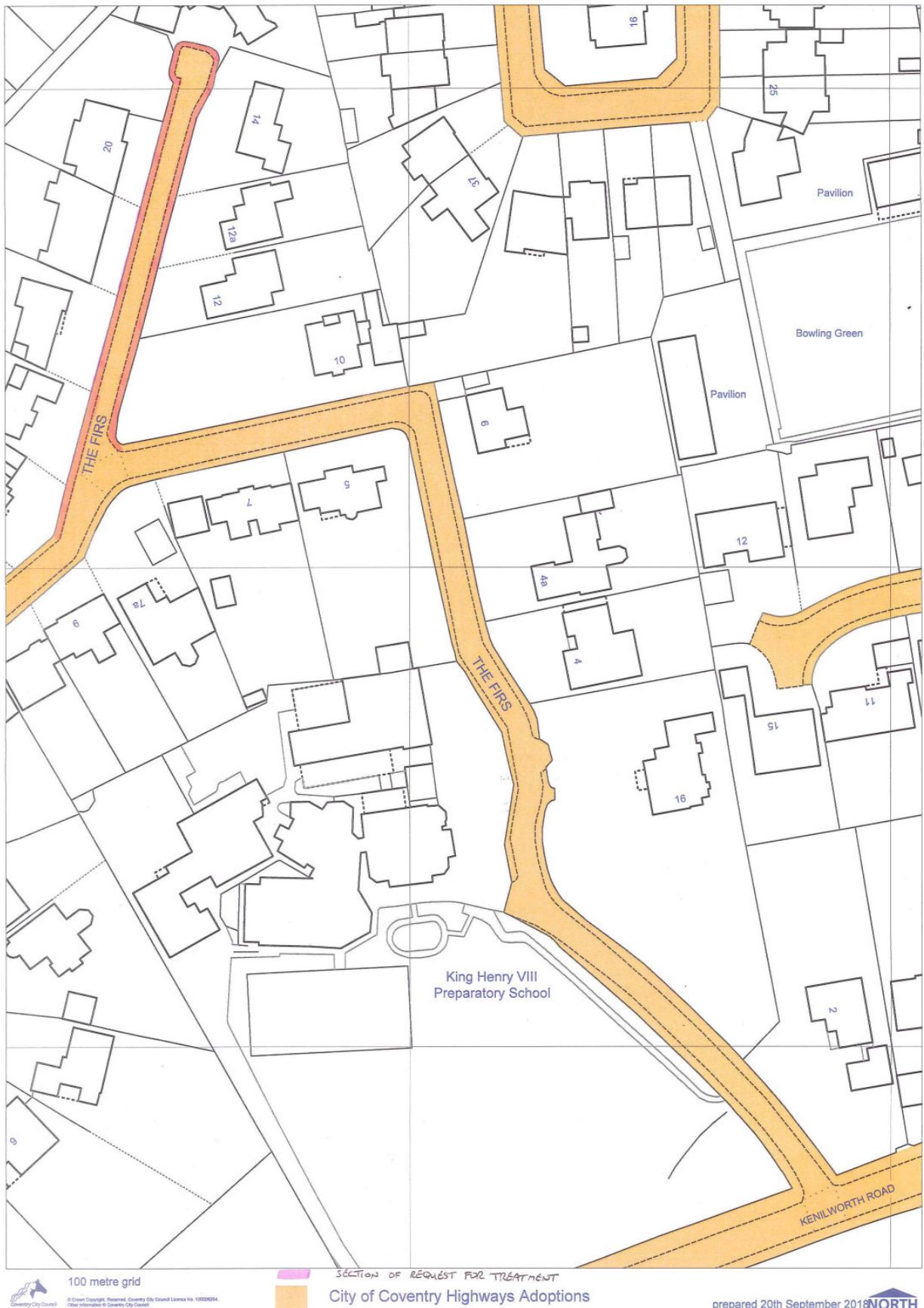
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Enquiries should be directed to the above person

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Colin Knight	Director (Transportation and Highways)	Place	22/1/19	22/1/19
Neil Cowper	Head of Highways	Place	22/1/19	28/1/19
Michelle Salmon	Governance Services Officer	Place	22/1/19	18/3/19
Names of approvers: (officers and members)				
Graham Clark	Lead Accountant	Place	22/1/19	22/1/19
Rob Parkes	Team Leader Legal Services	Place	22/1/19	05/2/19
Councillor P Hetherton	Cabinet Member for City Services	-	25/3/19	25/3/19

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Appendix A – Location plan



Appendix B – Copy of text of determination letter

Re: Petition submitted on: 10 September 2018

Subject matter: Request for pavements to be resurfaced.

I am writing to you with regard to the above petition and your concerns *'that the pavements in the cul-de-sac area of the Firs are dangerous and unsightly and in much poorer condition than many in the area, that have recently been refurbished'*. The matter was discussed with Councillor Innes, Cabinet Member for City Services, who has requested that this be dealt with by way of letter rather than a formal report being submitted to a future meeting so that this can be dealt with more quickly.

Request for resurfacing of pavements

1. The City Council has made an assessment of the condition of the pavements along the cul-de-sac area of the Firs. We are proposing and would recommend that this section be held as a site on Coventry City Council's forward programme list and their condition will continue to be monitored and scored against all other similar sites citywide. If a priority score is reached it will be included in a future capital funded improvement programme, budget permitting. This is a consistent approach that is taken to the prioritisation of footway schemes across the City. Although we are unable to give a specific timeline for these improvements it does guarantee that your request is considered fairly against the wider needs and maintenance requirements of other pavements across the City.

I hope this information explains fully the outcomes of the investigations we have undertaken.

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Cabinet Member for City Services

8th April 2019

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

Cheylesmore

Title: Petition – To Improve Safety at Junction of Abbey Road and London Road

Is this a key decision?

No

Executive Summary:

A petition of 212 e-signatures has been received requesting the installation of traffic signals at the junction of Abbey Road and London Road.

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 request made, 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 dated 14th July 2018, advised of the investigations undertaken, the action proposed and approved in response to the issues raised. On receipt of the determination letter the petitioner advised they did not wish the petition to be progressed by letter and wanted the issue to be considered at a Cabinet Member for City Services meeting.

The cost of introducing road safety measures, 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 the actions confirmed by determination letter to the petition spokesperson (as detailed in paragraphs 1.5, 1.6, 1.7 and 1.8 of the report) and monitor the impact of measures already installed.

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

1. Context (or background)

1.1 A petition of 212 e-signatures has been received requesting the installation of traffic signals at the junction of Abbey Road and London Road, Whitley. The petition is supported by Councillor Bailey.

1.2 The petition advises:

“To have traffic lights installed at the junction of Abbey road and London road. Now bus lane is no more traffic is faster and does not give way to traffic tuning into abbey road and even worse getting out on to London road”

1.3 London Road is a major route into and out of Coventry, and carry’s a high volume of traffic. Abbey Road and the surrounding road network comprises residential properties and a number of Schools.

1.4 The installation of traffic signals require a number of important considerations, including personal injury collisions, vehicle flows, dominant turning manoeuvres and project cost. Analysis of personal injury collisions at this junction revealed that accidents were predominantly related to speeding vehicles. To prevent collisions at this junction, we have installed Average Speed Cameras (ASE), as described below. There are currently no proposals to signalise London Road’s junction with Abbey Road, however this junction will continue to be monitored as part of our annual collision review.

1.5 As part of the 2018/19 Local Safety Scheme Programme, ASE cameras have recently been installed on London Road, from its junction with A46 to its junction with Allard Way. ASE cameras are a relatively new speed enforcement technique that detect vehicles through Automatic Number Plate Recognition (ANPR) and calculate their average speed by measuring the time taken to travel between defined points, a known distance apart.

1.6 ASE has many benefits including speed management, and unlike traditional ‘fixed’ camera locations, ASE enhances road safety over the entire length of London Road, including its junction with Abbey Road. Although ASE became operational in January 2019, feedback from Councillors and through observations reveal that ASE has decreased the number of drivers speeding at this location. Ensuring drivers travel at safe speeds will significantly reduce the likelihood of accidents at this junction. A comprehensive evaluation will be undertaken after ASE has been operational for 6 months, and the results will be shared with the petition organiser and Local Councillors.

1.7 In addition to the ASE project, a number of other road safety measures have been installed on Abbey Road and surrounding roads in close proximity to the two Schools. This includes the installation of a Vehicle Activated Sign (VAS) installed in December 2017. An analysis of vehicular speeds since installation has indicated that the VAS has been very successful in ensuring drivers drive within the speed limit; with 85th percentile speeds of 26mph and mean speeds of 17mph recorded.

1.8 In July 2018, ‘School Ahead’ signs and carriageway ‘SLOW’ markings were also installed on Abbey Road and surrounding roads on all approaches to the two Schools. The aim of these measures are to ensure drivers travel at appropriate speeds on Abbey Road and surrounding roads. Observations have revealed that each of these measures optimise road safety at this location.

- 1.9 In addition, a School time 20mph speed limit is proposed to be installed in the 2019/20 financial year. A location plan is shown in Appendix A to the report.
- 1.10 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.
- 1.11 The determination letter (copy in Appendix B to the report) advised of the road safety measures we have recently installed to reduce and prevent accidents at this junction.

2. Options considered and recommended proposal

- 2.1 The recommended proposals regarding the issues raised have already been approved and are detailed in the determination letter (Appendix B refers) and paragraphs 1.5, 1.6, 1.7 and 1.8 of the report.

3. Results of consultation undertaken

- 3.1 No consultation has been undertaken.

4. Timetable for implementing this decision

- 4.1 The actions described have already been undertaken.

5. Comments from Director of Finance and Corporate Services

- 5.1 Financial implications

None.

- 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)?**

N/A

- 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:

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Directorate:

Place

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Enquiries should be directed to the above person.

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Colin Knight	Director (Transportation and Highways)	Place	26.03.19	26.03.19
Karen Seager	Strategic Lead, Transport and Highways Operations	Place	26.03.19	27.03.19
Rachel Goodyer	Traffic and Road Safety Manager	Place	26.03.19	27.03.19
Michelle Salmon	Governance Services Officer	Place	26.03.19	27.03.19
Names of approvers: (officers and members)				
Graham Clark	Lead Accountant	Place	26.03.19	26.03.19
Rob Parkes	Team Leader, Legal Services	Place	26.03.19	28.03.19
Councillor P Hetherton	Cabinet Member for City Services	-	25.03.19	25.03.19

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Appendix A – Location plan



Appendix B – Copy of text of determination letter

Re: petition submitted on 14 July 2018

Subject matter: To improve safety at the junction of Abbey Road / London Road

I am writing with regard to the above petition and your request for measures to improve safety at the junction of Abbey Road and London Road.

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

As part of this year's Local Safety Scheme programme, average speed cameras are being installed on London Road between its junction with Allard Way and the A46. This should help to address your concerns regarding speeding. There are currently no proposals to signalise the junction. However, it will continue to be monitored as part of the annual collision review.

I would be grateful if you could please confirm in writing, either by email or letter, 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

8th April 2019

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

Bablake

Title: Petition – Derwent Road, Condition of Pavements

Is this a key decision?

No

Executive Summary:

This report responds to a petition containing 51 signatures which was submitted to Coventry City Council and is supported by Councillor Birdi. The petition requests that the Council

‘investigate the state of the uneven paving slabs along either side of Derwent Road, as walking along the pavements is difficult for children, the elderly and disabled residents. The petition claims that this is a health and safety matter and requests that the council addresses this and makes the pavement surfaces safe to walk on.’

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

The cost of carrying out highways maintenance, is funded from the Highways Maintenance and Investment Capital Programme budget.

Recommendations:

Cabinet Member for City Services is recommended to:

1. Note the petitioners concerns
2. Approve that the pavements along Derwent Road be held on Coventry City Council's forward programme list and their condition continues to be monitored and scored against all other similar sites citywide. If a priority score is reached the pavements to be included in a future capital funded improvement programme, budget permitting, and until such time, continue to make safe any defects at or above the intervention level as identified.

List of Appendices included:

Appendix A – Location Plan

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 – Derwent Road, Condition of Pavements

1. Context (or background)

1.1 A petition of 51 signatures has been received requesting that the Council investigates the condition of the pavements Derwent Road. The petition is supported by Councillor Birdi.

1.2 The petition advises:

'The pavements are duly damaged by the constant parking of cars and HGV's. The damage is further compounded by the wet and rainy, frost and snowy weather when potholes and slabs get further damage inflicted on them. This makes it difficult for the children, elders and disabled residents to walk to their destinations safely. This is a health and safety matter and we request that the City Council addresses this to bring the footpath surfaces up to safety standards'.

1.3 Derwent Road is a local residential road and the footways provide access for pedestrians to and from properties and connects to Greycoat Road and Rylston Avenue. Some properties are served by the appropriate vehicle access arrangements but others are driving over the footway to access their frontage hard standing. A location plan is shown in Appendix A of this report.

1.4 In accordance with the City Council's procedure for dealing with petitions, those relating to highway maintenance issues are heard by the Cabinet Member for City Services.

1.5 Records show that the last annual programmed safety inspection took place on the 11th November 2018 at which time some of the paving slabs were identified as requiring removal and replacement with tarmac to provide a safe and sustainable repair, some further areas have been attended to in January 2019.

1.6 Following receipt of the petition an engineer made a separate visit (11th February 2019) to make an assessment of the construction and overall condition of the pavements. It was noted that the pavements are 1.8 metre in width consisting mainly of slab construction with some areas of bituminous material reinstatements. The pavements are somewhat aged and although not aesthetically pleasing at the time of inspection there were no intervention level defects identified.

2. Options considered and recommended proposal

2.1 Following the engineer's assessment on the 11th February 2019, and given the current condition and usage the recommended treatment would be reconstruction of the pavements.

3. Results of consultation undertaken

3.1 No consultation has been undertaken.

4. Timetable for implementing this decision

4.1 Future capital maintenance programmes and proposed treatments to carriageways and pavements are established on a 'worst first' basis across all road categories. The decision for inclusion in any year's programme will be taken by Cabinet at their meeting in March of any given financial year. It will be dependent on the level of funding that is made available for Capital Highway maintenance in that year and will further depend on the condition of the

carriageway or pavement when compared to other similar roads citywide. Therefore, the actual scheduling of the works is based on priority of the scheme and funds available.

5. Comments from Director of Finance and Corporate Services

5.1 Financial implications

Undertaking the reconstruction of the pavements would be funded from any allocated Highways Capital Footway repair budget and is currently valued at approximately £52,000

5.2 Legal implications

Pursuant to Section 41(1) of the Highways Act 1980, the Council has a duty to maintain those adopted highways that it is responsible for to a standard where they are reasonably passible to ordinary traffic. The scope of the duty under S.41(1) Highways Act 1980 is based on an objective standard and depends on the level of use of the highway in question.

6. Other implications

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

Highway Maintenance is part of Coventry City Council's vision for better pavements and roads which is a key objective. Completing this work would contribute to this objective.

6.2 How is risk being managed?

Financial risks are managed through regular monitoring meetings with the budget holder and the capital finance team. Risk assessments are carried out as part of the design process to ensure that risks are designed out and that construction takes place by approved contractors in a safe way.

6.3 What is the impact on the organisation?

The work would be delivered using existing resources.

6.4 Equalities / EIA

No specific equalities impact assessment has been carried out.

6.5 Implications for (or impact on) the environment

Positive impacts of carrying out Highway Maintenance schemes are to improve the road/pavement surface for driving or walking on.

6.6 Implications for partner organisations?

None specifically but all road users of Derwent Road would benefit from the improvement to the pavement surface.

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

Tracy Cowley
Highways Technical Services Manager

Directorate:

Place

Tel and email contact:

Tel: 024 7683 2746

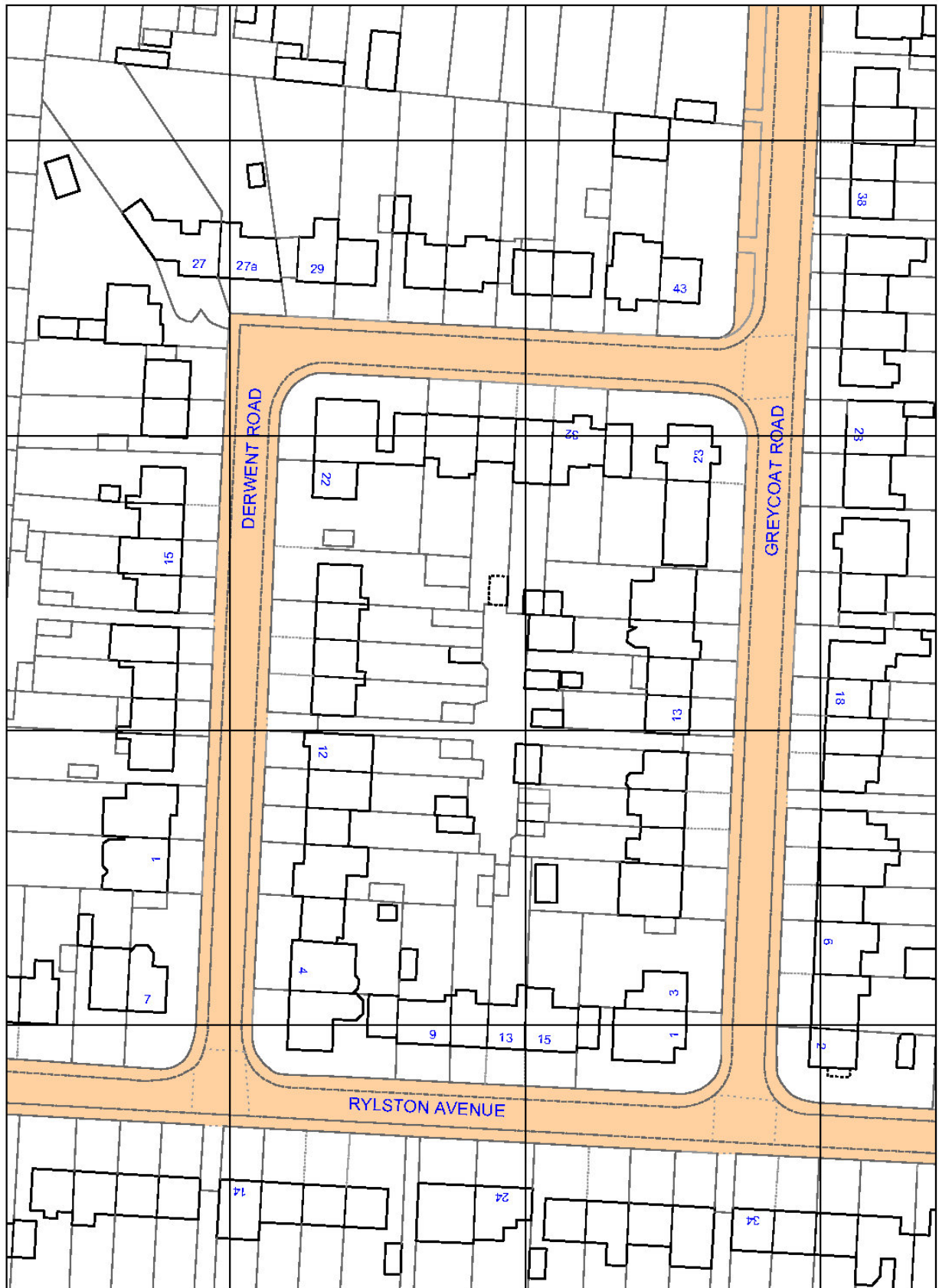
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Enquiries should be directed to the above person

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Contributors:				
Colin Knight	Director (Transportation and Highways)	Place	14/3/19	25/3/19
Neil Cowper	Head of Highways	Place	14/3/19	15/3/19
Michelle Salmon	Governance Services Officer	Place	14/3/19	18/3/19
Names of approvers: (officers and members)				
Graham Clark	Lead Accountant	Place	14/3/19	15/3/19
Rob Parkes	Team Leader, legal services	Place	14/3/19	22/3/19
Councillor P Hetheron	Cabinet Member for City Services	-	25/3/19	25/3/19

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Appendix A – Location plan



prepared 14th March 2019
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 Street Names Map © Coventry City Council



City of Coventry Highways Adoptions

Derwent Road



Cabinet Member for City Services

8th April 2019

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

City Wide

Title:

Section 278 and Section 38 Fees

Is this a key decision?

No

Executive Summary:

In accordance with the City Council's procedure for dealing with fees and charges, those relating to highway adoptions, are heard by the Cabinet Member for City Services. It is standard practice to review each of the fees and charges and increase in line with current inflation levels on an annual basis. This year however, it is proposed to uplift and amend our existing Section 278 (S.278) and Section 38 (S.38) fees above the current rate of inflation such that the fees are aligned with the level of fees charged by our neighbouring Authorities. It is also intended that the increase in fees will provide sufficient additional revenue to provide continuing flood risk and drainage work in connection with S.278 and S.38 process.

Recommendation:

- 1) Cabinet Member for City Services is recommended to approve the uplift and amendment to fees in connection with the Technical Approvals of S.278 & S.38 works as contained within Appendix A to the report.

List of Appendices included:

Appendix A - Schedule of proposed S.38 and S.278 Fees

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: Section 278 and Section 38 Fees

1. Context (or background)

- 1.1 Highway Development Management annually review the fees for the preparation of S.278 and S.38 Agreements under The Highways Act 1980, which includes all the necessary technical approvals relating to proposed highway development works. This is standard practice and typically the increases are in line with the current inflation rates. For clarity S.278 agreements are required for any works on the existing adopted highway and S.38 agreements are used as the legal mechanism for new highway to be adopted by the Highway Authority.
- 1.2 The main reasons for this review and proposed changes in S.278 and S.38 fees are set out below:
 - The current fee structure is not aligned with neighbouring local authorities. This is resulting in unrecovered costs for the Council including the inability to provide funds for business critical flood risk advice to support S.278 & S.38 agreements. It is proposed that fees are increased in line with neighbouring authorities to rectify this issue.
 - The current fee structure results in unrecoverable expenditure if there are delays in developments. It is proposed that new fees are introduced to mitigate this risk.
- 1.3 However, through a process of understanding how Coventry's fees compare with neighbouring authorities, it is highlighted that the current fees are not wholly aligned with other highway authorities. It is therefore intended that the current fee levels are increased to bring the fees more into line with our neighbours and this does result in the suggested increase to be above the current rate of inflation. On average the fees charged by other authorities fall between 7% and 10.25%, the proposed uplift equates to an average rate of 9.6%, this equates to an average increase in fees of 19.6%.
- 1.4 It is also intended to introduce an additional level of fee charges for developments that continue beyond a 2 year construction phasing programme. Currently the Authority only applies the fee to the cost estimate of the works, which is based on the highway operational charge out rates. However on larger scale developments it more than often that officer time and input can be required over a significant length of time due to developer delays etc. Therefore the introduction of the additional fee regime will not only assist in recovering costs for extended officer time, it is also the intention to encourage developers to complete their developments in a timely manner. This in turn should see the adoption of new highways coming forward more efficiently to the benefit of the residents of the new estates.
- 1.5 In addition to aligning the fees, the proposed uplift will assist in providing increased revenue to continue to support flood risk and drainage works in connection with S.278 and S.38 process. This works entails Coventry as Lead Local Flood Authority to review and audit the technical approval of any proposed highway drainage, flood risk alleviation/mitigation proposal and ensuring our existing infrastructure can accommodate the increased capacity and demand from the proposed development.

2 Options considered and recommended proposal

- 2.1 The recommended option is set out in Appendix A to the report.

3. Results of consultation undertaken

3.1 No consultation has been undertaken.

4. Timetable for implementing this decision

4.1 The new fee structure will be implemented with immediate effect if approved

5. Comments from Director of Finance and Corporate Services

5.1 Financial implications

S.278 and S.38 fees are set to recover the cost to the Council of technical approval process of the highway schemes that form part the legal agreements. It is therefore important to ensure that the fees are set correctly so that the Council does not make a loss from this activity.

It is difficult to accurately predict the financial implications of the proposed fee changes as S.278 and S.38 income and expenditure varies depending on the volume and nature of development works. However the table below sets out the estimated impact of the proposals:

	£ 000
S.278/S.38 Income	
Average annual income received in the last 3 years	343
Additional income based on proposed average 19% increase in fees (see paragraph 1.3 for further information)	65
Total Estimated Average Annual Income	408
S.278/S.38 Expenditure	
Total Estimated Cost 2019-20	408
Net Cost of Providing Service	0

This shows that the proposed increases are necessary in order to ensure that the service remains cost neutral to the Council.

There is a financial risk that the number and type of developments differ from the estimates above and the amount of income received does not cover the costs of operating the service. In order to mitigate this risk:

- The financial position of the service will have to be carefully monitored and action taken to control costs if necessary.
- The fees and charges structure will be reviewed on an annual basis to establish if there is a need to increase fees to cover any potential shortfalls.

5.2 Legal implications

None

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?

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:**

Colin Whitehouse
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Directorate:

Place

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Enquiries should be directed to the above person

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Martin Yardley	Deputy Chief Executive (Place)	Place	15 March 2019	
Colin Knight	Director (Transportation and Highways)	Place	15 March 2019	
Karen Seager	Strategic Lead, Transport and Highways Operations	Place	13 March 2019	14 March 2019
Michelle Salmon/Liz Knight	Governance Services Officers	Place	15 March 2019	18 March 2019
Names of approvers: (Officers and Members)				
Graham Clark	Lead Accountant	Place	13 March 2019	13 March 2019
Rob Parkes	Commercial Lawyer	Place	13 March 2019	14 March 2019
Jane Simpson	Business Support Manager	Place	13 March 2019	14 March 2019
Councillor P Hetherton	Cabinet Member for City Services	-	25 March 2019	25 March 2019

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Appendix A – Schedule of proposed S.278 – S.38 Fees

Form of Agreement	Cost Estimate Threshold	Current Fee level	Proposed Fee level
Minor S.278 Agreement	up to £20k	£1,200	£1,300
S.38 Agreement	£20k to £50k	11%	13%
	£50k to £100k	10%	12%
	£100k to £250k	9%	11%
	£250k to £400k	8%	10%
	£400k to £600k	6%	7%
	£600k to £1mil	6%	7%
	£1mil and above	6%	7%
S.278 Agreement	£20k to £50k	11%	13%
	£50k to £100k	10%	12%
	£100k to £250k	9%	11%
	£250k to £400k	8%	10%
	£400k to £600k	6%	7%
	£600k to £1mil	6%	7%
	£1mil and above	6%	7%
Site works commenced prior to Agreement. Applicable to S.38 Works only.	This fee is charged in addition to the corresponding % for cost estimate	2%	2.5%

All S.38 Agreements anticipate that developer works will be completed within 2 years.

- in the event that works associated with a S.38 Agreement have not been completed within 2 years then a further fee of 4.25% will be levied to cover inspection and administration between years 2 and 4
- if incomplete after 4 years – levy a further charge of 4.25% is proposed
- if incomplete after 6 years – call in the bond and complete the works using the bond sum
- where agreements have not previously been extended at the end of 2 years we will seek the reasonable reimbursement of any additional costs that have been incurred with reference to the Council's Schedule of Fees and Charges
- in the event the developers ongoing development works cause damage to highways already adopted and maintained by us and within the development, action will be taken to recover the costs of correcting the damage under Section 59 of the Highways Act 1980 – Recovery of expenses due to extraordinary traffic

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Cabinet Member for City Services

8 April 2019

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Executive Director of Place

Ward(s) affected:

Cheylesmore, Foleshill, Henley, Lower Stoke, Radford, Sherbourne, Upper Stoke, Westwood, Woodlands

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 18th June 2015 - Report: Amendments to the Constitution – Proposed Amendments to the Petitions Scheme

A copy of the report is available at moderngov@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 the end of May 2019.

5. Comments from Executive Director of Resources

5.1 Financial implications

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

5.2 Legal implications

There are no specific legal implications arising from this report.

6. Other implications

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

Not applicable

6.2 How is risk being managed?

Not applicable

6.3 What is the impact on the organisation?

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

6.4 Equalities / EIA

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

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

Report author(s)

Name and job title:

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Senior Officer - Traffic Management

Directorate:

Place

Tel and email contact:

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Enquiries should be directed to the above person.

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Contributors:				
Rachel Goodyer	Traffic and Road Safety Manager	Place	27/03/19	28/03/2019
Caron Archer	Principle Officer - Traffic Management	Place	27/03/19	29/03/2019

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

Petition Title	No. of signatures	Councillor Sponsor	Type of letter to be sent to petition organiser(s) and sponsor	Actions agreed	Target date for letter to be issued
56/18 - Residents Parking Scheme for Blondvil Street	35	Councillor Bailey	Holding	Parking surveys to be undertaken.	May
E169 - To implement traffic calming measures along Eastern Green Lane	8	N/A	Determination	Lower Eastern Green Lane has traffic calming in place. Upper Eastern Green Lane does not meet the Local Safety Scheme criteria (1 personal injury collision in the last 3 years). The petition organiser will be provided with details of the Community Speed Watch scheme.	May
E165 – Traffic calming measures on Broad Lane between Banner Lane & Coventry Road	77	Submitted by Councillor Male	Determination	The majority of this section of Broad Lane lies within Solihull. The section within Coventry (from the junction with Astoria Drive) does not meet the Local Safety Scheme criteria (2 personal injury collisions in the last 3 years).	May
E166 - Road Safety Measures on Junction at Blackberry Lane and Kare Road	163	N/A	Determination	As part of planning process, a speed survey was undertaken in November 2017. This showed that the existing vision splay at the junction is compliant with national standards for the measured speeds on Blackberry Lane. There have been no recorded personal injuries at the junction in last 3 years. We do not install mirrors on the highway, as they can distort the reflected image, sunlight or headlights can reflect and dazzle other drivers, it is difficult to judge the speed of vehicles reflected in the mirror. Maintenance and vandalism issues can also arise.	May

45/18 - Restricted Parking Zone around Hill Farm School St Augustine's School and St Augustine's Sports Centre	41	Councillor M Mutton	Determination	Experimental Traffic Regulation Order to be advertised on cul-de-sac section of Heathcote Street and St Augustine's Walk: residents' parking past this point (Mon-Fri 8-6) except in marked bays (lay-by opposite St Augustine's Walk).	May
E160 - Traffic Calming Measures on Barker Butts Lane and Moseley Avenue	27	N/A	Holding	Issues raised currently being investigated.	May
60/18 - Traffic Calming Measures and a 20mph Zone for Sheriff Avenue	14	Councillor Lapsa	Determination	Sheriff Avenue does not meet the Local Safety Scheme criteria (1 personal injury collision in the last 3 years). The petition organiser will be provided with details of the Community Speed Watch scheme.	May
59/18 - Against the Double Yellow Lines at the Bend on Ena Road	64	N/A	Determination	The double yellow lines were implemented in the summer of 2018 in response to a request from Waste Services. No objections to the proposals were received. The restriction applies to the back of the pavement; the area outside no. 1 is not suitable for parking due to the adjacent pedestrian accesses, in particular to the play area. Therefore, no amendment to the restrictions is proposed.	May
61/18 – Reduce Speeding Vehicles Along Hinckley Road	10	Councillor Maton	Determination	Monitoring is being undertaken of the existing Average Speed Enforcement scheme on Ansty Road. Locations for additional schemes will be considered as part of the annual collision reviews.	May
62/18 – Residents Parking Scheme for Church Lane (Walsgrave Road End)	8	Councillor McNicholas	Holding	Parking surveys to be conducted.	May

64/18 Residents Parking Scheme for The Mount, Cheylesmore	74	Councillor Bailey	Holding	Parking surveys to be conducted across wider area due to numerous petitions and potential for transference of parking.	May
69/18 – Residents Parking Scheme Purefoy Road, Cheylesmore	31	Councillor Bailey	Holding	Parking surveys to be conducted across wider area due to numerous petitions and potential for transference of parking.	May
70/18 – Problems with parking & access to Coundon Street	12	Councillor Kelly	Holding	Parking surveys to be conducted.	May