

**Time and Date**

3.00 pm on Monday, 9th September 2019

Place

Diamond Room 2 - Council House

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

(a) To agree the minutes of the meeting held on 12th August 2019

(b) Matters Arising

4. Petition - Objection to the Double Yellow Lines on the Bend at Ena Road
(Pages 7 - 14)

Report of the Deputy Chief Executive (Place)

To consider the above petition bearing 64 signatures. The petition organiser has been invited to the meeting for the consideration of this item.

5. Objection to Proposed Waiting Restriction - Browns Lane (Pages 15 - 22)

Report of the Deputy Chief Executive (Place)

Note: The objector has been invited to the meeting for the consideration of this item

6. Plastic Energy Site Visit - Authority to Attend (Pages 23 - 26)

To authorise the attendance of Andrew Walster, Director of Streetscene and Regulatory Services, and Grant McKelvie, Commercial Business Director, at a Plant Energy Site Visit in Seville, Spain, from 18th to 20th September 2019.

7. Petitions Determined by Letter and Petitions Deferred Pending Further Investigations (Pages 27 - 34)

Report of the Deputy Chief Executive (Place)

8. **Outstanding Issues**

There are no outstanding issues

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

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

Private Business

Nil

Martin Yardley, Deputy Chief Executive (Place), Council House, Coventry
Friday, 30 August 2019

Note: The person to contact about the agenda and documents for this meeting is Liz Knight / Michelle Salmon, Governance Services Officers, Tel: 024 7697 2644 / 2643, Email: liz.knight@coventry.gov.uk / michelle.salmon@coventry.gov.uk

Membership:

Councillor P Hetherton (Cabinet Member)

Non-Voting Members:

Councillor G Lloyd (Deputy Cabinet Member)

Councillor T Mayer (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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Email: liz.knight@coventry.gov.uk / michelle.salmon@coventry.gov.uk

Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at 3.00 pm on
Monday, 12 August 2019

Present:

Members: Councillor P Hetherton (Cabinet Member)
Councillor T Mayer (Shadow Cabinet Member)

Other Members: Councillors R Bailey and A S Khan

Employees:

C Archer, Place Directorate
O Aremu, Place Directorate
R Goodyer, Place Directorate
L Knight, Place Directorate

Apologies: Councillor G Lloyd, Deputy Cabinet Member

Public Business

24. Declarations of Interests

There were no declarations of interest.

25. Minutes

The minutes of the meeting held on 29th July 2019 were signed as a true record. There were no matters arising.

26. Objections to Proposed Waiting Restrictions (Variation 8)

The Cabinet Member considered a report of the Deputy Chief Executive (Place) concerning objections that had been received to a Traffic Regulation Order advertised on 13th June, 2019 relating to proposed new waiting restrictions and amendments to existing waiting restrictions in a number of Wards across the City. 40 objections were received which included one petition. In addition 8 responses in support of proposals and 4 comments were also received. A summary of the proposed restrictions, objections and responses were set out in an appendix to the report. All the respondents were invited to the meeting and a number attended. Councillor Bailey attended the meeting and sought clarification of the proposals for Benedictine Road and Councillor A S Khan attended in respect of one of the proposals for the Beresford Avenue area.

Two objectors attended in respect of the proposals for Dulverton Avenue/ Leyland Road and outlined their concerns relating to the inconvenience caused by the loss of car parking spaces which were at a premium in the vicinity. An objector to the proposals for Lyndhurst Croft attended the meeting and informed that he wasn't an objector and was in support of the recommendation.

Two objectors and one supporter attended and outlined their views on the proposals for Station Avenue. Councillor Mayer, a Westwood Ward Councillor

informed of the parking issues and associated traffic problems in the area. Both objectors were requesting double yellow lines also be installed on the western side of Station Avenue. The resident in support of the proposals highlighted the daily problems that were being caused by parked cars. In light of all the issues raised and the need to balance the competing demands of both residents and businesses and find a long term solution, it was recommended that the restrictions weren't installed and a consultation be undertaken, with involvement from the Ward Councillors.

Two objectors attended the meeting regarding the proposals for Woodhouse Close/ Princethorpe Way expressing concerns about the impact of the proposed double yellow lines outside their property. They indicated that there were only issues at school dropping off/ picking up times, suggesting the length of the line could be reduced to allow for parking.

A supporter of the proposed restrictions for St Nicholas Street attended the meeting suggesting that the proposed waiting restrictions be extended.

Councillor A S Khan, Folehill Ward Councillor spoke in support of residents who were objecting to the proposals for waiting restrictions at the Beresford Avenue/ Medina Road junction, highlighting that it was a cul-de-sac with a very wide junction and residents weren't aware of any issues.

The Cabinet Member was informed of the additional written responses that had been received and provided additional information in support of objections. In regard to Beaudesert Road/Broomfield Road, the objector raised a query regarding one of the photos provided showing parked vehicles, the white van photo referred to related to the Kensington Road/Beaudesert Road junction, therefore a further photo was provided at the meeting showing similar parking taking place at the Beaudesert Road /Broomfield Road.

A written response had been received from the objector to the Browns Lane proposal who was unable to attend the meeting and was requesting that the matter be deferred to a future meeting to allow for his attendance. It was agreed that the proposal for Browns Lane would be removed from the Traffic Regulation Order.

Reference was also made to a petition, bearing 53 signatures, that had been submitted by Councillor B Kaur, a Foleshill Ward Councillor, who was invited to the meeting but was unable to attend. The petitioners were objecting to the proposed waiting restrictions on Mansel Street and Queen Marys Road,

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

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

1. The implementation of the restrictions as advertised at Benedictine Road, Broomfield Road (removal of double yellow lines), Beresford Avenue area, Cross Road, Fleet Street, Gaveston Road/Westhill Road area, Margeson

Close/Barbican Rise, Stratford Street/Milton Street/ William Arnold Close, Thornhill Road/Leicester Causeway be approved.

2. The restrictions as advertised at the Beaudesert Road/ Broomfield Road junction be installed and the existing double yellow lines on Broomfield Road be reviewed to see if any of the lengths can be reduced further.

3. Approval be given that the restrictions are not implemented on Dulverton Avenue/ Leyland Road, that give way markings are installed at the junction and monitoring is undertaken. In the event of safety concerns relating to parking being raised or the Police advise of issues relating to dangerous or obstructive parking occurring, new proposals be advertised.

4. Approval be given for a shorter length of double yellow lines being installed on Shorncliffe Road (at its junction with Eastbourne Close) than originally advertised, approximately 1.5m shorter on the western side of the junction and 1 metre shorter on the eastern side of the junction.

5. The installation of the proposed double yellow lines as advertised on Hockley Lane and Lyndhurst Croft be approved, monitoring be undertaken to see if transference of parking occurs and if this occurs consideration be given to extending the double yellow lines to cover the whole length of Lyndhurst Croft.

6. Approval be given that the proposed restriction on Station Avenue is not installed and consultation is undertaken with local residents and businesses.

7. The installation of the waiting restrictions as advertised on Wilsons Lane be approved, with the request for an extension of the existing double yellow lines being included in the next waiting restriction review.

8. Approval be given for a shorter length of double yellow lines being installed on Woodhouse Close extending 10 metres into Woodside Close for junction protection on the southern side of the road (even numbered side) and approximately 70 metres, as originally proposed, on the northern (odd numbered) side of the road. In addition the double yellow lines on Princethorpe Way, outside no. 169 will be reduced by approximately 2.5 metres, therefore commencing at a point 5 metres north of the boundary between nos. 171 and 169.

9. Having considered the request, not an objection, to extend the proposed double yellow lines being installed on Tile Hill Lane, approval be given for an extension to the double yellow lines being advertised as part of the next waiting restriction review.

10. Having considered the request, not an objection, to extend the proposed double yellow lines being installed on St Nicholas Close, approval be given that the parking is monitored once the proposed double yellow lines are installed and if parking issues arise an extension to the double yellow lines is advertised as part of a future waiting restriction review.

11. In relation to the proposed waiting restrictions at the Beresford Avenue area, in light of the concerns raised, the proposed restrictions at the junction of Beresford Avenue and Medina Road are not installed and the area is monitored.

12. In light of the issue raised, the proposed restriction at Browns Lane is removed from the proposed Traffic Regulation Order and the objection is heard at the next Cabinet Member meeting on 9th September 2019.

13. Subject to recommendations 1 to 12 above, approval be given that the proposed Traffic Regulation Order is made operational.

27. Outstanding Issues

There were no outstanding issues.

28. Any other items of Public Business

There were no additional items of public business.

(Meeting closed at 4.30 pm)



Cabinet Member for City Services

9th September 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:

Foleshill

Title: Petition – Objection to the Double Yellow Lines on the Bend at Ena Road

Is this a key decision?

No

Executive Summary:

A petition of 64 signatures has been received requesting the removal of the double yellow lines (no waiting at any time) from one of the bends on Ena Road (outside 1 Ena Road). Double yellow lines were installed on both bends on Ena Road in 2018.

In accordance with the City Council's procedure for dealing with petitions, those relating to waiting restrictions are heard by the Cabinet Member for City Services. The Cabinet Member had considered the 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 advised of the reasons for the installation of the double yellow lines, the issues taken into consideration and the approved action in response to the petition, which was not to remove the double yellow lines. 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 or making changes to waiting restrictions is funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

Recommendations:

Cabinet Member for City Services is recommended to:

- 1) Note the petitioners' concerns.
- 2) Endorse that the actions confirmed by determination letter to the petition spokesperson (as detailed in paragraph 1.9 of the report).

List of Appendices included:

Appendix A – Location Plan

Appendix B – Determination Letter and Petitioners Response

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 – Objection to the Double Yellow Lines on the Bend at Ena Road

1. Context (or background)

- 1.1 A petition of 64 signatures has been received requesting the removal of the double yellow lines (no waiting at any time) from one of the bends on Ena Road (outside 1 Ena Road).
- 1.2 The petition contains a covering letter with many personal details and also advises:

'We the undersigned, petition against the double yellow lines on one of the curves at Ena Road.'
- 1.3 Ena Road together with Newland Road and Thornhill Road forms a 'loop' of roads accessed from Leicester Causeway. The roads are one way and access through the area can only be gained by travelling from Newland Road to Ena Road and through to Thornhill Road before exiting on to Leicester Causeway. There is a bend each end of Ena Road and the road also narrows at these locations. A location plan is shown in Appendix A.
- 1.4 Double yellow lines were proposed on the bends at each end of Ena Road in response to a request from Waste Services; parked vehicles were creating access issues resulting in missed collections.
- 1.5 To install double yellow lines (no waiting at any time) requires a Traffic Regulation Order (TRO). The statutory legal procedure to install a TRO includes the advertisement of the proposal and a 21 day objection period.
- 1.6 The TRO was advertised in the local press and notices were posted on lamp columns in the area of the proposed restrictions on 29th March 2018, advising that any formal objections should be made in writing by 19th April 2018. In addition, letters were also sent to residents who would be directly affected, due to waiting restrictions being installed on the public highway outside their property. No objections were received to the Ena Road proposals and the TRO became operational on 28th August 2018.
- 1.7 The covering letter with the petition refers to personal details, therefore these have not been detailed in this report. However, the Cabinet Member for City Services received these details to assist in the consideration of the petition.
- 1.8 In accordance with the City Council's procedure for dealing with petitions, those relating to waiting restrictions and 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.
- 1.9 The determination letter (copy in Appendix B) advised that the double yellow lines were implemented in the summer of 2018; no objections to the proposals had been received. It also advised that the no waiting restriction applies to the back of the footway and that the area outside no. 1 is not suitable for parking due to the adjacent pedestrian accesses, in particular to the play area. Therefore, it was not proposed to remove the double yellow lines.

2. Options considered and recommended proposal

- 2.1 The recommended proposal to the issue raised has already been approved and is detailed in the determination letter (Appendix B) and paragraph 1.9 of the report.

3. Results of consultation undertaken

3.1 No formal consultation has been undertaken since the implementation of the double yellow lines.

4. Timetable for implementing this decision

4.1 No further action is proposed.

5. Comments from Director of Finance and Corporate Services

5.1 Financial implications

The Council is not expected to incur any additional costs in relation to the option presented, which is to retain the double yellow lines.

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) Climate Change and the Environment

None

6.6 Implications for partner organisations?

None

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

Caron Archer
Team Leader (Traffic Management)

Directorate:

Place

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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
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Karen Seager	Strategic Lead, Transport and Highways Operations	Place	29.08.2019	29.08.2019
Rachel Goodyer	Traffic and Road Safety Manager	Place	29.08.2019	29.08.2019
Liz Knight	Governance Services Officer	Place	29.08.2019	29.08.2019
Names of approvers: (officers and members)				
Mark Williams	Lead Accountant	Place	29.08.2019	29.08.2019
Rob Parkes	Team Leader, Legal Services	Place	29.08.2019	29.08.2019
Councillor P Hetherton	Cabinet Member for City Services	-	29.08.2019	29.08.2019

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Appendix A – Location plan



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Appendix B – Copy of text of determination letter & petitioner’s response

Re: petition submitted on 13 February 2019

Subject matter: Against the double yellow lines at the bend on Ena Road

I am writing with regard to the above petition against the double yellow lines at the bend on Ena Road.

The matter was discussed with Councillor Hetherton, 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 it can be dealt with more quickly.

The double yellow lines were implemented in the summer of 2018 in response to a request from the Council’s Waste Services Team. No objections to the proposals were received. The restriction applies to the back of the pavement and the area outside your property 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.

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.

Additional information provided by petitioner

Thank you for your email regarding the petition against the double yellow lines at the bend of Ena Road.

Where my vehicle is parked is not causing an obstruction to other road users including pedestrians.

In light of this, may I kindly request a senior traffic management officer come and visit to discuss the area.

I would be grateful if a report can be produced and sent to a future cabinet meeting, where I can be invited to speak on behalf of the petitioners.

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Cabinet Member for City Services

9th September 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:

Objection to Proposed Waiting Restriction – Browns Lane

Is this a key decision?

No

Executive Summary:

Waiting restrictions within Coventry are reviewed on a regular basis.

On 13th June 2019, a Traffic Regulation Order (TRO) relating to proposed new waiting restrictions and amendments to existing waiting restrictions was advertised. Objections were received and these were considered at the Cabinet Member for City Services meeting on 12th August 2019.

All objectors were invited to attend and speak at the meeting on 12th August. However, the objector to the proposal for Brown's Lane advised they were not able to attend the meeting and requested that the consideration of this item was deferred. The Cabinet Member agreed.

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. As the Brown's Lane proposal was not considered at the August meeting, it is to be considered at this meeting.

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

Recommendations:

Cabinet Member for City Services is recommended to:

- 1) Consider the objection to the proposed waiting restriction.
- 2) Subject to recommendation 1), approve the implementation of the restrictions as advertised at Brown's Lane and that the proposed Traffic Regulation Order is made operational.

List of Appendices included:

Appendix A – Summary of proposed restriction, objection and response

Background Papers

Cabinet Member for City Services 12th August 2019 - Objections to Proposed Waiting Restrictions (Variation 8) Report

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: Objection to Proposed Waiting Restriction – Brown’s Lane

1. Context (or background)

- 1.1 On 13th June 2019, a Traffic Regulation Order (TRO) relating to proposed new waiting restrictions and amendments to existing waiting restrictions was advertised. Objections to these proposals were considered at the Cabinet Member for City Services meeting on 12th August 2019.
- 1.2 However, the objector to the proposed double yellow lines (no waiting at any time) restriction for Brown’s Lane requested a decision on that restriction was deferred, as they were unable to attend the meeting. The Cabinet Member agreed to defer the decision for this location.
- 1.3 The request for the extension of the existing double yellow lines on Brown’s Lane at its junction with Lyons Drive had been made by a resident who advised of safety concerns when turning right out of Lyons Drive due to reduced visibility caused by parked vehicles on Browns Lane. The proposal in response, as advertised, is shown in Appendix A to the report.
- 1.4 Generally, 10 metres of double yellow lines are provided for junction protection, this is in accordance with the advice from the Highway Code regarding parking at a junction. The Highway Code (243) states ‘Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space’. This is to provide visibility at a junction. 10 metres was the length of double yellow lines originally installed at the junction, therefore the request to extend the double yellow lines further was carefully considered; as whilst it is not a duty of the City Council to provide on street parking we are aware of the impact introducing double yellow lines can have on residents and their visitors who park on street. A photo taken by an Officer investigating the request shows the impact of parking on visibility at the Lyons Drive junction.
- 1.5 As part of the statutory procedure, the TRO was advertised in the local press and notices were posted on lamp columns in the area of the proposed restrictions on 13th June 2019, advising that any formal objections should be made in writing by 4th July 2019. In addition, letters were also sent to residents who would be directly affected due to waiting restrictions being installed on the public highway outside their property. One objection was received to the Brown’s Lane proposal. This is detailed in Appendix A to the report.

2. Options considered and recommended proposal

- 2.1 The proposed TRO, which included the Brown’s Lane proposal, was advertised on 13th June 2019, 40 objections were received (39 individual objections, and 1 petition). In addition, 8 responses in support of proposals and 4 comments were also received. Apart from the objection to the Brown’s Lane proposal, these were all considered at the Cabinet Member meeting of 12th August 2019.
- 2.2 The original objection to the Brown’s Lane proposal, additional comments received from the objector, response to the objection and origin of the proposed waiting restriction are summarised in the table in Appendix A to the report. Where the objection refers to personal details, these have not been detailed in this report, however the objection has been forwarded in full to the Cabinet Member for City Services.
- 2.3 In considering the objection received, the options are to:
 - i) make the order for the proposal as advertised;
 - ii) make the order for a shorter extension of double yellow lines (3 metres);
 - iii) make other amendments to the proposal, which may require the revised proposal to be advertised;
 - iv) not to make the order relating to the proposal.

- 2.4 The recommended proposal is to install the double yellow lines (no waiting at any time) on Brown's Lane as advertised.

3. Results of consultation undertaken

- 3.1 The proposed TRO for the waiting restrictions was advertised in the Coventry Telegraph on 13th June 2019; notices were also placed on street in the vicinity of the proposals. In addition, letters were sent to properties which would be directly affected. Letters were also sent to other various consultees. The responses received were, 40 objections (39 individual objections and 1 petition), 8 responses in support of proposals and 4 comments. One objection related to the proposals for Brown's Lane.

4. Timetable for implementing this decision

- 4.1 The original TRO which the Brown's Lane proposal is part of has not yet been sealed. Therefore, following the consideration of the objection to Browns Lane, any decision which does not require the proposal to be advertised again will be incorporated into the TRO and the restriction installed as approved by the end of September 2019.
- 4.2 If any approved proposal requires the proposal to be advertised, this will be incorporated in to the legal procedure for the next citywide waiting restriction review, which is to be undertaken in October 2019.

5 Comments from Director of Finance and Corporate Services

5.1 Financial implications

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

5.2 Legal implications

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

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

There is an obligation under the Road Traffic Regulation Act 1984 to advertise our intention to make Traffic Orders and to inform various stakeholders, including the Police and the public. The Authority is obliged to consider any representations received. If representations are received, these are considered by the Cabinet Member for City Services. Regulations allow for an advertised Order to be modified (in response to objections or otherwise) before a final version of the Order is made.

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

6 Other implications

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

The proposed changes to the waiting restriction as recommended will contribute to the City Council's aims of ensuring that citizens, especially children and young people, are safe and the objective of working for better pavements, streets and roads.

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

The introduction of waiting restrictions will reduce obstruction of the carriageway, therefore increasing safety for all road users.

6.5 Implications for (or impact on) Climate Change and the Environment

None

6.6 Implications for partner organisations?

None

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

Caron Archer
Team Leader (Traffic Management)

Directorate:

Place

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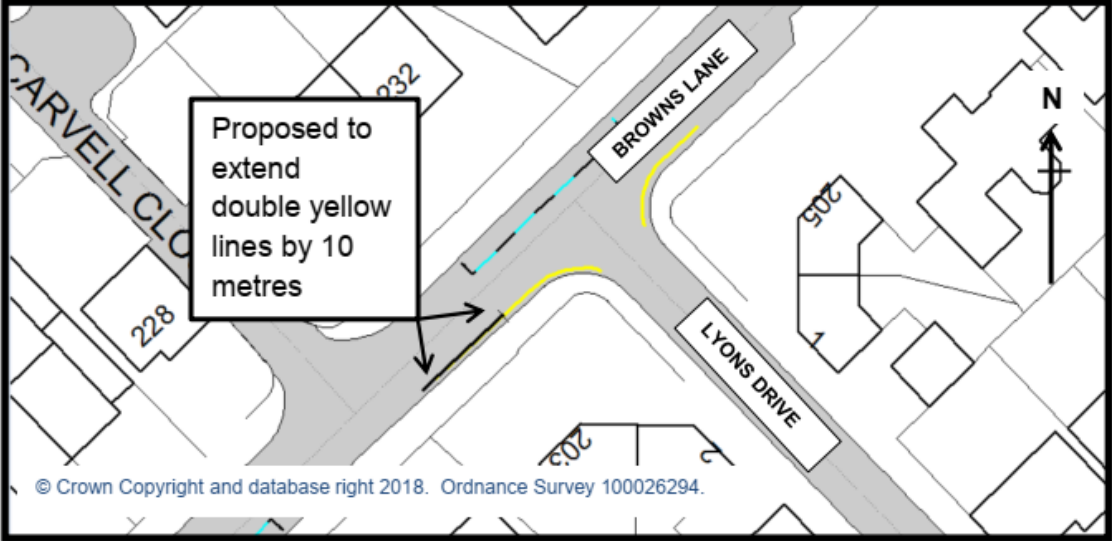
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Contributor/ approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Karen Seager	Strategic Lead, Transport and Highways Operations	Place	27.08.2019	29.08.2019
Rachel Goodyer	Traffic and Road Safety Manager	Place	27.08.2019	29.08.2019
Liz Knight	Governance Services Officer	Place	27.08.2019	28.08.2019
Names of approvers: (officers and members)				
Mark Williams	Lead Accountant	Place	27.08.2019	27.08.2019
Rob Parkes	Team Leader, Legal Services	Place	27.08.2019	29.08.2019
Councillor P Hetherton	Cabinet Member for City Services	-	28.08.2019	29.08.2019

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Appendix A – Summary of proposed restriction, objection and response

<p>Location (Ward)</p>	<p>Brown’s Lane (Bablake)</p>
<p>Original Request</p>	<p>Request to extend existing double yellow lines at the junction with Lyons Drive due to parked cars creating visibility issues for drivers trying to exit Lyons Drive.</p>
<p>Proposal</p>	<p>Proposed to extend the existing double yellow lines on the western side of the junction with Lyons Drive by approximately 10 metres.</p>  <p>© Crown Copyright and database right 2018. Ordnance Survey 100026294.</p>
<p>Objection</p>	<p>I object to the proposal to extend the double yellow lines at the above location. The proposal would cause both myself and my neighbours inconvenience.</p> <p>I park in this location because I do not have parking directly outside of my own home. This is because of the yellow lined bus stop that traverses both 230 and 232 Browns Lane. There is no parking place between these houses and Carvell Close to the South West. Parking to the North East of these house would impact the speed reduction pinch point installed by the City Council in the recent past.</p> <p>The established junction of Browns Lane/Lyons Drive already has yellow lines that are sufficient to meet regulations and do not cause a dangerous impediment to the line of sight for traffic emerging from this junction.</p> <p>Purchasers of these recently built houses fronting Browns Lane knew full well that they were purchasing on a road junction before their purchase. They should not seek to impose an inconvenience on longer established residents. Furthermore, there is no direct access to the footpath from their own frontages because of landscaping conditions imposed as a condition of planning permission for the whole Lyons Drive Estate.</p> <p>I fail to see what benefit the proposal to extend the existing yellow lines would bring, other than the visual benefit of not seeing parked cars from their windows. In my view the proposal has no merit and I urge you to reject the request.</p>
<p>Additional information provided by the objector</p>	<p>As stated in your earlier email this week, would you kindly ask the Cabinet Member for a deferral to another date. If they are unwilling to do that then please place the following before them.</p> <p>The proposal for the Browns Lane/Lyons Drive junction arises from concerns about safety</p>

	<p>exiting this junction onto Browns Lane. The source of the concern is unknown to me. Over the last four years- in fact since the junction was built - there have been no accidents or near misses illustrating that the existing precautions are adequate. I am well placed to know this as [personal details]. [Reference to property location] my CCTV cameras also show the junction beyond my drive in full. The Technical Officer does not mention the speed reduction "pinch point" or the bus stop that when a bus is parked there, congests the junction.</p> <p>The perceived threat to road safety is misplaced. In fact there is a greater threat to safety from opening up the lines of sight. Only IF cars are parked there, there may be a need to "Creep and Peep", a technique highlighted in the Highway Code. This is far safer because it forces oncoming traffic to reduce speed.</p> <p>I would ask you not to extend the double yellow lines any further that they are at present, but if you are not persuaded, then to limit their extension to 3 metres.</p>
<p>Response to objection</p>	<p>The double yellow lines were proposed in response to concerns raised regarding visibility when drivers were exiting Lyons Drive on to Brown's Lane. An Officer visited the site to observe the situation and to undertake this manoeuvre as part of the investigation to determine whether to propose to increase the double yellow lines and the extent of any increase. The presence of the existing traffic calming features on Browns Lane was taken into consideration as part of the review. A vehicle was parked at this location during the site visit and impacted on visibility, making it difficult when exiting, therefore it was proposed to extend the existing double yellow lines provided for junction protection for safety reasons.</p>  <p>It is not a duty of the City Council to provide on street parking.</p> <p>Recommendation – Install the restriction as advertised,</p>

CONFERENCES/SEMINARS
AUTHORITY FOR ATTENDANCE

THIS FORM TO BE USED FOR COUNCILLORS (FOR ATTENDANCE BOTH IN AND OUTSIDE THE U.K.) AND FOR EMPLOYEES (OUTSIDE THE U.K. ONLY OR, IF ACCOMPANYING A COUNCILLOR, INSIDE THE UK)

1. Title of Conference	Plastic Energy Site Visit		
2. Organising Body	Coventry City Council		
3. Location	Saville, Spain.		
4. Date(s)	18 th – 20 th September 2019		
5. Councillor(s) recommended to attend	None		
6. Employee(s) recommended to attend	Andrew Walster		
7. Cost per person, including travel, etc (Note: If total cost is less than £100, formal Cabinet/Cabinet Member approval is not required)	Delegate Fee		
	Accommodation	£200	
	Travel	£200	
	Total	£400	
8. Is participation at this event as part of a group	YES		
9. If so, how many people IN TOTAL will be attending the event as part of that group	2		
10. Is there anyone travelling with the Member, officer or group in relation to whom any of the costs of travel, accommodation or any other expense will be paid for by a Member or officer? If "YES" please state number.	N/A		
11. Source of Funding (FIS Code)			
12. What are the reasons for attendance and what benefits to the City Council are expected from attendance	<p>Plastic energy is the only known supplier of a process to turn low grade plastic and film plastic into virgin polymer for use in the production of new plastic containers. Their current operational plants are in Spain.</p> <p>This process is an ideal addition to the current sub-regional MRF project being pursued by the City Council, and early indications are that an investment in this technology could make a commercial return to the Coventry City Council, via the MRF project. However, to date no City</p>		

	<p>Council officer or our advisors has seen this technology first hand. Once a site visit</p> <p><i>Andrew J Walster</i></p> <p><i>Andrew J Walster</i></p> <p>Date: 27th August 2019</p>
<p>13. Is this conference part of an overall project involving further visits in the future?</p>	<p>YES</p>
<p>14. Recommendation of Cabinet Member/ Cabinet/Chair of any other City Council Committee</p> <p>(a) Are you satisfied that there is a genuine reason for attendance and genuine benefit for the Council?</p>	<p>YES/NO</p> <p>YES/NO</p>
<p>(b) Will Councillor attendance affect the decision-making processes of the Council?</p> <p>(c) Is attendance recommended?</p>	<p>NO</p> <p>YES/NO</p> <p>Signed: Date:</p>
<p>15. Cabinet Member's recommendation</p>	<p>YES/NO</p> <p>Signed: Date:</p>
<p>16. Leader's recommendation</p>	<p>YES/NO</p> <p>Signed: <i>[Signature]</i> Date: 29/8/2019</p>
<p>17. Person responsible for booking conference following approval of attendance</p>	<p>Name: Anna Watkins Department: PA Team Telephone No: 024 7697 2418</p>

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**THIS FORM SHOULD NOW BE RETURNED TO
THE DEPUTY CHIEF EXECUTIVE (PLACE) (Governance Services Room CH 79)**

FOR GOVERNANCE SERVICES USE ONLY

Decision APPROVED / NOT APPROVED	<i>Cabinet Member/Cabinet</i> <i>Date:</i>
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Notification to:	<u>YES/NO</u>	<u>DATE</u>
(a) Officer responsible for booking conference		
(b) Councillor attending		
(c) Member of Management Board		
(d) Members' Services		
(e) Committee Officer		

Date report back obtained	
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Date of meeting of Scrutiny to receive report back	
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Cabinet Member for City Services

9 September 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:

Binley & Willenhall, Foleshill, Lower Stoke

Title:

Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

Is this a key decision?

No - This report is for monitoring purposes only

Executive Summary:

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

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

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

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

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

Recommendations:

Cabinet Member for City Services is recommended to:-

- 1) Endorse the actions being taken by officers as set out in Section 2 and Appendix A of the report in response to the petitions received.

List of Appendices included:

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

Background Papers

None

Other useful documents:

Cabinet Member for Policing and Equalities Meeting 18 June 2015 report: Amendments to the Constitution – Proposed Amendments to the Petitions Scheme

A copy of the report is available at 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 to the report.
- 2.3 Once the matters have been investigated, a determination letter will be sent to the petition organiser or, if appropriate, a report will be submitted to a future Cabinet Member meeting, detailing the results of the investigations and subsequent recommended action.

3. Results of consultation undertaken

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

4. Timetable for implementing this decision

- 4.1 Letters referred to in Appendix A to the report will be sent out by the end of October 2019.

5. Comments from Director of Finance and Corporate Services

5.1 Financial implications

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

5.2 Legal implications

There are no specific legal implications arising from this report.

6. Other implications

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

Not applicable

6.2 How is risk being managed?

Not applicable

6.3 What is the impact on the organisation?

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

6.4 Equalities / EIA

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

6.5 Implications for (or impact on) Climate and the environment

None

6.6 Implications for partner organisations?

None

Report author(s)

Name and job title:

Martin Wilkinson
Senior Officer, Traffic Management

Directorate:

Place

Tel and email contact:

Tel: 024 7697 7139
Email: martin.wilkinson@coventry.gov.uk

Enquiries should be directed to the above person

Contributor/ approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Rachel Goodyer	Traffic and Road Safety Manager	Place	22/08/19	29/08/19
Caron Archer	Principle Officer - Traffic Management	Place	22/08/19	29/08/19

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

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
E1/19 - Close the Exit from Chace Avenue to London Road	8	N/A	Determination	Chace Avenue provides an important access to the residential area and is also a bus diversion route. Therefore, there are no proposals to close the junction.	October
E4/19 - Turn Chace Avenue/ London Road into a Traffic Lighted T junction	58	N/A	Determination	Recorded personal injury collision history and traffic patterns at this junction do not justify the introduction of traffic signals. Therefore, no action is proposed.	October
15/19 - Request for Residents Parking for Churchill Avenue and Fisher Road	82	Councillor A S Khan	Holding	Parking surveys to be conducted.	October
62/18 – Residents Parking Scheme for Church Lane (Walsgrave Road End)	8	Councillor McNicholas	Determination	Residents' parking schemes are only considered for a whole street or area where most residents do not have access to off-street parking. Most of the signatories have access to off-street parking. Therefore, there are no proposals to introduce a residents' parking scheme at the Walsgrave Road end of Church Lane.	October
3/19 - Request for Residents Parking Permits for Bryn Road	38	Councillor B Kaur	Determination	Bryn Road meets residents' parking scheme criteria (proportion of households in support and availability of parking during weekday daytime). Scheme to be advertised as part of next review of waiting restrictions.	October

62/18 - Residents Parking Permits for Matlock Road	21	Councillor B Kaur	Determination	<p>Parking surveys show that Matlock Road meets the parking availability criterion for consideration for a residents' parking scheme. All residents to be consulted to establish if proportion of households in support meets required threshold of 60%. The double yellow lines at the cul-de-sac end of the road are necessary to enable vehicles to turn around. Therefore, no reduction in the length of the lines is proposed.</p>	October
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